

2009 Pontiac Torrent

2009 ENGINE Engine Mechanical - 3.4L - Equinox & Torrent

2009 ENGINE**Engine Mechanical - 3.4L - Equinox & Torrent****SPECIFICATIONS****FASTENER TIGHTENING SPECIFICATIONS**

Application	Specification	
	Metric	English
A/C Compressor Bracket Bolt	50 N.m	37 lb ft
Automatic Transaxle to Engine Bolt	75 N.m	55 lb ft
Camshaft Position Sensor Bolt	10 N.m	89 lb in
Camshaft Sprocket Bolt	16 N.m	12 lb ft
Camshaft Thrust Plate Screw	10 N.m	89 lb in
Connecting Rod Bearing Cap Bolt		
• First Pass	20 N.m	15 lb ft
• Final Pass	75 degrees	
Coolant Drain Plug	19 N.m	14 lb ft
Coolant Temperature Sensor	23 N.m	17 lb ft
Crankshaft Balancer Bolt		
• Installation Pass Using the Old Bolt to Ensure the Balancer is Completely Installed	125 N.m	92 lb ft
• First Pass - Install a NEW Bolt After the Installation Pass and Tighten as Described in the First and Final Passes	125 N.m	92 lb ft
• Final Pass	130 degrees	
Crankshaft Main Bearing Cap Bolt/Stud		
• First Pass	50 N.m	37 lb ft
• Final Pass	77 degrees	
Crankshaft Oil Deflector Nut	25 N.m	18 lb ft
Crankshaft Position Sensor Stud-Side of Engine Block	11 N.m	98 lb in
Crankshaft Position Sensor Shield Nut	11 N.m	98 lb in
Cylinder Head Bolt		
• First Pass	60 N.m	44 lb ft
• Final Pass	95 degrees	
Drive Belt Tensioner Bolt	50 N.m	37 lb ft
EGR Valve Pipe to Exhaust Manifold Bolt	30 N.m	22 lb ft
EGR Valve Pipe to EGR Valve Bolt	30 N.m	22 lb ft
EGR Valve to Upper Intake Manifold Bolt	30 N.m	22 lb ft

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Engine Electrical Harness Ground Bolt	25 N.m	18 lb ft
Engine Front Cover Bolt		
• Large Bolt	55 N.m	41 lb ft
• Medium Bolt	55 N.m	41 lb ft
• Small Bolt	27 N.m	20 lb ft
Engine Lift Bracket - Rear	50 N.m	37 lb ft
Engine Lift and Generator Bracket Bolt	50 N.m	37 lb ft
Engine Mount Bracket Bolt		
• Small Bolt	25 N.m	18 lb ft
• Large Bolt	55 N.m	41 lb ft
Engine Mount Bracket to Engine Block Bolt	85 N.m	63 lb ft
Engine Mount Bracket to Oil Pan	58 N.m	43 lb ft
Engine Mount to Engine Mount Bracket Nut	53 N.m	39 lb ft
Engine Mount to Engine Oil Pan Bolts	58 N.m	43 lb ft
Engine Mount to Frame Bolts	47 N.m	35 lb ft
Engine Mount to Lower Nut	47 N.m	35 lb ft
Engine Mount Strut Bolt	48 N.m	35 lb ft
Engine Mount Strut Bracket Bolt, Left	70 N.m	52 lb ft
Engine Mount Strut Bracket Bolt, Right	50 N.m	37 lb ft
Engine Mount Strut and Lift Bracket Bolt - Engine Lift Rear	50 N.m	37 lb ft
Engine Oil Pressure Indicator Switch	16 N.m	12 lb ft
Engine to Transaxle Brace Bolt	50 N.m	37 lb ft
Engine Wiring Harness Bracket Bolt	13 N.m	110 lb in
Exhaust Crossover Pipe Stud/Nut	25 N.m	18 lb ft
Exhaust Manifold Heat Shield Bolt	10 N.m	89 lb in
Exhaust Manifold Nut	16 N.m	12 lb ft
Exhaust Manifold Stud	18 N.m	13 lb ft
Flywheel Bolt	71 N.m	52 lb ft
Frame to Body Bolt	155 N.m	114 lb ft
Fuel Hose/Pipe Retainer Nut	28 N.m	21 lb ft
Fuel Injector Rail Bolt	10 N.m	89 lb in
Fuel Injector Sight Shield Stud	10 N.m	89 lb in
Generator B+ Lead Nut	20 N.m	15 lb ft
Generator Bolt	50 N.m	37 lb ft
Generator Brace Nut	25 N.m	18 lb ft
Heated Oxygen Sensor	42 N.m	31 lb ft
Heater Inlet Pipe Nut	25 N.m	18 lb ft
Heater Inlet Pipe Stud	50 N.m	37 lb ft
Heater Outlet Pipe Adapter to Engine Front Cover Bolt	12 N.m	106 lb in
Heater Outlet Pipe to Throttle Body Bolt	10 N.m	89 lb in

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Heater Outlet Pipe to Throttle Body Nut	10 N.m	89 lb in
Heater Outlet Pipe to Upper Intake Manifold Nut	25 N.m	18 lb ft
Ignition Coil Bracket Bolt/Nut/Stud	25 N.m	18 lb ft
Ignition Control Module Bracket Stud	25 N.m	18 lb ft
Intake Manifold Coolant Pipe Bolt	10 N.m	89 lb in
Knock Sensor	25 N.m	18 lb ft
Left Drive Belt Idler Pulley Bolt	50 N.m	37 lb ft
Left Engine Mount Strut Bracket to Engine Bolts	50 N.m	37 lb ft
Left Transaxle Mount to Transaxle Bolt	50 N.m	37 lb ft
Lower Drive Belt Idler Pulley Bolt	50 N.m	37 lb ft
Lower Intake Manifold Bolt - Center		
• First Pass	7 N.m	62 lb in
• Final Pass	13 N.m	115 lb in
Lower Intake Manifold Bolt - Corner		
• First Pass	13 N.m	115 lb in
• Final Pass	25 N.m	18 lb ft
MAP Sensor Bolt	10 N.m	89 lb in
Negative Battery Cable to Inner Fender Body Ground Nut	12 N.m	106 lb in
Negative Battery Cable to Transaxle Nut	45 N.m	33 lb ft
Oil Filter	30 N.m	22 lb ft
Oil Filter Adapter Bolt	25 N.m	18 lb ft
Oil Filter Bypass Hole Plug	19 N.m	14 lb ft
Oil Filter Fitting	39 N.m	29 lb ft
Oil Gallery Plug - 1/4 inch	19 N.m	14 lb ft
Oil Gallery Plug - 3/8 inch	33 N.m	24 lb ft
Oil Level Indicator Tube Bolt	25 N.m	18 lb ft
Oil Pan Bolt	25 N.m	18 lb ft
Oil Pan Drain Plug	25 N.m	18 lb ft
Oil Pan Side Bolt	50 N.m	37 lb ft
Oil Pressure Indicator Switch	16 N.m	12 lb ft
Oil Pump Cover Bolt	10 N.m	89 lb in
Oil Pump Drive Clamp Bolt	36 N.m	27 lb ft
Oil Pump Mounting Bolt	41 N.m	30 lb ft
Positive Crankcase Ventilation (PCV) Foul Air Pipe Retaining Clip Bolt	10 N.m	89 lb in
Right Drive Belt Idler Pulley Bolt	50 N.m	37 lb ft
Right Engine Mount to Engine Mount Bracket Bolt	50 N.m	37 lb ft
Spark Plug	15 N.m	11 lb ft
Spark Plug Wire Retainer Support Bolt	25 N.m	18 lb ft
Steering Intermediate Shaft Pinch Bolt	34 N.m	25 lb ft

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Throttle Body Bolt/Stud	10 N.m	89 lb in
Timing Chain Dampener Bolt	21 N.m	15 lb ft
Torque Converter Bolt	60 N.m	44 lb ft
Transfer Case Mounting Bracket Bolt	50 N.m	37 lb ft
Upper Engine Mount Strut Bracket to Upper Radiator Support Bolts	28 N.m	21 lb ft
Upper Intake Manifold Bolt/Stud	25 N.m	18 lb ft
Valve Lifter Guide Bolt	10 N.m	89 lb in
Valve Rocker Arm Bolt	32 N.m	24 lb ft
Valve Rocker Arm Cover Bolt	10 N.m	89 lb in
Water Outlet Bolt	25 N.m	18 lb ft
Water Pump Bolt	11 N.m	98 lb in
Water Pump Pulley Bolt	25 N.m	18 lb ft

ENGINE MECHANICAL SPECIFICATIONS

Application	Specification	
	Metric	English
General Data		
• Engine Type	60 degree V-6	
• Displacement	3.4L	204 cu in
• RPO	LNJ	
• VIN	F	
• Bore	92 mm	3.62 in
• Stroke	84 mm	3.31 in
• Compression Ratio	9.6:1	
• Firing Order	1-2-3-4-5-6	
• Spark Plug Gap	1.52 mm	0.60 in
Block		
• Camshaft Bearing Bore Diameter - Front and Rear	51.03-51.08 mm	2.009-2.011 in
• Camshaft Bearing Bore Diameter - Middle #2, #3	50.77-50.82 mm	1.999-2.001 in
• Crankshaft Main Bearing Bore Diameter	72.1535-72.0695 mm	2.840-2.841 in
• Crankshaft Main Bearing Bore Out-of-Round	0.008 mm	0.00031 in
• Cylinder Bore Diameter - Production	92.020-92.038 mm	3.622-3.623 in
• Cylinder Bore Diameter - Service	92.020-92.038 mm	3.622-3.623 in
• Cylinder Bore Out-of-Round - Diametrical - Production	0.020 mm	0.0008 in
	0.025 mm	0.001 in

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• Cylinder Bore Out-of-Round - Diametrical - Service		
• Cylinder Bore Taper - Production	0.020 mm	0.0008 in
• Cylinder Bore Taper - Service	0.025 mm	0.001 in
• Cylinder Head Deck Height	224 mm	8.818 in
• Cylinder Head Deck Surface Flatness	0.05 mm per 152 mm	0.0019 in per 6 in
• Valve Lifter Bore Diameter	21.417-21.455 mm	0.843-0.844 in
Camshaft		
• Camshaft Bearing Inside Diameter	47.523-47.549 mm	1.871-1.872 in
• Camshaft Journal Diameter	47.45-47.48 mm	1.868-1.869 in
• Camshaft Journal Out-of-Round	0.025 mm	0.001 in
• Camshaft Lobe Lift - Exhaust	6.9263 mm	0.2727 in
• Camshaft Lobe Lift - Intake	6.9263 mm	0.2727 in
Cooling System		
• Thermostat Full Open Temperature	91° C	195° F
Connecting Rod		
• Connecting Rod Bearing Clearance	0.18-0.062 mm	0.0007-0.017 in
• Connecting Rod Bore Diameter	53.962-53.978 mm	2.124-2.125 in
• Connecting Rod Bore Out-of-Round	0.008 mm	0.0002 in
• Connecting Rod Length - Center to Center	144.75-144.81 mm	5.69-5.70 in
• Connecting Rod Side Clearance	0.25-0.37 mm	0.010-0.015 in
Crankshaft		
• Connecting Rod Journal Diameter	50.768-50.784 mm	1.9987-1.9994 in
• Connecting Rod Journal Out-of-Round	0.005 mm	0.0002 in
• Connecting Rod Journal Taper	0.005 mm	0.0002 in
• Connecting Rod Journal Width	21.92-22.08 mm	0.863-0.869 in
• Crankshaft End Play	0.060-0.210 mm	0.0024-0.0083 in
• Crankshaft Main Bearing Journal Width	23.9-24.1 mm	0.941-0.949 in
• Crankshaft Main Bearing Clearance - Except #3	0.019-0.064 mm	0.0008-0.0025 in
• Crankshaft Main Bearing Clearance - #3 Thrust Bearing	0.032-0.077 mm	0.0012-0.0030 in
• Crankshaft Main Journal Diameter	67.239-67.257 mm	2.6473-2.6483 in
• Crankshaft Main Journal Out-of-Round	0.005 mm	0.0002 in
• Crankshaft Main Journal Taper	0.005 mm	0.0002 in
• Crankshaft Rear Flange Runout	0.04 mm	0.0016 in

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Cylinder Head

• Combustion Chamber Depth - at Measurement Point	2.2 mm	0.087 in
• Surface Finish - Maximum	2.8 Ra	
• Surface Flatness - Block Deck	0.08 mm per 152 mm	0.003 in per 6 in
• Surface Flatness - Exhaust Manifold Deck	0.1 mm	0.004 in
• Surface Flatness - Intake Manifold Deck	0.1 mm	0.004 in
• Valve Guide Bore - Exhaust	8.01 mm	0.315 in
• Valve Guide Bore - Intake	8.01 mm	0.315 in
• Valve Guide Installed Height	16.6 mm	0.654 in

Lubrication System

• Oil Capacity - with Filter	4.3 liters	4.5 quarts
• Oil Pressure - @ 1850 RPM	207-241 kPa	30-35 psi

Oil Pump

• Gear Diameter	38.05-38.10 mm	1.498-1.500 in
• Gear Pocket - Depth	30.52-30.58 mm	1.202-1.204 in
• Gear Pocket - Diameter	38.176-38.226 mm	1.503-1.505 in
• Gears Lash	0.094-0.195 mm	0.0037-0.0077 mm
• Relief Valve-to-Bore Clearance	0.038-0.089 mm	0.0015-0.0035 in

Piston Ring End Gap

• First Compression Ring	0.15-0.36 mm	0.006-0.014 in
• Second Compression Ring	0.48-0.74 mm	0.0188-0.0291 in
• Oil Control Ring	0.25-0.77 mm	0.0098-0.0303 in

Piston Ring to Groove Clearance

• First Compression Ring	0.04-0.086 mm	0.002-0.0033 in
• Second Compression Ring	0.04-0.08 mm	0.002-0.0031 in
• Oil Control Ring	0.07-0.095 mm	0.0028-0.0037 in

Piston Ring Thickness

• First Compression Ring	1.164-1.190 mm	0.046-0.047 in
• Second Compression Ring	1.460-1.490 mm	0.0574-0.0586 in
• Oil Control Ring - Maximum	2.960 mm	0.116 in

Piston

• Piston Diameter - Production - Cylinder 1-4	91.985-92.003 mm	3.621-3.622 in
• Piston Diameter - Service Limit - Cylinder 1-4	91.945 mm	3.619 in
• Piston Diameter - Production - Cylinder 5-6	91.99-92.028 mm	3.621-3.623 in

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• Piston Diameter - Service Limit - Cylinder 5-6	91.945 mm	3.619 in
• Piston Pin Bore Diameter	23.005-23.010 mm	0.9057-0.9059 in
• Piston Ring Groove Width - First	1.23-1.25 mm	0.048-0.049 in
• Piston Ring Groove Width - Second	1.53-1.55 mm	0.060-0.061 in
• Piston Ring Groove Width - Oil Control	3.03-3.055 mm	0.119-0.120 in
• Piston to Bore Clearance - Production - 1-4	0.17-0.053 mm	0.0006-0.0020 in
• Piston to Bore Clearance - Service Limit- 1-4	0.093 mm	0.0036 in
• Piston to Bore Clearance - Production - 5-6	-0.008-+0.048 mm	-0.0003-+0.0018 in
• Piston to Bore Clearance - Service Limit- 5-6	0.093 mm	0.0036 in
Pin		
• Piston Pin Clearance to Connecting Rod Bore - Press Fit	-0.047 to -0.019 mm	-0.0019 to -0.0007 in
• Piston Pin Clearance to Piston Pin Bore	0.008-0.016 mm	0.00031-0.00063 in
• Piston Pin Diameter	22.994-22.997 mm	0.9053-0.9054 in
Valves		
• Valve Face Angle	45 degrees	
• Valve Seat Angle	46 degrees	
• Valve Seat Depth - Intake - from Deck Face	7.9-8.1 mm	0.311-0.318 in
• Valve Seat Depth - Exhaust - from Deck Face	8.9-9.1 mm	0.350-0.358 in
• Valve Seat Runout	0.037 mm	0.0015 in
• Valve Seat Width - Intake	1.55-1.80 mm	0.061-0.071 in
• Valve Seat Width - Exhaust	1.70-2.0 mm	0.067-0.079 in
• Valve Stem-to-Guide Clearance	0.026-0.068 mm	0.0010-0.0027 in
Valve Lifters/Push Rods		
• Push Rod Length - Intake	146.0 mm	5.75 in
• Push Rod Length - Exhaust	152.5 mm	6.0 in
Valve Springs		
• Valve Spring Free Length	48.5 mm	1.89 in
• Valve Spring Installed Height	43.2 mm	1.701 in
• Valve Spring Load - Closed	320 N @ 43.2 mm	75 lb @ 1.701 in
• Valve Spring Load - Open	1036 N @ 32 mm	230 lb @ 1.260 in
• Valve Spring Total Number of Coils	6.55	

ADHESIVES, FLUIDS, LUBRICANTS, AND SEALERS

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Application	Type of Material	GM Part Number	
		United States	Canada
Camshaft Rear Bearing Hole Plug	Sealant	12377901	10953504
Coolant Drain Plug	Sealant	12346004	10953480
Coolant Temperature Sensor Threads	Sealant	12346004	10953480
Crankshaft Balancer Keyway	Sealant	12346141	10953433
Crankshaft Position Sensor Bolt/Stud Threads	Threadlock	12345382	10953489
Engine Block Coolant Drain Plug Threads	Sealant	12346004	10953480
Engine Block Oil Gallery Plug Threads	Sealant	12346004	10953480
Engine Front Cover Bolt Threads	Sealant	12346004	10953480
Engine Front Cover Gasket Lower Tabs	Sealant	12346004	10953480
Engine Oil	10W-30 Oil	12345616	993182
Intake Manifold Bolt Threads - Upper and Lower	Threadlock	12345382	10953489
Intake Manifold Coolant Pipe	Sealant	12345493	10953488
Intake Manifold to Engine Block Mating Surface	Sealant	12346141	10953433
Knock Sensor Threads	Sealant	12346004	10953480
Oil Filter Bypass Hole Plug Threads	Sealant	12346004	10953480
Oil Pan Surface at Rear Crankshaft Main Bearing Cap	Sealant	12346141	10953433
Oil Pressure Switch Threads	Sealant	12346004	10953480
Oil Pump Suction Pipe	Sealant	12346004	10953480
Piston and Piston Pin	10W-30 Oil	12345616	993182
Rear Crankshaft Main Bearing Cap	Sealant	1052942	10953466
Throttle Body Bolt and Stud	Threadlock	12345382	10953489
Valve Lifter Guide Bolt Threads	Threadlock	12345382	10953489
Valve Rocker Arm Cover Notch at Cylinder Head and Lower Intake Manifold	Sealant	12346141	10953433
Valve Lifter and Camshaft Prelube	Lubricant	12345501	992704

COMPONENT LOCATOR**DISASSEMBLED VIEWS**

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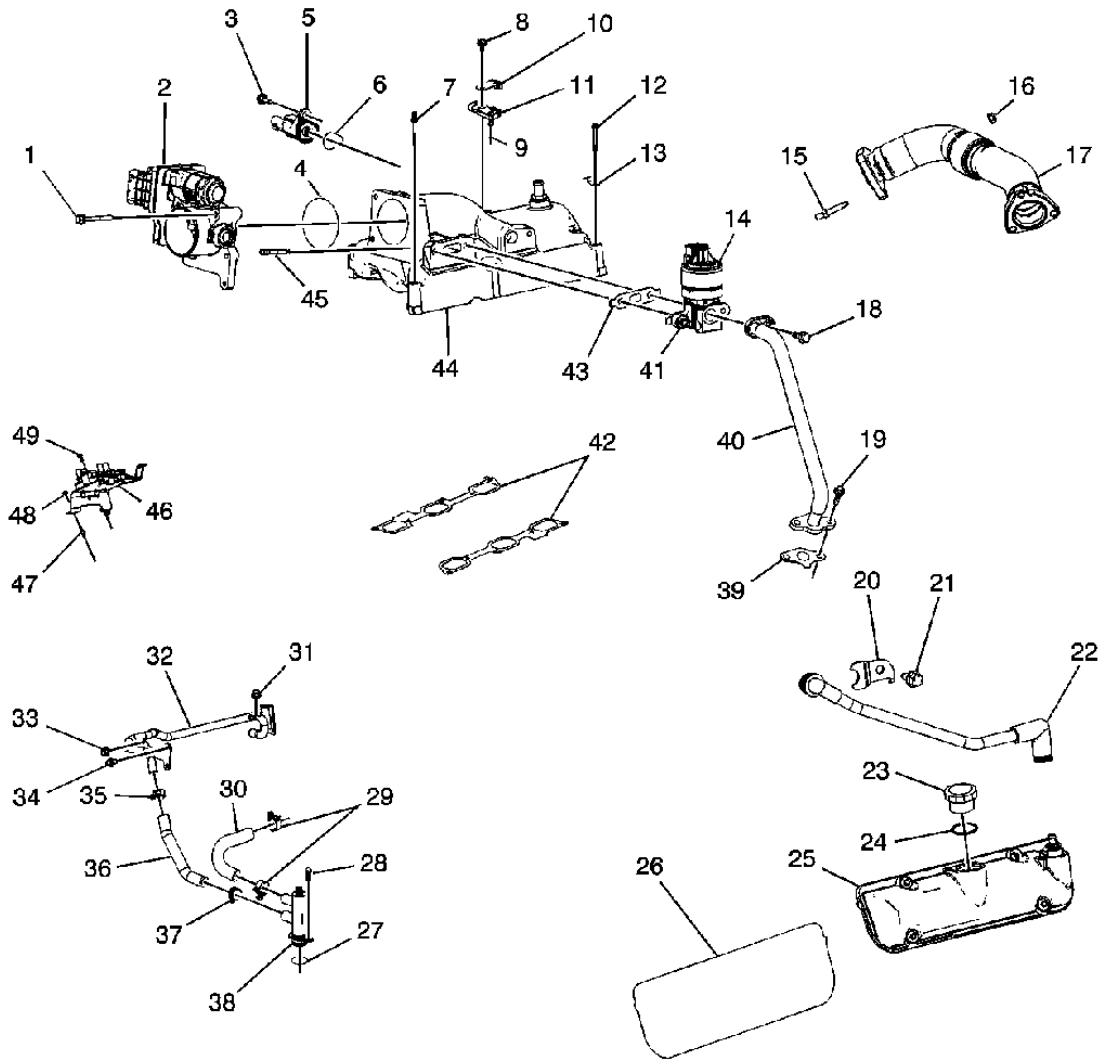


Fig. 1: View Of Intake Manifold & Components
Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
1	Throttle Body Bolt
2	Throttle Body
3	EVAP Purge Valve Bolt
4	Throttle Body Seal
5	EVAP Purge Valve
6	EVAP Purge Valve Seal
7	Upper Intake Manifold Stud
8	MAP Sensor Bolt
9	MAP Sensor Seal
10	MAP Sensor Clip

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11	MAP Sensor
12	Upper Intake Manifold Bolt
13	Spark Plug Wire Support
14	Exhaust Gas Recirculation Valve
15	Exhaust Crossover Pipe Stud
16	Exhaust Crossover Pipe Nut
17	Exhaust Crossover Pipe
18	Exhaust Gas Recirculation Valve Pipe Bolt
19	Exhaust Gas Recirculation Valve Pipe Bolt
20	Positive Crankcase Ventilation Tube Clip
21	Positive Crankcase Ventilation Tube Clip Bolt
22	Positive Crankcase Ventilation Tube
23	Oil Filler Cap
24	Oil Filler Cap Seal
25	Valve Rocker Arm Cover
26	Valve Rocker Arm Cover Gasket
27	Heater Outlet Pipe Seal
28	Heater Outlet Pipe Bolt
29	Heater Outlet Pipe Clamp
30	Heater Outlet Hose
31	Heater Outlet Pipe Nut
32	Heater Outlet Pipe
33	Heater Outlet Pipe Nut
34	Heater Outlet Pipe Bolt
35	Heater Outlet Pipe Clamp
36	Heater Outlet Hose
37	Heater Outlet Pipe Clamp
38	Thermostat Bypass Pipe Adapter
39	Exhaust Gas Recirculation Valve Gasket
40	Exhaust Gas Recirculation Valve Pipe
41	Exhaust Gas Recirculation Valve Bolt
42	Upper Intake Manifold Gasket
43	Exhaust Gas Recirculation Valve Gasket
44	Upper Intake Manifold
45	Throttle Body Stud
46	Ignition Coil
47	Ignition Coil Stud
48	Ignition Coil Bracket Nut
49	Ignition Coil Bolt

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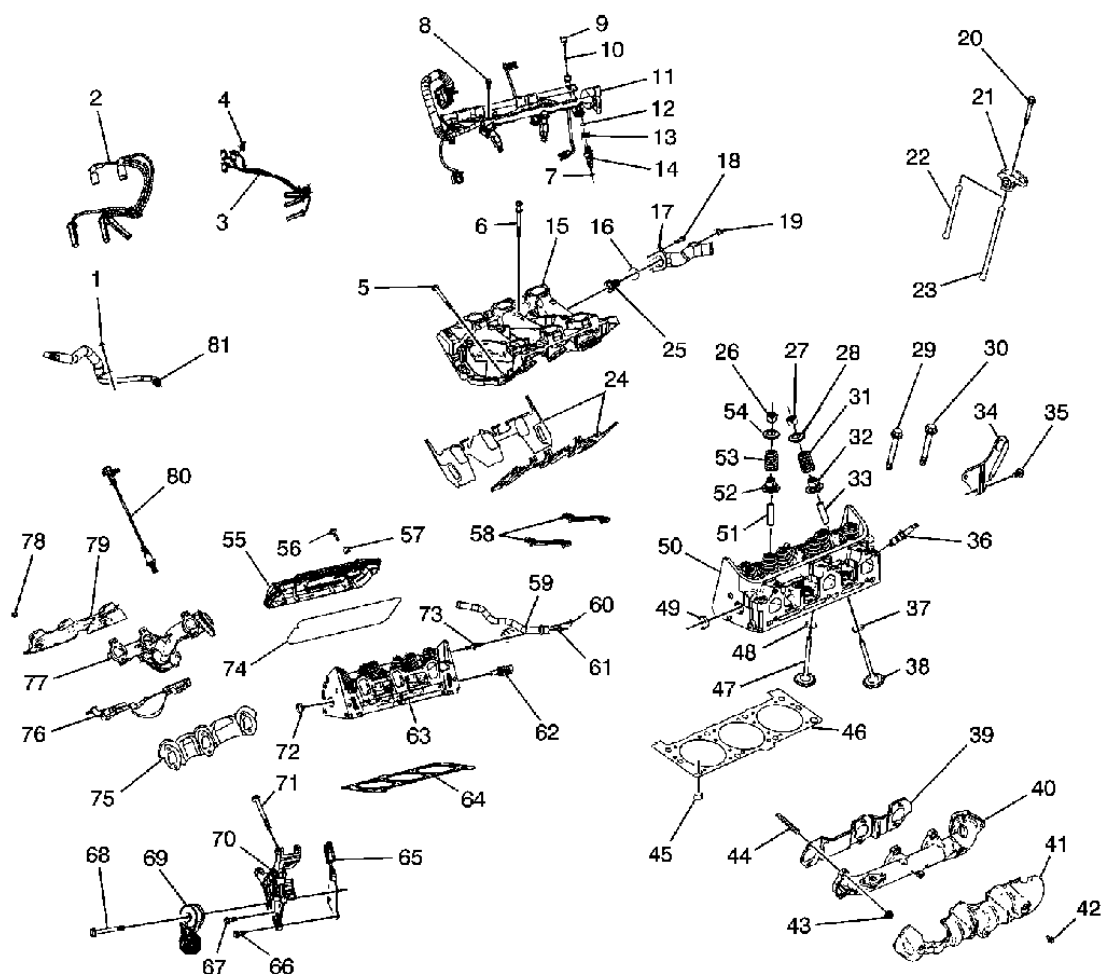


Fig. 2: View Of Intake Manifold, Cylinder Head & Components
Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
1	Positive Crankcase Ventilation Tube Nut
2	Spark Plug Wire Harness
3	Spark Plug Wire Harness
4	Spark Plug Wire Support
5	Lower Intake Manifold Bolt
6	Lower Intake Manifold Bolt
7	Fuel Injector Seal
8	Sequential Multiport Fuel Injection Fuel Rail Bolt
9	Fuel Service Port Cap
10	Fuel Schrader Valve
11	Sequential Multiport Fuel Injection Fuel Rail
12	Fuel Injector Seal

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13	Fuel Injector Retaining Ring
14	Sequential Multiport Fuel Injector
15	Lower Intake Manifold
16	Engine Coolant Thermostat Seal
17	Water Outlet Housing
18	Water Outlet Housing Bolt
19	Water Outlet Housing Fitting
20	Valve Rocker Arm Bolt
21	Valve Rocker Arm
22	Valve Push Rod
23	Valve Push Rod
24	Lower Intake Manifold Gasket
25	Engine Coolant Thermostat
26	Valve Stem Key
27	Valve Stem Key
28	Valve Spring Cap
29	Cylinder Head Bolt
30	Cylinder Head Bolt
31	Valve Spring
32	Valve Stem Oil Seal
33	Valve Guide
34	Engine Lift Rear Bracket
35	Engine Lift Rear Bracket Bolt
36	Spark Plug
37	Exhaust Valve Seat
38	Exhaust Valve
39	Exhaust Manifold Gasket
40	Exhaust Manifold
41	Exhaust Manifold Heat Shield
42	Exhaust Manifold Heat Shield Bolt
43	Exhaust Manifold Nut
44	Exhaust Manifold Stud
45	Cylinder Head Location Pin
46	Cylinder Head Gasket
47	Intake Valve
48	Intake Valve Seat
49	Cylinder Head Core Hole Plug
50	Cylinder Head
51	Valve Guide
52	Valve Stem Oil Seal
53	Valve Spring
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	Valve Spring Cap
55	Valve Rocker Arm Cover
56	Valve Rocker Arm Cover Bolt
57	Valve Rocker Arm Cover Bolt Grommet
58	Lower Intake Manifold Seal
59	Heater Inlet Pipe
60	Heater Inlet Pipe Nut
61	Heater Inlet Pipe Seal
62	Engine Coolant Temperature Sensor
63	Cylinder Head
64	Cylinder Head Gasket
65	Engine Lift Front Bracket
66	Generator Bracket Bolt
67	Generator Bracket Bolt
68	Drive Belt Tensioner Bolt
69	Drive Belt Tensioner
70	Generator Bracket
71	Generator Bracket Bolt
72	Cylinder Head Core Hole Plug
73	Heater Inlet Pipe Stud
74	Valve Rocker Arm Cover Gasket
75	Exhaust Manifold Gasket
76	Exhaust Manifold Heat Shield
77	Exhaust Manifold
78	Exhaust Manifold Heat Shield Bolt
79	Exhaust Manifold Heat Shield
80	Oxygen Sensor
81	Positive Crankcase Ventilation Tube

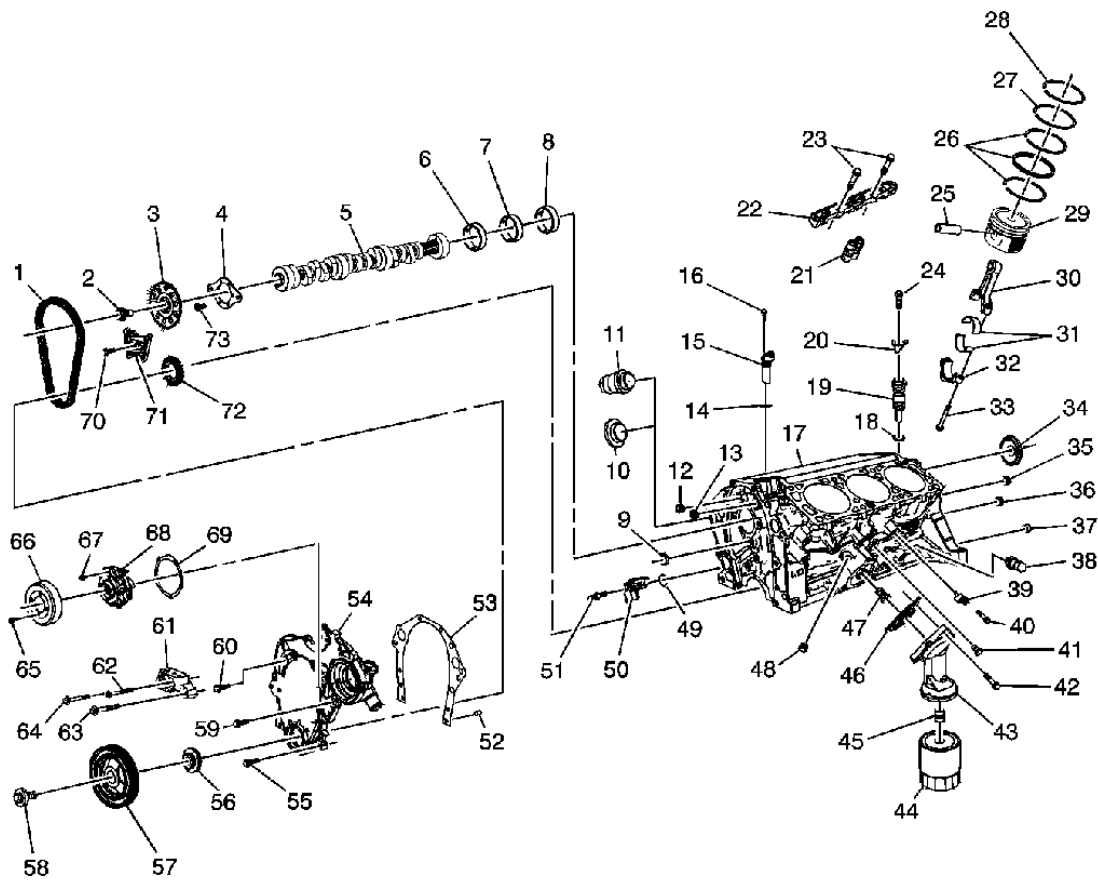


Fig. 3: View Of Engine Block & Components
Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
1	Timing Chain
2	Camshaft Sprocket Bolt
3	Camshaft Sprocket
4	Camshaft Thrust Plate
5	Camshaft
6	Camshaft Bearing
7	Camshaft Bearing
8	Camshaft Bearing
9	Engine Block Oil Gallery Plug
10	Engine Block Coolant Hole Plug
11	Engine Block Heater
12	Engine Block Oil Gallery Plug
13	Engine Block Oil Gallery Plug
14	Camshaft Sensor Seal
15	Camshaft Position Sensor

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16	Camshaft Position Sensor Bolt
17	Engine Block
18	Oil Pump Drive Seal
19	Oil Pump Drive
20	Oil Pump Drive Clamp
21	Valve Lifter
22	Valve Lifter Guide
23	Valve Lifter Guide Bolt
24	Oil Pump Drive Clamp Bolt
25	Piston Pin
26	Piston Oil Ring Rail
27	Piston Compression Lower Ring
28	Piston Compression Upper Ring
29	Piston
30	Connecting Rod
31	Connecting Rod Bearing
32	Connecting Rod Bearing Cap
33	Connecting Rod Bolt
34	Camshaft Rear Bearing Hole Plug
35	Engine Block Oil Gallery Plug
36	Engine Block Oil Gallery Plug
37	Transmission Locating Pin
38	Engine Oil Pressure Indicator Switch
39	Knock Sensor
40	Knock Sensor Bolt
41	Engine Block Coolant Drain Hole Plug
42	Engine Oil Filter Adapter Bolt
43	Engine Oil Filter Adapter
44	Engine Oil Filter
45	Engine Oil Filter Fitting
46	Engine Oil Filter Adapter Gasket
47	Engine Oil Filter Bypass Valve
48	Engine Oil Filter Bypass Hole Plug
49	Crankshaft Position Sensor Seal
50	Crankshaft Position Sensor
51	Crankshaft Position Sensor Stud
52	Engine Front Cover Location Pin
53	Engine Front Cover Gasket
54	Engine Front Cover
55	Engine Front Cover Bolt
56	Crankshaft Front Oil Seal
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	Crankshaft Balancer
58	Crankshaft Balancer Bolt
59	Engine Front Cover Bolt
60	Engine Front Cover Bolt
61	Engine Mount Insulator
62	Engine Mount Insulator Bolt
63	Engine Mount Insulator Bolt
64	Engine Mount Insulator Bolt
65	Water Pump Pulley Bolt
66	Water Pump Pulley
67	Water Pump Bolt
68	Water Pump
69	Water Pump Gasket
70	Timing Chain Dampener Bolt
71	Timing Chain Dampener
72	Crankshaft Sprocket
73	Camshaft Thrust Bearing Bolt

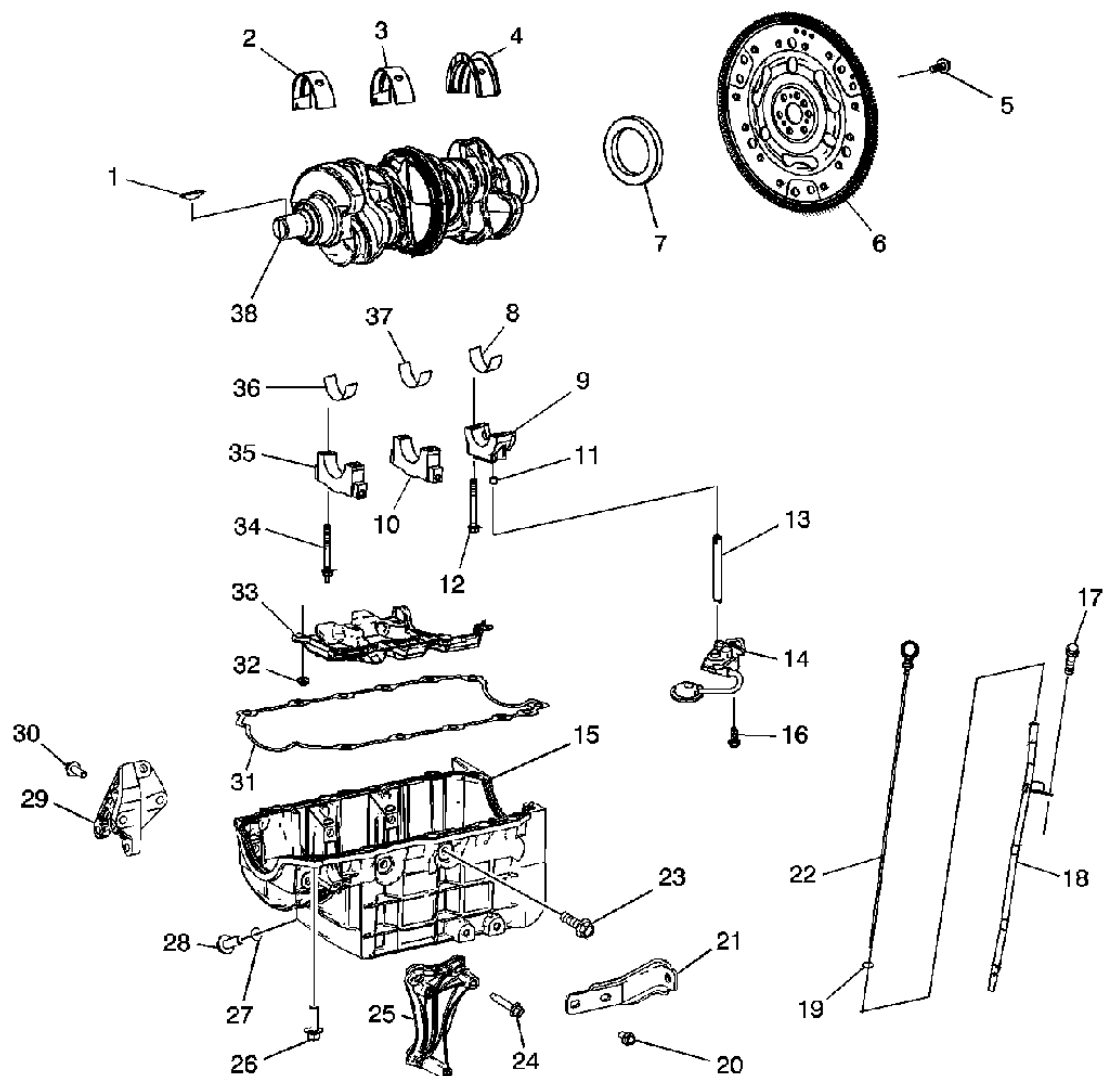


Fig. 4: View Of Crankshaft & Components
 Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
1	Crankshaft Balancer Key
2	Crankshaft Upper No. 1 and 4 Bearing
3	Crankshaft Upper No. 2 Bearing
4	Crankshaft Upper No. 3 Bearing
5	Flywheel Bolt
6	Flywheel
7	Crankshaft Rear Oil Seal
8	Crankshaft Lower No. 3 Bearing
9	Crankshaft No. 4 Bearing Cap
10	Crankshaft No. 2 and 3 Bearing Cap

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11	Oil Pump Location Pin
12	Crankshaft Bearing Cap Bolt
13	Oil Pump Drive Shaft
14	Oil Pump
15	Oil Pan
16	Oil Pump Bolt
17	Oil Level Indicator Tube Bolt
18	Oil Level Indicator Tube
19	Oil Level Indicator Tube Seal
20	Oil Pan Support Bracket Bolt
21	Oil Pan Support Bracket
22	Oil Level Indicator
23	Oil Pan Bolt
24	A/C Compressor Mounting Bracket Bolt
25	A/C Compressor Mounting Bracket
26	Oil Pan Bolt
27	Oil Pan Drain Plug Seal
28	Oil Pan Drain Plug
29	Oil Pan Support Bracket
30	Oil Pan Support Bracket Bolt
31	Oil Pan Gasket
32	Crankshaft Oil Deflector Nut
33	Crankshaft Oil Deflector
34	Crankshaft Bearing Cap Stud
35	Crankshaft No. 1 Bearing Cap
36	Crankshaft Lower No. 1 and 4 Bearing
37	Crankshaft Lower No. 2 Bearing
38	Crankshaft

ENGINE IDENTIFICATION

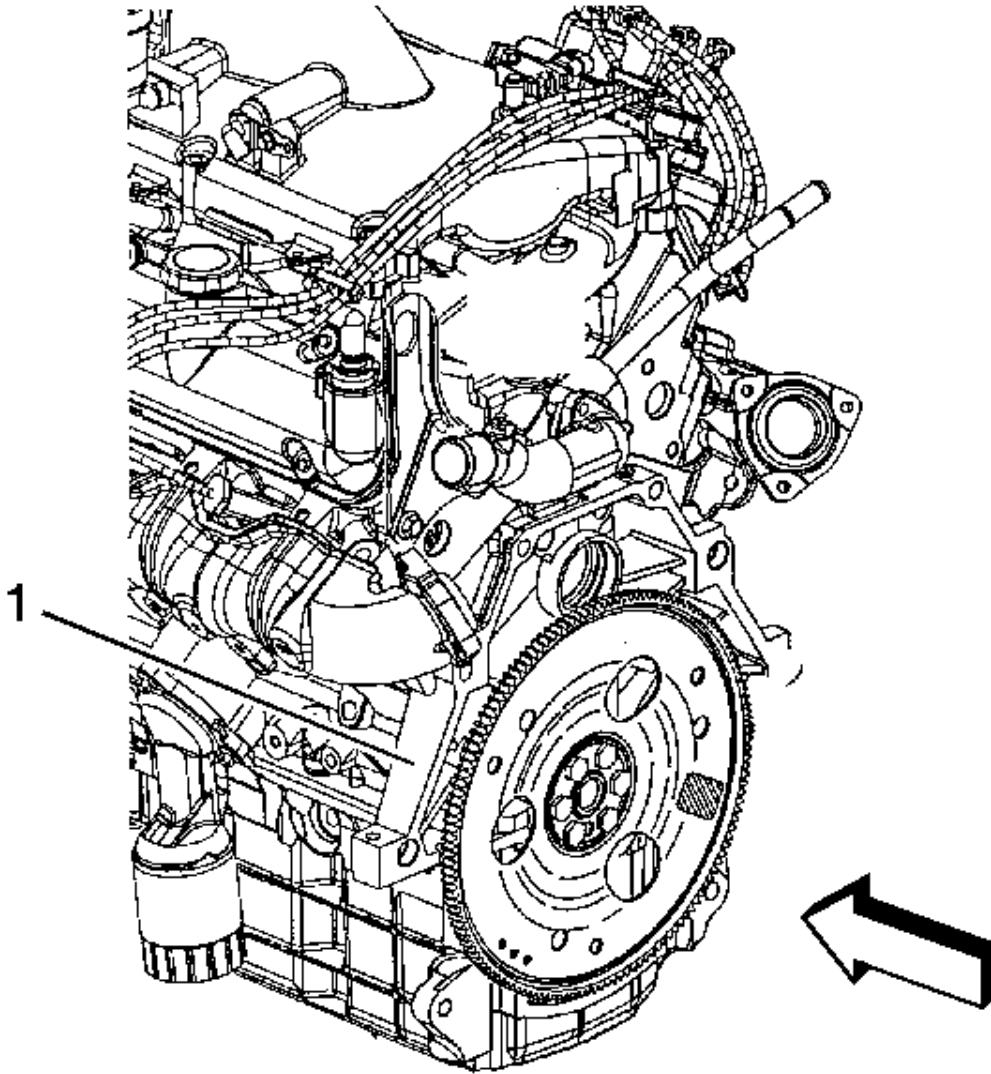


Fig. 5: Locating VIN Derivative
Courtesy of GENERAL MOTORS CORP.

The Vehicle Identification Number - VIN derivative (1) for 3400 LNJ is stamped or laser etched on the left side rear of the engine block. The Vehicle Identification Number - VIN derivative is 9 digits long and can be used to determine if a vehicle contains the original engine.

- The first digit identifies the division.
- The second digit identifies the model year.

- The third digit identifies the assembly plant.
- The fourth through ninth digits are the last six digits of the Vehicle Identification Number - VIN.

DIAGNOSTIC INFORMATION AND PROCEDURES

DIAGNOSTIC STARTING POINT - ENGINE MECHANICAL

Begin the system diagnosis by reviewing the **Disassembled Views**, **Engine Component Description**, **Drive Belt System Description**, and **Lubrication Description**. Reviewing the description and operation information will help you determine the correct symptom diagnostic procedure when a malfunction exists. Reviewing the description and operation information will also help you determine if the condition described by the customer is normal operation. Refer to **Symptoms - Engine Mechanical** in order to identify the correct procedure for diagnosing the system and where the procedure is located.

SYMPTOMS - ENGINE MECHANICAL

Strategy Based Diagnostics

1. Perform **Diagnostic System Check - Vehicle** before using the symptom tables if applicable.
2. Review the system operations in order to familiarize yourself with the system functions. Refer to **Disassembled Views**, **Engine Component Description**, **Drive Belt System Description**, and **Lubrication Description**.

All diagnosis on a vehicle should follow a logical process. Strategy based diagnostics is a uniform approach for repairing all systems. The diagnostic flow may always be used in order to resolve a system problem. The diagnostic flow is the place to start when repairs are necessary. For a detailed explanation, refer to **Strategy Based Diagnosis**.

Visual/Physical Inspection

- Inspect for aftermarket devices which could affect the operation of the Engine. Refer to **Checking Aftermarket Accessories**.
- Inspect the easily accessible or visible system components for obvious damage or conditions which could cause the symptom.
- Check for the correct oil level, proper oil viscosity, and correct filter application.
- Verify the exact operating conditions under which the concern exists. Note factors such as engine RPM, ambient temperature, engine temperature, amount of engine warm-up time, and other specifics.
- Compare the engine sounds if applicable to a known good engine and make sure you are not trying to correct a normal condition.

Intermittent

Test the vehicle under the same conditions that the customer reported in order to verify the system is operating properly.

Symptom List

Refer to a symptom diagnostic procedure from the following list in order to diagnose the symptom:

- Base Engine Misfire without Internal Engine Noises
- Base Engine Misfire with Abnormal Internal Lower Engine Noises
- Base Engine Misfire with Abnormal Valve Train Noise
- Base Engine Misfire with Coolant Consumption
- Base Engine Misfire with Excessive Oil Consumption
- Engine Compression Test
- Engine Noise on Start-Up, but Only Lasting a Few Seconds
- Upper Engine Noise, Regardless of Engine Speed
- Lower Engine Noise, Regardless of Engine Speed
- Engine Noise Under Load
- Engine Will Not Crank - Crankshaft Will Not Rotate
- Oil Consumption Diagnosis
- Oil Pressure Diagnosis and Testing
- Oil Leak Diagnosis
- Drive Belt Chirping, Squeal, and Whine Diagnosis
- Drive Belt Rumbling and Vibration Diagnosis
- Drive Belt Falls Off and Excessive Wear Diagnosis
- Drive Belt Tensioner Diagnosis

BASE ENGINE MISFIRE WITHOUT INTERNAL ENGINE NOISES

Cause	Correction
Abnormalities consist of severe cracking, bumps, or missing areas in the accessory drive belt Abnormalities in the accessory drive system and/or components may cause engine RPM variations and lead to a misfire DTC. A misfire code may be present without an actual misfire condition.	Replace the drive belt. Refer to <u>Drive Belt Tensioner Replacement</u> .
Worn, damaged, or mis-aligned accessory drive components or excessive pulley runout may lead to a misfire DTC. A misfire code may be present without an actual misfire condition.	Inspect the components, and repair or replace as required.
Loose or improperly installed engine flywheel or crankshaft balancer A misfire code may be present without an actual misfire condition.	Repair or replace the flywheel and/or balancer as required. Refer to <u>Engine Flywheel Replacement</u> or <u>Crankshaft Balancer Replacement</u> .
Restricted exhaust system A severe restriction in the exhaust flow can cause significant loss of engine performance and may set	Repair or replace as required.

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a DTC. Possible causes of restrictions include collapsed or dented pipes or plugged mufflers and/or catalytic converters.	
Improperly installed or damaged vacuum hoses	Repair or replace as required.
Improper sealing between the intake manifold and cylinder heads or throttle body.	Replace the intake manifold, gaskets, cylinder heads, and/or throttle body as required.
Worn or loose rocker arms The rocker arm bearing end caps and/or needle bearings should be intact and in the proper position.	Replace the valve rocker arms as required.
Worn or bent pushrods	Replace the pushrods.
Stuck valves Carbon buildup on the valve stem can cause the valve not to close properly.	Repair or replace as required.
Excessively worn or mis-aligned timing chain	Replace the timing chain and sprockets as required.
Worn camshaft lobes	Replace the camshaft and valve lifters.
Excessive oil pressure A lubrication system with excessive oil pressure may lead to excessive valve lifter pump-up and loss of compression.	• Perform an oil pressure test. Refer to <u>Oil Pressure Diagnosis and Testing</u>. • Repair or replace the oil pump as required.
Faulty cylinder head gaskets and/or cracking or other damage to the cylinder heads and engine block cooling system passages. Refer to <u>Diagnostic Starting Point - Engine Cooling</u> . Coolant consumption may or may not cause the engine to overheat.	• Inspect for spark plugs saturated by coolant. Refer to <u>Spark Plug Inspection</u> . • Inspect the cylinder heads, engine block, and/or head gaskets. • Repair or replace as required.
Worn Piston Rings Oil consumption may or may not cause the engine to misfire.	• Inspect the spark plugs for oil deposits. Refer to <u>Spark Plug Inspection</u> . • Inspect the cylinders for a loss of compression. Refer to <u>Engine Compression Test</u>. • Perform cylinder leak down and compression testing to identify the cause. • Repair or replace as required.

BASE ENGINE MISFIRE WITH ABNORMAL INTERNAL LOWER ENGINE NOISES

Cause	Correction
Abnormalities consist of severe cracking, bumps or missing areas in the accessory drive belt Abnormalities in the accessory drive system and/or components may cause engine RPM variations, noises similar to a faulty lower engine and also lead to a misfire condition. A misfire code may be present without an actual misfire condition.	Replace the drive belt. Refer to <u>Drive Belt Tensioner Replacement</u> .

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Worn, damaged, or mis-aligned accessory drive components or excessive pulley runout A misfire code may be present without an actual misfire condition.	Inspect the components, repair or replace as required.
Loose or improperly installed engine flywheel or crankshaft balancer A misfire code may be present without an actual misfire condition.	Repair or replace the flywheel and/or balancer as required. Refer to <u>Engine Flywheel Replacement</u> or <u>Crankshaft Balancer Replacement</u> .
Worn Piston Rings Oil consumption may or may not cause the engine to misfire.	• Inspect the spark plugs for oil deposits. Refer to <u>Spark Plug Inspection</u> . • Inspect the cylinders for a loss of compression. Refer to <u>Engine Compression Test</u>. • Perform cylinder leak down and compression testing to determine the cause. • Repair or replace as required.
Worn Crankshaft Thrust Bearings Severely worn thrust surfaces on the crankshaft and/or thrust bearing may permit fore and aft movement of the crankshaft and create a DTC without an actual misfire condition.	Replace the crankshaft and bearings as required.

BASE ENGINE MISFIRE WITH ABNORMAL VALVE TRAIN NOISE

Cause	Correction
Worn or loose rocker arms The rocker arm bearing end caps and/or needle bearings should intact within the rocker arm assembly.	Replace the valve rocker arms as required.
Worn or bent pushrods	Replace the pushrods.
Stuck valves Carbon buildup on the valve stem can cause the valve not to close properly.	Repair or replace as required.
Excessively worn or mis-aligned timing chain	Replace the timing chain and sprockets as required.
Worn camshaft lobes	Replace the camshaft and valve lifters.
Sticking lifters	Replace as required.

BASE ENGINE MISFIRE WITH COOLANT CONSUMPTION

Cause	Correction
Faulty cylinder head gaskets and/or cracking or other damage to the cylinder heads and engine block cooling system passages. Refer <u>Diagnostic Starting Point - Engine Cooling</u> .	• Inspect for spark plugs saturated by coolant. Refer to <u>Spark Plug Inspection</u> . • Perform a cylinder leak down test.

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Coolant consumption may or may not cause the engine to overheat.

- Inspect the cylinder heads and engine block for damage to the coolant passages and/or a faulty head gasket.
- Repair or replace as required.

BASE ENGINE MISFIRE WITH EXCESSIVE OIL CONSUMPTION

Cause	Correction
Worn valves, valve guides and/or valve stem oil seals	• Inspect the spark plugs for oil deposits. Refer to <u>Spark Plug Inspection</u> . • Repair or replace as required.
Worn Piston Rings Oil consumption may or may not cause the engine to misfire.	• Inspect the spark plugs for oil deposits. Refer to <u>Spark Plug Inspection</u> . • Inspect the cylinders for a loss of compression. Refer to <u>Engine Compression Test</u>. • Perform cylinder leak down and compression testing to determine the cause. • Repair or replace as required.
Worn or faulty lower intake manifold gaskets	Replace as required.

ENGINE NOISE ON START-UP, BUT ONLY LASTING A FEW SECONDS

Cause	Correction
Incorrect oil filter without anti-drainback feature	Install the correct oil filter.
Incorrect oil viscosity	1. Drain the oil. 2. Install the correct viscosity oil.
Worn crankshaft thrust bearing	• Inspect the thrust bearing and crankshaft. • Repair or replace as required.
High valve lifter leak down rate	Replace the lifters as required.

UPPER ENGINE NOISE, REGARDLESS OF ENGINE SPEED

Cause	Correction
Low oil pressure	• Perform an oil pressure test. Refer to <u>Oil Pressure Diagnosis and Testing</u>. • Repair or replace as required.
Loose and/or worn valve rocker arm attachments	• Inspect the valve rocker arm stud, nut, or bolt. • Repair or replace as required.
Worn valve rocker arm	Replace the valve rocker arm.

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Bent or damaged push rod	Inspect the following components, and replace as required: • The valve rocker arm • The valve push rod • The valve lifter
Improper lubrication to the valve rocker arms	Inspect the following components, and repair or replace as required: • The valve rocker arm • The valve push rod • The valve lifter • The oil filter bypass valve • The oil pump and pump screen • The engine block oil galleries
Broken valve spring	Replace the valve spring.
Worn and/or damaged valve rotators	Replace the valve rotators as required.
Worn or dirty valve lifters	Replace the valve lifters.
Stretched or broken timing chain and/or damaged sprocket teeth	Replace the timing chain and sprockets.
Worn timing chain tensioner if applicable	Replace the timing chain tensioners as required.
Worn engine camshaft lobes	• Inspect the engine camshaft lobes. • Replace the camshaft and valve lifters as required.
Damaged, broken, or dirty, balance shaft sprocket teeth if applicable	Inspect the following components, and repair as required: • The balance shaft gear • The camshaft gear • The balance shaft rear bushing
Worn valve guides or valve stems	Inspect the following components, and repair as required: • The valves • The valve guides
Stuck Valves Carbon on the valve stem or valve seat may cause the valve to stay open	Inspect the following components, and repair as required: • The valves • The valve guides

LOWER ENGINE NOISE, REGARDLESS OF ENGINE SPEED

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Cause	Correction
Low oil pressure	• Perform an oil pressure test. Refer to <u>Oil Pressure Diagnosis and Testing</u>. • Repair or replace damaged components as required.
Worn accessory drive components Abnormalities such as severe cracking, bumps or missing areas in the accessory drive belt and/or misalignment of system components.	• Inspect the accessory drive system. • Repair or replace as required.
Loose or damaged crankshaft balancer	• Inspect the crankshaft balancer. • Repair or replace as required.
Detonation or spark knock	Verify the correct operation of the ignition controls system. Refer to <u>Electronic Ignition System Description</u> .
Loose torque converter bolts	• Inspect the torque converter bolts and flywheel. • Repair or replace as required.
Loose or damaged flywheel	Repair or replace the flywheel.
Damaged oil pan, contacting the oil pump screen An oil pan that has been damaged may improperly position the oil pump screen, preventing proper oil flow to the oil pump.	• Inspect the oil pan. • Inspect the oil pump screen. • Repair or replace as required.
Oil pump screen loose, damaged or restricted	• Inspect the oil pump screen. • Repair or replace as required.
Excessive piston-to-cylinder bore clearance	• Inspect the piston and cylinder bore. • Repair as required.
Excessive piston pin-to-bore clearance	• Inspect the piston, piston pin, and the connecting rod. • Repair or replace as required.
Excessive connecting rod bearing clearance	Inspect the following components, and repair as required: • The connecting rod bearings • The connecting rods • The crankshaft • The crankshaft journals
Excessive crankshaft bearing clearance	Inspect the following components, and repair as required: • The crankshaft bearings • The crankshaft journals

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Incorrect piston, piston pin and connecting rod installation
Pistons must be installed with the mark or dimple on the top of the piston facing the front of the engine. Piston pins must be centered in the connecting rod pin bore.

- Verify the pistons, piston pins and connecting rods are installed correctly.
- Repair as required.

ENGINE NOISE UNDER LOAD

Cause	Correction
Low oil pressure	• Perform an oil pressure test. Refer to <u>Oil Pressure Diagnosis and Testing</u>. • Repair or replace as required.
Detonation or spark knock	Verify the correct operation of the ignition controls. Refer to <u>Electronic Ignition System Description</u> .
Loose torque converter bolts	• Inspect the torque converter bolts and flywheel. • Repair as required.
Cracked flywheel automatic transmission	• Inspect the flywheel bolts and flywheel. • Repair as required.
Excessive connecting rod bearing clearance	Inspect the following components, and repair as required: • The connecting rod bearings • The connecting rods • The crankshaft
Excessive crankshaft bearing clearance	Inspect the following components, and repair as required: • The crankshaft bearings • The crankshaft journals • The cylinder block crankshaft bearing bore

ENGINE WILL NOT CRANK - CRANKSHAFT WILL NOT ROTATE

Cause	Correction
Seized accessory drive system component	1. Remove accessory drive belt or belts. 2. Rotate crankshaft by hand at the balancer or flywheel location.
Hydraulically locked cylinder • Coolant/antifreeze in cylinder	1. Remove spark plugs and check for fluid. 2. Inspect for broken head gasket or gaskets.

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- Oil in cylinder - Fuel in cylinder	- Inspect for cracked engine block or cylinder head. - Inspect for a sticking fuel injector and/or leaking fuel regulator.
Seized automatic transmission torque converter	- Remove the torque converter bolts. - Rotate crankshaft by hand at the balancer or flywheel location.
Broken timing chain and/or timing chain gears	- Inspect timing chain and gears. - Repair as required.
Seized balance shaft bearing if equipped	- Inspect balance shaft bearings. - Repair as required.
Material in cylinder - Broken valve - Piston material - Foreign material	- Inspect cylinder for damaged components and/or foreign materials. - Repair or replace as required.
Seized crankshaft or connecting rod bearings	- Inspect crankshaft and connecting rod bearings. - Repair as required.
Bent or broken connecting rod	- Inspect connecting rods. - Repair as required.
Broken crankshaft	- Inspect crankshaft. - Repair as required.

COOLANT IN COMBUSTION CHAMBER

Cause	Correction
DEFINITION: Excessive white smoke and/or coolant type odor coming from the exhaust pipe may indicate coolant in the combustion chamber. Low coolant levels, an inoperative cooling fan, or a faulty thermostat may lead to an "overtemperature" condition which may cause engine component damage.	
- A slower than normal cranking speed may indicate coolant entering the combustion chamber. Refer to <u>Engine Will Not Crank - Crankshaft Will Not Rotate</u>. - Remove the spark plugs and inspect for spark plugs saturated by coolant or coolant in the cylinder bore. - Inspect by performing a <u>Cylinder Leakage Test</u>. During this test, excessive air bubbles within the coolant may indicate a faulty gasket or damaged component. - Inspect by performing a cylinder compression test. Two cylinders "side-by-side" on the engine block, with low compression, may indicate a failed cylinder head gasket. Refer to <u>Engine Compression Test</u>.	
Cracked intake manifold or failed gasket	Replace the components as required.

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Faulty cylinder head gasket	Replace the head gasket and components as required. Refer to <u>Cylinder Head Cleaning and Inspection</u> and <u>Cylinder Head Replacement - Left Side</u> or <u>Cylinder Head Replacement - Right Side</u> .
Warped cylinder head	Machine the cylinder head to the proper flatness, if applicable and replace the cylinder head gasket. Refer to <u>Cylinder Head Replacement - Left Side</u> or <u>Cylinder Head Replacement - Right Side</u> .
Cracked cylinder head	Replace the cylinder head and gasket.
Cracked cylinder liner or engine block	Replace the components as required.
Cylinder head or engine block porosity	Replace the components as required.
Lower intake manifold damage or porosity	Replace the components as required.

COOLANT IN ENGINE OIL

Cause	Correction
DEFINITION: Foamy or discolored oil or an engine oil "overfill" condition may indicate coolant entering the engine crankcase. Low coolant levels, an inoperative cooling fan, or a faulty thermostat may lead to an "overtemperature" condition which may cause engine component damage. Contaminated engine oil and oil filter should be changed.	
1. Inspect the oil for excessive foaming or an overfill condition. Oil diluted by coolant may not properly lubricate the crankshaft bearings and may lead to component damage. Refer to <u>Lower Engine Noise, Regardless of Engine Speed</u>. 2. Inspect by performing a <u>Cylinder Leakage Test</u>. During this test, excessive air bubbles within the cooling system may indicate a faulty gasket or damaged component. 3. Inspect by performing a cylinder compression test. Two cylinders "side-by-side" on the engine block with low compression may indicate a failed cylinder head gasket. Refer to <u>Engine Compression Test</u>.	
Faulty external engine oil cooler	Replace the components as required.
Faulty cylinder head gasket	Replace the head gasket and components as required. Refer to <u>Cylinder Head Cleaning and Inspection</u> and <u>Cylinder Head Replacement - Left Side</u> or <u>Cylinder Head Replacement - Right Side</u> .
Warped cylinder head	Machine the cylinder head to proper flatness, if applicable, and replace the cylinder head gasket. Refer to <u>Cylinder Head Replacement - Left Side</u> or <u>Cylinder Head Replacement - Right Side</u> .
Cracked cylinder head	Replace the cylinder head and gasket.
Cracked cylinder liner or engine block	Replace the components as required.
Cylinder head, block, or manifold porosity	Replace the components as required.
Faulty or damaged lower intake gaskets	Replace the components as required.

ENGINE COMPRESSION TEST

A compression pressure test of the engine cylinders determines the condition of the rings, the valves, and the head gasket.

IMPORTANT: Remove the Powertrain Control Module (PCM) and the ignition fuses from the I/P fuse block. Refer to Electrical Center Identification Views .

1. Disable the ignition.
2. Disable the fuel systems.
3. Remove the spark plugs from all the cylinders.
4. Remove the air duct from the throttle body.
5. Block the throttle plate in the open position.
6. Measure the engine compression, using the following procedure:
 1. Firmly install the compression gauge to the spark plug hole.
 2. Have an assistant crank the engine through at least 4 compression strokes in the testing cylinder.
 3. Record the readings on the gauge at each stroke.
 4. Disconnect the gauge.
 5. Repeat the compression test for each cylinder.
7. Record the compression readings from all of the cylinders.
 - The lowest reading should not be less than 70 percent of the highest reading.
 - No cylinder reading should be less than 689 kPa (100 psi).
8. The following list contains examples of the possible measurements:
 - When the compression measurement is normal, the compression builds up quickly and evenly to the specified compression on each cylinder.
 - When the compression is low on the first stroke and tends to build up on the following strokes, but does not reach the normal compression, the piston rings may be the cause.
 - If the compression improves considerably with the addition of three squirts of oil, the piston rings may be the cause.
 - When the compression is low on the first stroke and does not build up in the following strokes, the valves may be the cause.
 - The addition of oil does not affect the compression, the valves may be the cause.
 - When the compression is low on two adjacent cylinders, or coolant is present in the crankcase, the head gasket may be the cause.
9. Remove the block from the throttle plate.
10. Install the air duct to the throttle body.
11. Install the spark plugs.
12. Install the Powertrain Control Module (PCM) fuse.
13. Install the ignition fuse to the I/P fuse block.

CYLINDER LEAKAGE TEST

Special Tools

J 35667-A: Cylinder Head Leakdown Tester

For equivalent regional tools, refer to **Special Tools**.

Testing Procedure

With the use of air pressure, a cylinder leakage test will aid in the diagnosis. Use the cylinder leakage test in conjunction with the engine compression test in order to isolate the cause of leaking cylinders.

WARNING: Refer to Battery Disconnect Warning .

1. Disconnect the negative battery cable.
2. Remove the spark plugs. Refer to **Spark Plug Replacement** .
3. Install the **J 35667-A**: tester.
4. Measure each cylinder on the compression stroke, with both valves closed.

NOTE: Hold the crankshaft balancer bolt in order to prevent piston movement.

5. Apply air pressure, using the **J 35667-A**: tester. Refer to the manufacturer's instructions.
6. Record the cylinder leakage readings for each cylinder.

NOTE:

- **Normal cylinder leakage is from 12 to 18 percent.**
- **Make a note of any cylinder with more leakage than the other cylinders.**
- **Any cylinder with 30 percent leakage or more requires service.**

7. Inspect the 4 primary areas in order to properly diagnose a leaking cylinder.
8. If air is heard from the intake or exhaust system, perform the following procedure:
 - Remove the valve rocker arm cover of the suspect cylinder head.
 - Ensure that both valves are closed.
 - Inspect the cylinder head for a broken valve spring.
 - Remove and inspect the suspect cylinder head. Refer to **Cylinder Head Cleaning and Inspection**.
9. If air is heard from the crankcase system at the crankcase oil filler tube, perform the following procedure:
 1. Remove the piston from the suspect cylinder.
 2. Inspect the piston and connecting rod assembly. Refer to **Piston, Connecting Rod, and Bearing Cleaning and Inspection**.
 3. Inspect the engine block. Refer to **Engine Block Cleaning and Inspection**.
10. If bubbles are found in the radiator, perform the following procedure:
 - Remove and inspect both cylinder heads. Refer to **Cylinder Head Cleaning and Inspection**.
 - Inspect the engine block. Refer to **Engine Block Cleaning and Inspection**.

11. Remove the **J 35667-A**: tester.
12. Install the spark plugs. Refer to **Spark Plug Replacement** .
13. Connect the negative battery cable.

OIL CONSUMPTION DIAGNOSIS

An engine that has excessive oil consumption uses 0.9 L (1 qt) of oil, or more, within 3 200 km (2,000 mi). The following list indicates the conditions and corrections of excessive oil consumption:

- An improperly read oil level indicator dipstick
 - Inspect the oil level while the vehicle is parked on a level surface.
 - Allow adequate drain-down time.
- Improper oil viscosity

Use the recommended SAE viscosity for prevailing temperatures.

- Continuous high-speed driving
- Severe hauling, such as a trailer. This causes decreased oil mileage.
- A malfunctioning crankcase ventilation system
- External oil leaks
 - Tighten the bolts, as needed.
 - Replace the gaskets and seals, as needed.
- Worn or omitted valve guides and/or valve stem seals
 - Ream the guides.
 - Install oversized service valves and/or new valve stem seals.
- Broken or worn piston rings
- Improperly installed or unseated piston rings
- Improperly installed or improperly fitted piston
- Plugged cylinder head gasket oil drain holes
- Damaged intake gaskets

OIL PRESSURE DIAGNOSIS AND TESTING

Low or No Oil Pressure

The following conditions may cause low or no oil pressure:

- Low oil level

Fill to the full mark on the oil level indicator.
- Incorrect or malfunctioning oil pressure switch

Replace the oil pressure switch.

- Incorrect or malfunctioning oil pressure gage

Replace the oil pressure gage.

- Improper oil viscosity or diluted oil
 - Install oil of proper viscosity for expected temperature.
 - Install new oil if the oil is diluted.
- A worn or dirty oil pump

Clean or replace the oil pump.

- A plugged oil filter

Replace the oil filter.

- A loose or plugged oil pickup screen

Replace the oil pickup screen.

- A hole in the oil pickup tube

Replace the oil pickup tube.

- Excessive bearing clearance

Replace the bearings.

- Cracked, porous, or plugged oil gallery

Repair or replace the engine block.

- Missing or improperly installed gallery plugs

Install or repair the plugs as needed.

- A stuck pressure regulator valve
 - Inspect the pressure regulator valve for sticking in the bore.
 - Inspect the bore for scoring and burrs.
- A worn or poorly machined camshaft

Replace the camshaft.

Tools Required

J 25087-C Oil Pressure Tester. See **Special Tools**.

Oil Pressure Testing

If the vehicle has low oil pressure complete the following steps:

1. Inspect the oil level.
2. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .
3. Remove the oil filter.
4. Assemble the plunger valve in the large hole of the **J 25087-C** base. See **Special Tools**. Insert the hose in the small hole of the **J 25087-C** base. See **Special Tools**. Connect the gage to the end of the hose.
5. Insert the flat side of the rubber plug in the bypass valve without depressing the bypass valve.
6. Install the **J 25087-C** on the filter mounting pad. See **Special Tools**.
7. Start the engine.
8. Inspect the overall oil pressure, the oil pressure switch, and for noisy lifters. Ensure that the engine is at operating temperature before inspecting the oil pressure. Refer to **Engine Mechanical Specifications**.
9. If adequate oil pressure is indicated, test the oil pressure switch.
10. If a low reading is indicated, press the valve on the tester base in order to isolate the oil pump and/or its components from the lubricating system. An adequate reading at this time indicates a good pump and the previous low pressure was due to worn bearings, etc. A low reading while pressing the valve indicates a faulty pump.

OIL LEAK DIAGNOSIS

Tools Required

J 28428-E High Intensity Black Light Kit

You may repair most fluid leaks by first visually locating the leak, repairing or replacing the component, or by resealing the gasket surface. Once the leak is identified, determine the cause of the leak. Repair the leak and the cause of leak.

Locating and Identifying the Leak

Use the visual inspection method in order to determine if the leaking fluid is one of the following items:

- Engine oil
- Transmission fluid
- Power steering fluid
- Brake fluid
- Some other fluid
- Engine coolant
- Fuel

Visual Inspection Method

Complete the following steps in order to perform the visual inspection method:

1. Bring the vehicle to normal operating temperature.
2. Park the vehicle over a large sheet of paper, or other clean surface.
3. Wait several minutes, then inspect for dripping fluids.
4. Identify the type of fluid, and the approximate location of the leak.
5. Visually inspect the suspected area. Use a small mirror if necessary.
6. Inspect for leaks at sealing surfaces, fittings, or from cracked or damaged components.
7. If you cannot locate the leak, perform the following steps:
 1. Completely clean the entire engine and surrounding components.
 2. Operate the vehicle for several miles at normal operation temperature and at varying speeds.
 3. Park the vehicle over a large sheet of paper, or other clean surface.
 4. Wait several minutes, then inspect for dripping fluids.
 5. Identify the type of fluid, and the approximate location of the leak.
 6. Visually inspect the suspected area. Use a small mirror if necessary.
8. If you still cannot locate the leak, use the powder method or the black light and dye method.

Powder Method

1. Completely clean the entire engine and surrounding components.
2. Apply an aerosol-type powder, baby powder, foot powder, etc., to the suspected area.
3. Operate the vehicle for several miles at normal operation temperature and at varying speeds.
4. Identify the type of fluid, and the approximate location of the leak, from the discolorations in the powder surface.
5. Visually inspect the suspected area. Use a small mirror to assist in looking at hard to see areas.

Refer to **Possible Causes for Leaks** if necessary.

Black Light and Dye Method

A dye and light kit is available for finding leaks.

1. Use the **J 28428-E** or the equivalent. Refer to the manufacturer's instructions when using the tool.
2. Visually inspect the suspected area. Use a small mirror if necessary

Refer to **Possible Causes for Leaks** if necessary.

Possible Causes for Leaks

Inspect the vehicle for the following conditions:

- Higher than recommended fluid levels
- Higher than recommended fluid pressures
- Plugged or malfunctioning fluid filters or pressure bypass valves
- Plugged or malfunctioning engine ventilation system
- Improperly tightened or damaged fasteners
- Cracked or porous components
- Improper sealants or gaskets where required
- Improper sealant or gasket installation
- Damaged or worn gaskets or seals
- Damaged or worn sealing surfaces

CRANKCASE VENTILATION SYSTEM INSPECTION/DIAGNOSIS

Crankcase Ventilation (CV) System Inspection

- Test for vacuum at the foul air hose where it connects to the positive crankcase ventilation (PCV) valve. There should be manifold vacuum present at the hose. If there is no vacuum, inspect for a plugged hose, leaking hose or a plugged intake manifold crankcase ventilation vacuum passage.
- Plug the end of the foul air hose while the engine is running. Inspect the hose for any areas that collapse when the end of the hose is blocked. Replace the hose if it collapses when blocked.
- If oil has accumulated in the intake air duct, inspect for the following conditions:
 - Plugged PCV valve.
 - Plugged foul air hose
 - Plugged intake manifold crankcase ventilation vacuum passage.
 - Missing or damaged PCV to valve rocker arm cover grommet.
 - Excessive air leakage past engine gaskets and/or seals preventing a vacuum condition in crankcase.
 - Excessive crankcase pressure or blow-by, refer to **Cylinder Leakage Test**.
- Additional items to inspect:
 - Plugged or leaking fresh air vent hose.
 - Plugged or restricted passages in the throttle body
 - Missing, damaged, or leaking; PCV to valve rocker arm cover grommet, valve rocker arm cover seals, oil pan seal, and all other crankcase seals and sealing areas for leaks.

Results of Incorrect Operation

A plugged PCV valve or foul air hose may contribute to the following conditions:

- A rough idle
- Stalling or a slow idle speed
- Oil leaks
- Oil accumulation in the intake air duct

- Sludge in the engine

A leaking PCV valve or hose may contribute to the following conditions:

- A rough idle
- Stalling
- Unstable idle speed

DRIVE BELT CHIRPING, SQUEAL, AND WHINE DIAGNOSIS

Diagnostic Aids

- A chirping or squeal noise may be intermittent due to moisture on the drive belts or the pulleys. It may be necessary to spray a small amount of water on the drive belts in order to duplicate the customers concern. If spraying water on the drive belt duplicates the symptom, cleaning the belt pulleys may be the probable solution.
- If the noise is intermittent, verify the accessory drive components by varying their loads making sure they are operated to their maximum capacity. An overcharged A/C system, power steering system with a pinched hose or wrong fluid, or a generator failing are suggested items to inspect.
- A chirping, squeal or whine noise may be caused by a loose or improper installation of a body or suspension component. Other items of the vehicle may also cause the noise.
- The drive belts will not cause a whine noise.

Test Description

The numbers below refer to the step numbers on the diagnostic table.

2: The noise may not be engine related. This step is to verify that the engine is making the noise. If the engine is not making the noise do not proceed further with this table.

3: The noise may be an internal engine noise. Removing the drive belts one at a time and operating the engine for a brief period will verify the noise is related to the drive belt. When removing the drive belt the water pump may not be operating and the engine may overheat. Also DTCs may set when the engine is operating with the drive belts removed.

4: Inspect all drive belt pulleys for pilling. Pilling is the small balls or pills or it can be strings in the drive belt grooves from the accumulation of rubber dust.

6: Misalignment of the pulleys may be caused from improper mounting of the accessory drive component, incorrect installation of the accessory drive component pulley, or the pulley bent inward or outward from a previous repair. Test for a misaligned pulley using a straight edge in the pulley grooves across two or three pulleys. If a misaligned pulley is found refer to that accessory drive component for the proper installation procedure for that pulley.

10: Inspecting of the fasteners can eliminate the possibility that a wrong bolt, nut, spacer, or washer was installed.

12: Inspecting the pulleys for being bent should include inspecting for a dent or other damage to the pulleys that would prevent the drive belt from not seating properly in all of the pulley grooves or on the smooth surface of a pulley when the back side of the belt is used to drive the pulley.

14: This test is to verify that the drive belt tensioner operates properly. If the drive belt tensioner is not operating properly, proper belt tension may not be achieved to keep the drive belt from slipping which could cause a squeal noise.

15: This test is to verify that the drive belt is not too long, which would prevent the drive belt tensioner from working properly. Also if an incorrect length drive belt was installed, it may not be routed properly and may be turning an accessory drive component in the wrong direction.

16: Misalignment of the pulleys may be caused from improper mounting of the accessory drive component, incorrect installation of the accessory drive component pulley, or the pulley bent inward or outward from a previous repair. Test for a misaligned pulley using a straight edge in the pulley grooves across two or three pulleys. If a misaligned pulley is found refer to that accessory drive component for the proper installation procedure for that pulley.

17: This test is to verify that the pulleys are the correct diameter or width. Using a known good vehicle compare the pulley sizes.

19: Replacing the drive belt when it is not damaged or there is not excessive pilling will only be a temporary repair.

Step	Action	Yes	No
CAUTION: Refer to <u>Belt Dressing Caution</u> .			
DEFINITION: The following items are indications of chirping: • A high pitched noise that is heard once per revolution of the drive belt or a pulley. • Chirping may occur on cold damp start-ups and will subside once the vehicle reaches normal operating temp.			
DEFINITION: The following items are indications of drive belt squeal: • A loud screeching noise that is caused by a slipping drive belt. This is unusual for a drive belt with multiple ribs. • The noise occurs when a heavy load is applied to the drive belt, such as an air conditioning compressor engagement snapping the throttle, or slipping on a seized pulley or a faulty accessory drive component.			
DEFINITION: The following items are indications of drive belt whine: • A high pitched continuous noise. • The noise may be caused by an accessory drive component failed bearing.			
1	Did you review the Drive Belt Symptom operation and perform the necessary inspections?	Go to Step 2	Go to <u>Symptoms - Engine Mechanical</u>
2	Verify that there is a chirping, squeal or whine noise. Does the engine make the chirping squeal or whine noise?	Go to Step 3	Go to Diagnostic Aids
	1. Remove the drive belt.		

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3	If the engine has multiple drive belts, remove the belts one at a time and perform the test below each time a belt is removed. - Operate the engine for no longer than 30-40 seconds. - Repeat this test if necessary by removing the remaining belt(s). Does the chirping, squeal or whine noise still exist?	Go to Symptoms - Engine Mechanical	Go to Step 4
4	- If diagnosing a chirping noise, inspect for severe pilling exceeding 1/3 of the belt groove depth. - If diagnosing a squeal or whine noise, proceed to step 13. Do the belt grooves have pilling?	Go to Step 5	Go to Step 6
5	Clean the drive belt pulleys with a suitable wire brush. Did you complete the repair?	Go to Step 20	Go to Step 6
6	Inspect for misalignment of the pulleys. Are any of the pulleys misaligned?	Go to Step 7	Go to Step 8
7	Replace or repair any misaligned pulleys. Did you complete the repair?	Go to Step 20	Go to Step 8
8	Inspect for bent or cracked brackets. Did you find any bent or cracked brackets?	Go to Step 9	Go to Step 10
9	Replace any bent or cracked brackets. Did you complete the repair?	Go to Step 20	Go to Step 10
10	Inspect for improper, loose or missing fasteners. Did you find the condition?	Go to Step 11	Go to Step 12
11	CAUTION: Refer to <u>Fastener Caution</u> . - Tighten any loose fasteners. Refer to Fastener Tightening Specifications. - Replace any improper or missing fasteners. Did you complete the repair?	Go to Step 20	Go to Step 12
12	Inspect for a bent pulley. Did you find the condition?	Go to Step 18	Go to Step 13
13	Inspect for an accessory drive component seized bearing or a faulty accessory drive component. If diagnosing a whine noise and the condition still exist, proceed to Diagnostic Aids. Did you find and correct the condition?	Go to Step 20	Go to Step 14
	Test the drive belt tensioner for proper operation. Refer		

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14	to Drive Belt Tensioner Diagnosis . Did you find and correct the condition?	Go to Step 20	Go to Step 15
15	Inspect for the correct drive belt length. Did you find and correct the condition?	Go to Step 20	Go to Step 16
16	Inspect for misalignment of a pulley. Did you find and correct the condition?	Go to Step 20	Go to Step 17
17	Inspect for the correct pulley size. Did you find and correct the condition?	Go to Step 20	Go to Diagnostic Aids
18	Replace the bent pulley. Did you complete the repair?	Go to Step 20	Go to Step 19
19	Replace the drive belt. Refer to Drive Belt Replacement . Did you complete the repair?	Go to Step 20	Go to Diagnostic Aids
20	Operate the system in order to verify the repair. Did you correct the condition?	System OK	Go to Step 3

DRIVE BELT RUMBLING AND VIBRATION DIAGNOSIS

Diagnostic Aids

The accessory drive components can have an affect on engine vibration. Vibration from the engine operating may cause a body component or another part of the vehicle to make rumbling noise. Vibration can be caused by, but not limited to the air conditioning (A/C) system over charged, the power steering system restricted or the incorrect fluid, or an extra load on the generator. To help identify an intermittent or an improper condition, vary the loads on the accessory drive components.

The drive belt may have a rumbling condition that can not be seen or felt. Sometimes replacing the drive belt may be the only repair for the symptom.

If replacing the drive belt, completing the diagnostic table, and the noise is only heard when the drive belts are installed, there might be an accessory drive component with a failure. Varying the load on the different accessory drive components may aid in identifying which component is causing the rumbling noise.

Test Description

The numbers below refer to the step numbers on the diagnostic table.

2: This test is to verify that the symptom is present during diagnosing. Other vehicle components may cause a similar symptom.

3: This test is to verify that one of the drive belts is causing the rumbling noise or vibration. Rumbling noise may be confused with an internal engine noise due to the similarity in the description. Remove only one drive belt at a time if the vehicle has multiple drive belts. When removing the drive belts the water pump may not be operating and the engine may overheat. Also DTCs may set when the engine is operating with the drive belts removed.

4: Inspecting the drive belts is to ensure that they are not causing the noise. Small cracks across the ribs of the drive belt will not cause the noise. Belt separation is identified by the plies of the belt separating

and may be seen at the edge of the belt our felt as a lump in the belt.

5: Small amounts of pilling is normal condition and acceptable. When the pilling is severe the drive belt does not have a smooth surface for proper operation.

9: Inspecting of the fasteners can eliminate the possibility that the wrong bolt, nut, spacer, or washer was installed.

11: This step should only be performed if the water pump is driven by the drive belt. Inspect the water pump shaft for being bent. Also inspect the water pump bearings for smooth operation and excessive play. Compare the water pump with a known good water pump.

12: Accessory drive component brackets that are bent, cracked, or loose may put extra strain on that accessory component causing it to vibrate.

Step	Action	Yes	No
CAUTION: Refer to <u>Belt Dressing Caution</u> .			
DEFINITION: The following items are indications of drive belt rumbling: • A low pitch tapping, knocking, or thumping noise heard at or just above idle. • Heard once per revolution of the drive belt or a pulley. • Rumbling may be caused from: ○ Pilling, the accumulation of rubber dust that forms small balls (pills) or strings in the drive belt pulley groove ○ The separation of the drive belt ○ A damaged drive belt			
DEFINITION: The following items are indications of drive belt vibration: • The vibration is engine-speed related. • The vibration may be sensitive to accessory load.			
1	Did you review the Drive Belt Symptom operation and perform the necessary inspections?	Go to Step 2	Go to <u>Symptoms - Engine Mechanical</u>
2	Verify that there is a rumbling noise or that the vibration is engine related. Does the engine make the rumbling noise or vibration?	Go to Step 3	Go to Diagnostic Aids
3	NOTE: If the engine has multiple drive belts, remove the belts one at a time and perform the test below each time a belt is removed. 1. Remove the drive belt. 2. Operate the engine for no longer than 30-40 seconds. 3. Repeat this test if necessary by removing the	Go to <u>Symptoms -</u>	

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	remaining belt(s).	Engine Mechanical or <u>Vibration</u> <u>Analysis - Engine</u>	
	Does the rumbling or vibration still exist?		Go to Step 4
4	Inspect the drive belts for wear, damage, separation, sections of missing ribs, and debris build-up. Did you find any of these conditions?	Go to Step 7	Go to Step 5
5	Inspect for severe pilling of more than 1/3 of the drive belt pulley grooves. Did you find severe pilling?	Go to Step 6	Go to Step 7
6	1. Clean the drive belt pulleys using a suitable wire brush. 2. Reinstall the drive belts. Refer to <u>Drive Belt Replacement</u> . Did you correct the condition?	Go to Step 8	Go to Step 7
7	Install a new drive belt. Refer to <u>Drive Belt Replacement</u> . Did you complete the replacement?	Go to Step 8	Go to Step 9
8	Operate the system in order to verify the repair. Did you correct the condition?	System OK	Go to Step 9
9	Inspect for improper, loose or missing fasteners. Did you find any of these conditions?	Go to Step 10	Go to Step 11
10	CAUTION: Refer to <u>Fastener Caution</u> . 1. Tighten any loose fasteners. Refer to <u>Fastener Tightening Specifications</u> . 2. Replace improper or missing fasteners. Did you complete the repair?	Go to Step 13	Go to Step 11
11	Inspect for a bent water pump shaft. Refer to <u>Water Pump Replacement (RPO LNJ)</u> . Did you find and correct the condition?	Go to Step 13	Go to Step 12
12	Inspect for bent or cracked brackets. Did you find and correct the condition?	Go to Step 13	Go to Diagnostic Aids
13	Operate the system in order to verify the repair. Did you correct the condition?	System OK	Go to Step 3

DRIVE BELT FALLS OFF AND EXCESSIVE WEAR DIAGNOSIS

Diagnostic Aids

If the drive belt repeatedly falls off the drive belt pulleys, this is because of pulley misalignment.

An extra load that is quickly applied on released by an accessory drive component may cause the drive belt to

fall off the pulleys. Verify the accessory drive components operate properly.

If the drive belt is the incorrect length, the drive belt tensioner may not keep the proper tension on the drive belt.

Excessive wear on a drive belt is usually caused by an incorrect installation or the wrong drive belt for the application.

Minor misalignment of the drive belt pulleys will not cause excessive wear, but will probably cause the drive belt to make a noise or to fall off.

Excessive misalignment of the drive belt pulleys will cause excessive wear but may also make the drive belt fall off.

Test Description

The numbers below refer to the step numbers on the diagnostic table.

2: This inspection is to verify the condition of the drive belt. Damage may of occurred to the drive belt when the drive belt fell off. The drive belt may of been damaged, which caused the drive belt to fall off. Inspect the belt for cuts, tears, sections of ribs missing, or damaged belt plys.

4: Misalignment of the pulleys may be caused from improper mounting of the accessory drive component, incorrect installation of the accessory drive component pulley, or the pulley bent inward or outward from a previous repair. Test for a misaligned pulley using a straight edge in the pulley grooves across two or three pulleys. If a misaligned pulley is found refer to that accessory drive component for the proper installation procedure of that pulley.

5: Inspecting the pulleys for being bent should include inspecting for a dent or other damage to the pulleys that would prevent the drive belt from not seating properly in all of the pulley grooves or on the smooth surface of a pulley when the back side of the belt is used to drive the pulley.

6: Accessory drive component brackets that are bent or cracked will let the drive belt fall off.

7: Inspection of the fasteners can eliminate the possibility that a wrong bolt, nut, spacer, or washer was installed. Missing, loose, or the wrong fasteners may cause pulley misalignment from the bracket moving under load. Over tightening of the fasteners may cause misalignment of the accessory component bracket.

13: The inspection is to verify the drive belt is correctly installed on all of the drive belt pulleys. Wear on the drive belt may be caused by mis-positioning the drive belt by one groove on a pulley.

14: The installation of a drive belt that is too wide or too narrow will cause wear on the drive belt. The drive belt ribs should match all of the grooves on all of the pulleys.

15: This inspection is to verify the drive belt is not contacting any parts of the engine or body while the engine is operating. There should be sufficient clearance when the drive belt accessory drive components load varies. The drive belt should not come in contact with an engine or a body component when snapping the throttle.

Step	Action	Yes	No
CAUTION: Refer to <u>Belt Dressing Caution</u> .			

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DEFINITION: The drive belt falls off the pulleys or may not ride correctly on the pulleys.**DEFINITION:** Wear at the outside ribs of the drive belt due to an incorrectly installed drive belt.

1	Did you review the drive belt symptom operation and perform the necessary inspections?	Go to Step 2	Go to Symptoms - Engine Mechanical
2	• If diagnosing excessive wear, proceed to step 13. • If diagnosing a drive belt that falls off, inspect for a damaged drive belt. Did you find the condition?	Go to Step 3	Go to Step 4
3	Install a new drive belt. Refer to Drive Belt Replacement . Does the drive belt continue to fall off?	Go to Step 4	System OK
4	Inspect for misalignment of the pulleys. Did you find and repair the condition?	Go to Step 12	Go to Step 5
5	Inspect for a bent or dented pulley. Did you find and repair the condition?	Go to Step 12	Go to Step 6
6	Inspect for a bent or a cracked bracket. Did you find and repair the condition?	Go to Step 12	Go to Step 7
7	Inspect for improper, loose or missing fasteners. Did you find loose or missing fasteners?	Go to Step 8	Go to Step 9
8	CAUTION: Refer to <u>Fastener Caution</u> . 1. Tighten any loose fasteners. Refer to Fastener Tightening Specifications . 2. Replace improper or missing fasteners. Does the drive belt continue to fall off?	Go to Step 9	System OK
9	Test the drive belt tensioner for operating correctly. Refer to Drive Belt Tensioner Diagnosis . Does the drive belt tensioner operate correctly?	Go to Step 11	Go to Step 10
10	Replace the drive belt tensioner. Refer to Drive Belt Tensioner Replacement . Does the drive belt continue to fall off?	Go to Step 11	System OK
11	Inspect for failed drive belt idler and drive belt tensioner pulley bearings. Did you find and repair the condition?	Go to Step 12	Go to Diagnostic Aids
12	Operate the system in order to verify the repair. Did you correct the condition?	System OK	Go to Step 2
13	Inspect the drive belt for the proper installation. Refer to Drive Belt Replacement . Did you find this condition?	Go to Step 16	Go to Step 14
14	Inspect for the proper drive belt. Did you find this condition?	Go to Step 16	Go to Step 15

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15	Inspect for the drive belt rubbing against a bracket, hose, or wiring harness. Did you find and repair the condition?	Go to Step 17	Go to Diagnostic Aids
16	Replace the drive belt. Refer to <u>Drive Belt Replacement</u> . Did you complete the replacement?	Go to Step 17	-
17	Operate the system in order to verify the repair. Did you correct the condition?	System OK	-

DRIVE BELT TENSIONER DIAGNOSIS

Step	Action	Yes	No
1	Remove the drive belt. Inspect the drive belt tensioner pulley. Is the drive belt tensioner pulley loose or misaligned?	Go to Step 4	Go to Step 2
2	Rotate the drive belt tensioner. Does the tensioner rotate without any unusual resistance or binding?	Go to Step 3	Go to Step 4
3	1. Use a torque wrench in order to measure the torque required to move the tensioner off of the stop. 2. Use a torque wrench on a known good tensioner in order to measure the torque required to move the tensioner off of the stop. Is the first torque reading within 10% of the second torque reading?	System OK	Go to Step 4
4	Replace the drive belt tensioner. Refer to <u>Drive Belt Tensioner Replacement</u> . Is the repair complete?	System OK	-

REPAIR INSTRUCTIONS - ON VEHICLE

FUEL INJECTOR SIGHT SHIELD REPLACEMENT

Removal Procedure

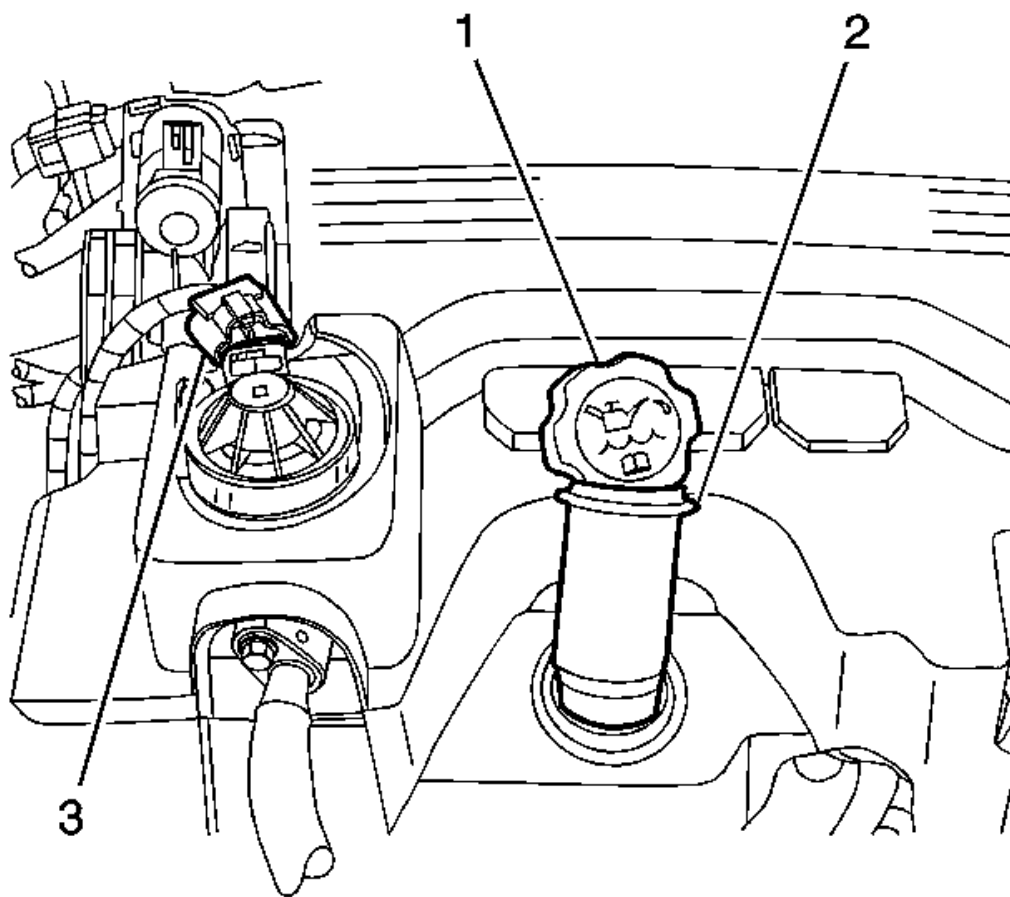


Fig. 6: Identifying Oil Filler Tube, Oil Cap & EGR Electrical Connector
Courtesy of GENERAL MOTORS CORP.

1. Remove the oil cap (1) and the oil filler tube (2).
2. Disconnect the exhaust gas recirculation (EGR) electrical connector (3).

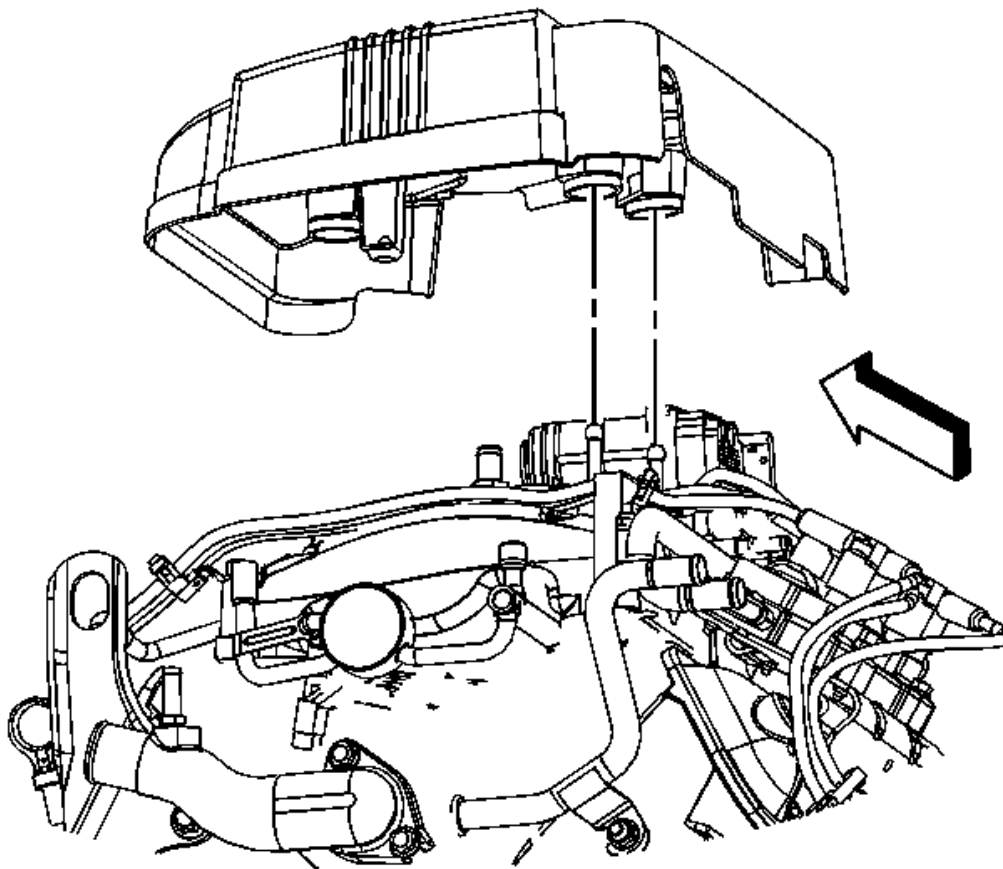


Fig. 7: Identifying Injector Sight Shield
Courtesy of GENERAL MOTORS CORP.

3. Remove the injector sight shield from the studs.

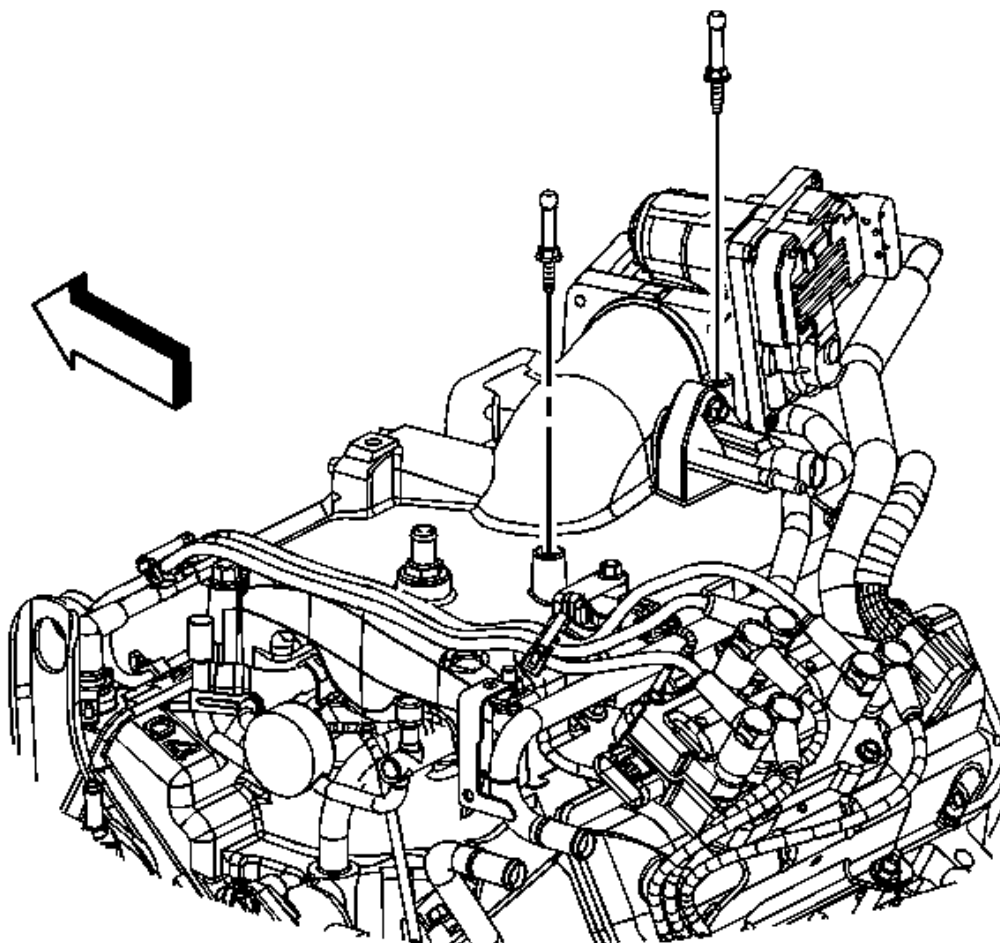


Fig. 8: Identifying Intake Manifold Studs
Courtesy of GENERAL MOTORS CORP.

4. If replacing the sight shield studs, remove the studs from the intake manifold.

Installation Procedure

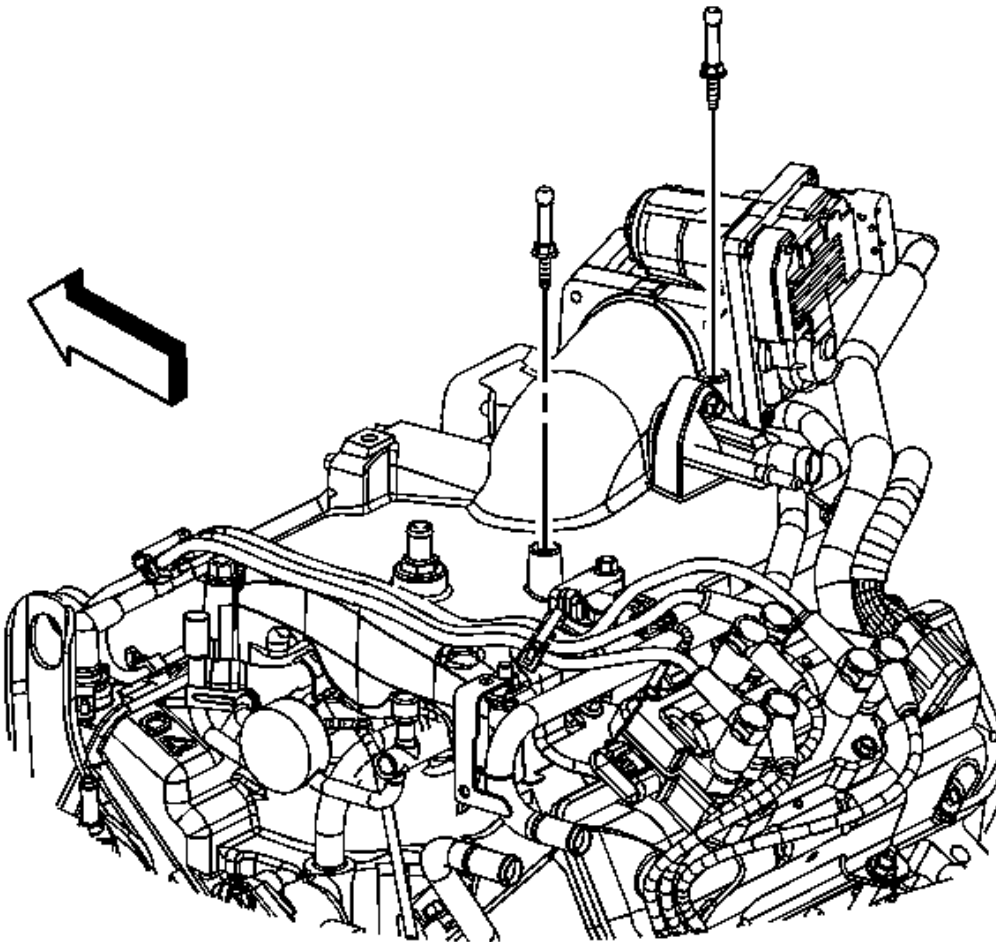


Fig. 9: Identifying Intake Manifold Studs
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

1. If the injector sight shield studs were removed, install the studs to the intake manifold and tighten to 10 N.m (89 lb in).

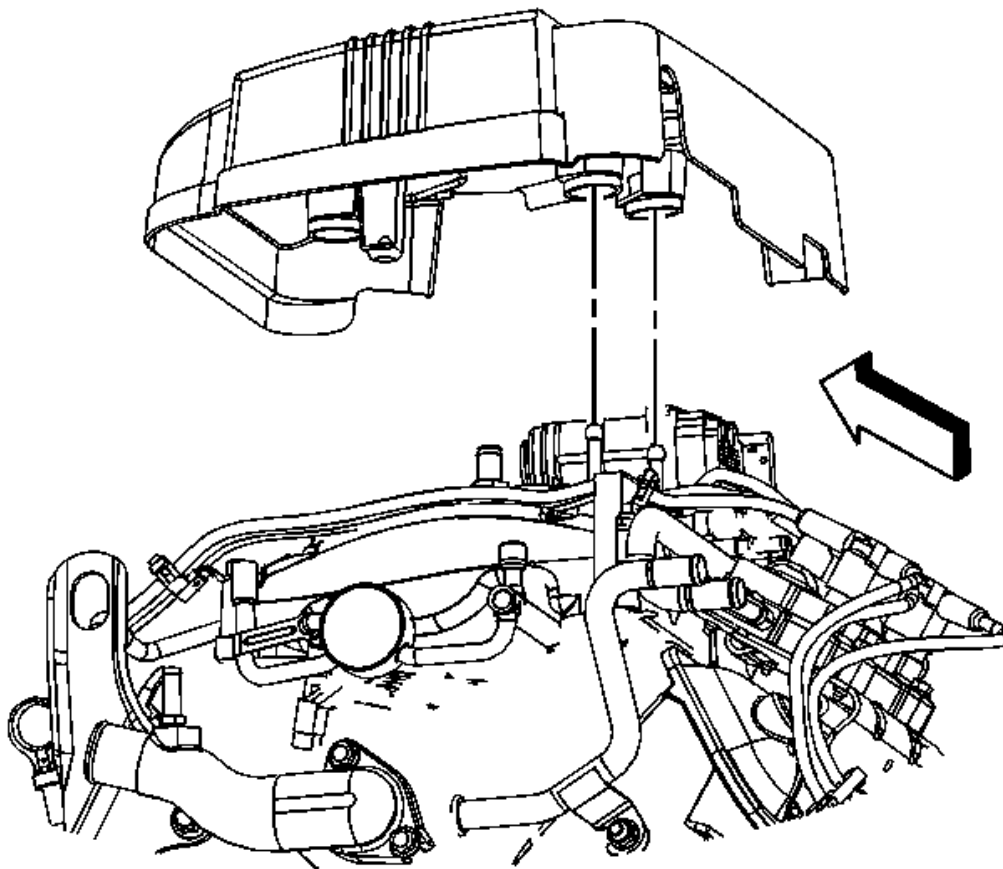


Fig. 10: Identifying Injector Sight Shield
Courtesy of GENERAL MOTORS CORP.

2. Install the injector sight shield to the studs.

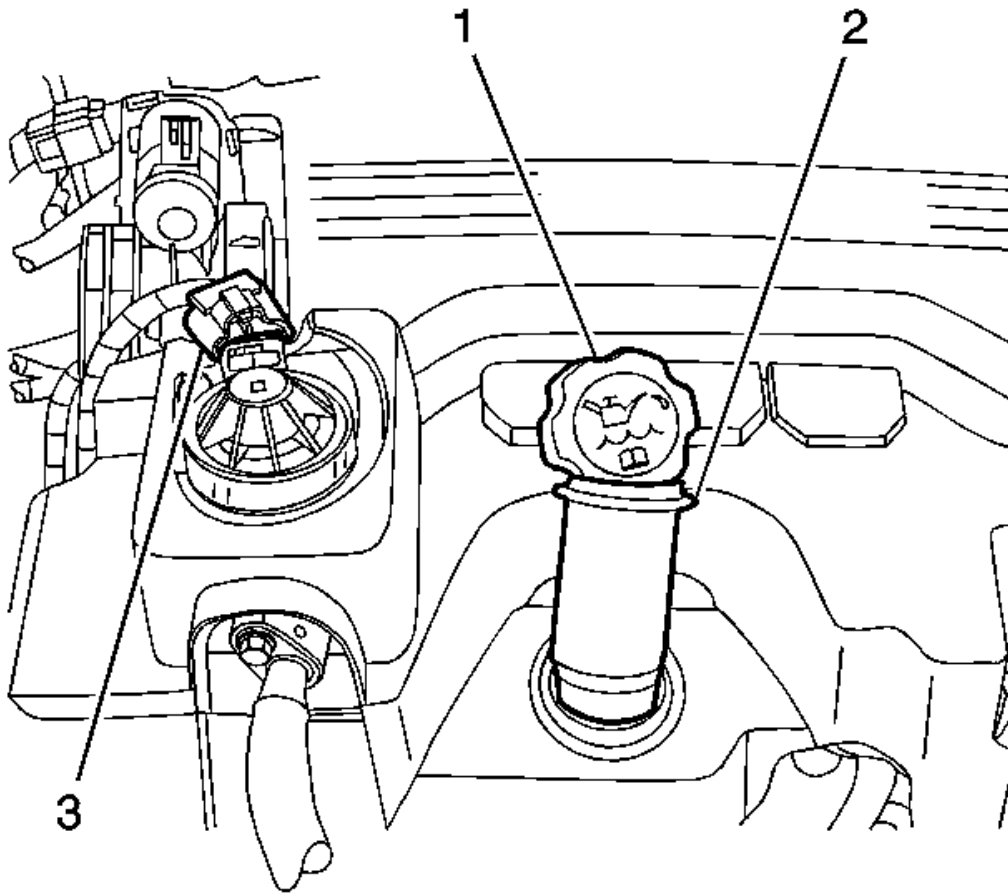


Fig. 11: Identifying Oil Filler Tube, Oil Cap & EGR Electrical Connector
Courtesy of GENERAL MOTORS CORP.

3. Connect the EGR electrical connector (3).
4. Install the oil filler tube (2) and the oil cap (1).

DRIVE BELT REPLACEMENT

Tools Required

J 39914 Serpentine Belt Tensioner Unloader

Removal Procedure

1. Remove the air cleaner assembly. Refer to **Air Cleaner Assembly Replacement**.

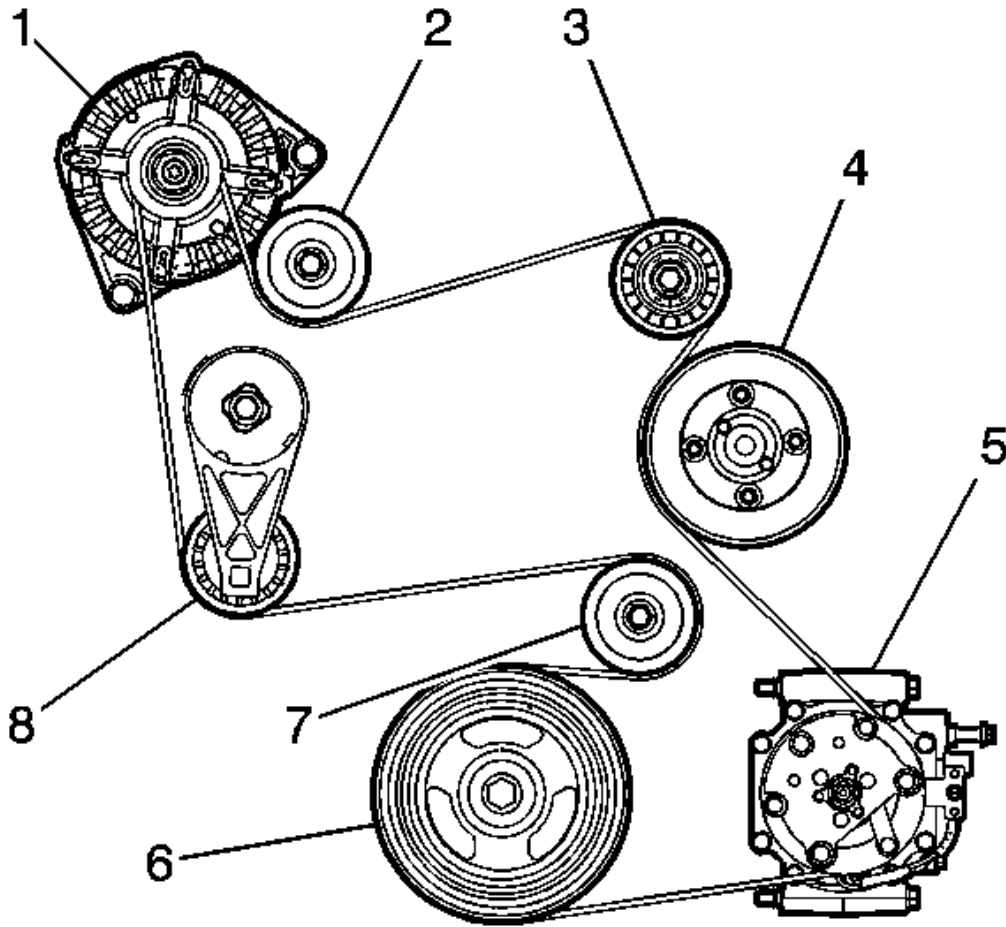


Fig. 12: View Of Drive Belt Routing
Courtesy of GENERAL MOTORS CORP.

2. Using **J 39914** rotate the drive belt tensioner (8) to release the tension on the drive belt.
3. Remove the drive belt from the right idler pulley (2).
4. Carefully release **J 39914** to relieve the drive belt tensioner spring tension.
5. Remove **J 39914** from the drive belt tensioner (8).
6. Provided the vehicle will not be raised or lifted to perform additional work. Utilizing a floor jack and a wood block, support the front of the engine using the following procedure.
 1. Place the wood block between the lift point of the floor jack and the bottom of the engine oil pan.
 2. Raise the jack until the wood block comes into contact with the engine oil pan and is capable of supporting the weight of the engine.
7. If the vehicle is to be raised or lifted in order to perform additional work. Support the engine using the

engine support fixture. Refer to **Engine Support Fixture**.

8. Remove the right engine mount. Refer to **Engine Mount Replacement - Right Side**.

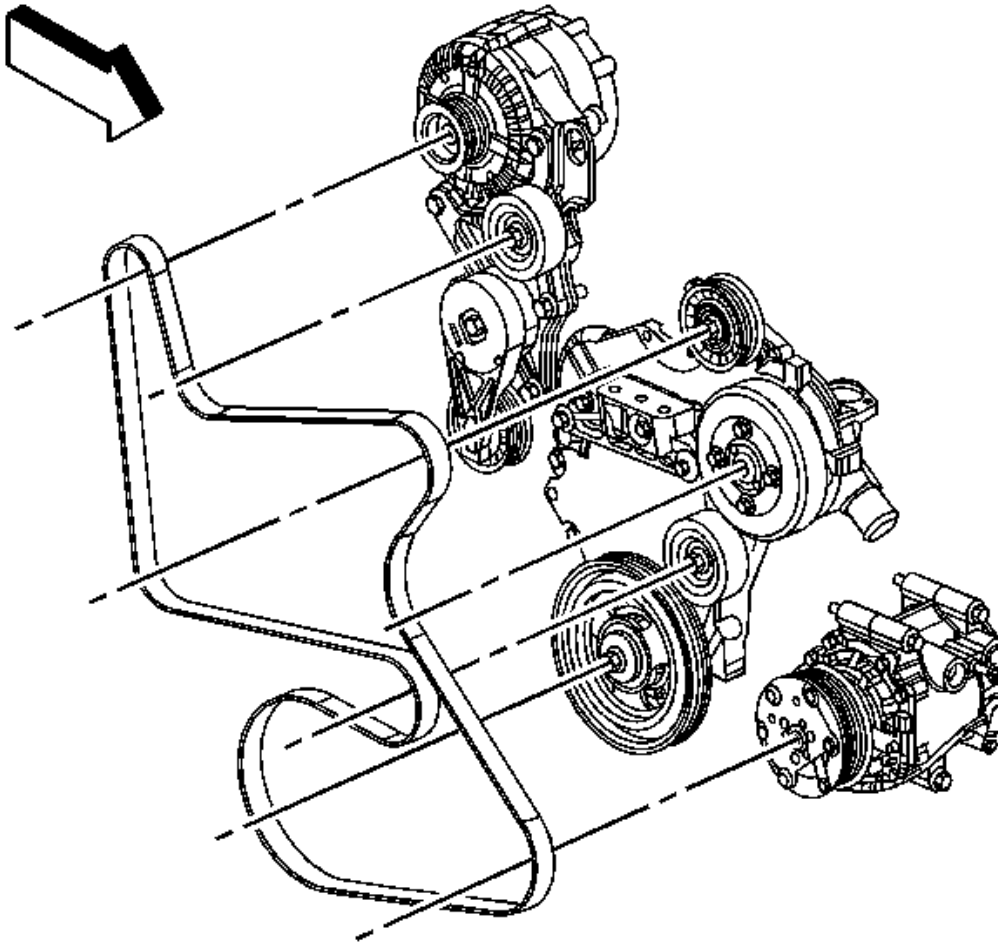


Fig. 13: Identifying Drive Belt
Courtesy of GENERAL MOTORS CORP.

9. Remove the drive belt from the remaining pulleys.

Installation Procedure

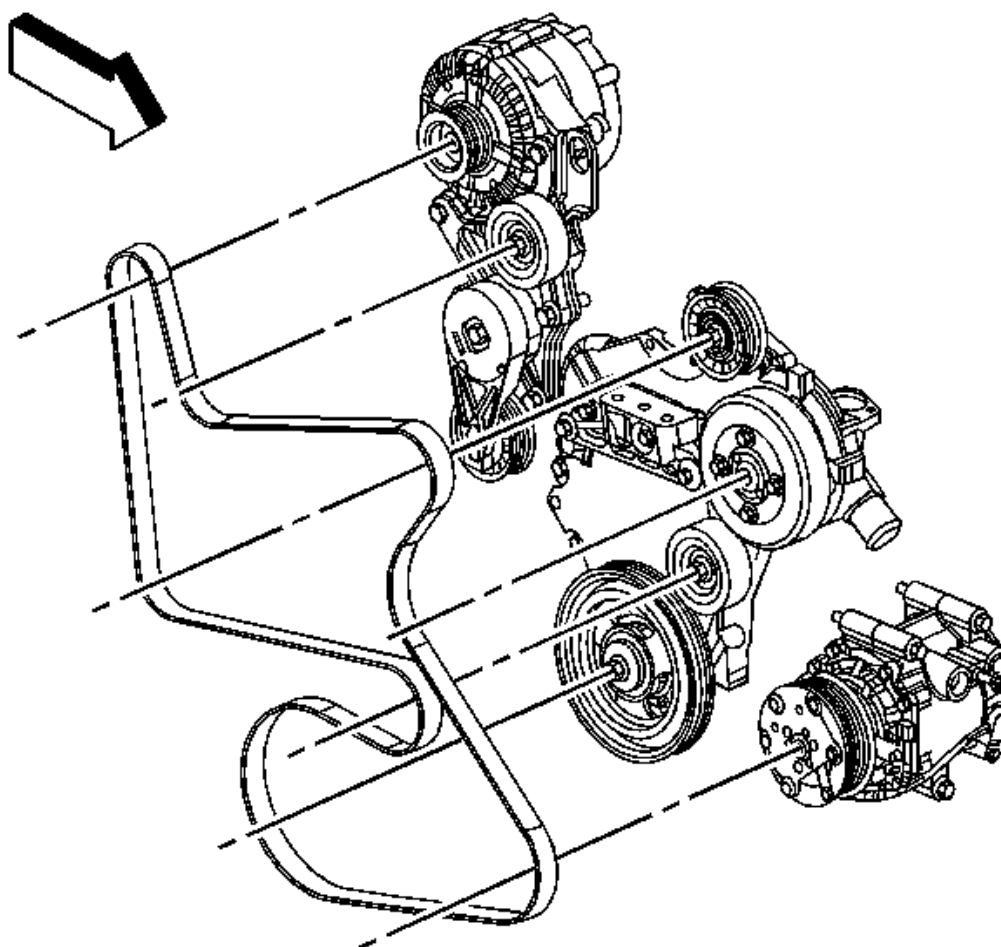


Fig. 14: Identifying Drive Belt

Courtesy of GENERAL MOTORS CORP.

1. Install the drive belt to all the pulleys except the right idler pulley.
2. Install the right engine mount. Refer to **Engine Mount Replacement - Right Side**.
3. Depending on which method was used to support the engine. Remove the floor jack from under the engine oil pan or remove the engine support fixture.

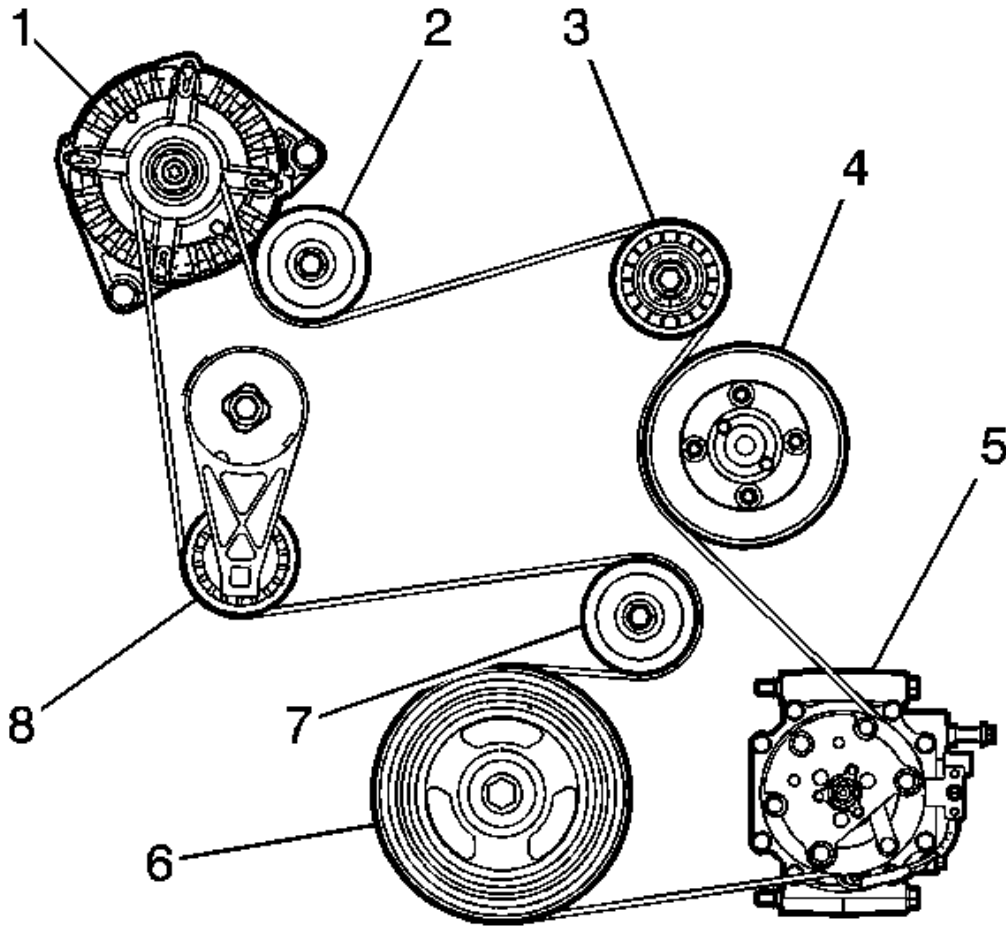


Fig. 15: View Of Drive Belt Routing
Courtesy of GENERAL MOTORS CORP.

4. Using **J 39914** rotate the drive belt tensioner away from the drive belt.
5. Install the drive belt to the right idler pulley (2).
6. Carefully release **J 39914** allowing the drive belt tensioner (8) to come in contact with the drive belt.
7. Remove **J 39914** from the drive belt tensioner (8).
8. Inspect the drive belt to insure the belt is properly centered on all pulleys (1-8).
9. Install the air cleaner assembly. Refer to **Air Cleaner Assembly Replacement** .

DRIVE BELT TENSIONER REPLACEMENT

Special Tools

J 39914 Serpentine Belt Tensioner Unloader

Removal Procedure

1. Remove the air cleaner assembly. Refer to [Air Cleaner Assembly Replacement](#).
2. Remove the air cleaner intake duct. Refer to [Air Cleaner Inlet Duct Replacement](#).

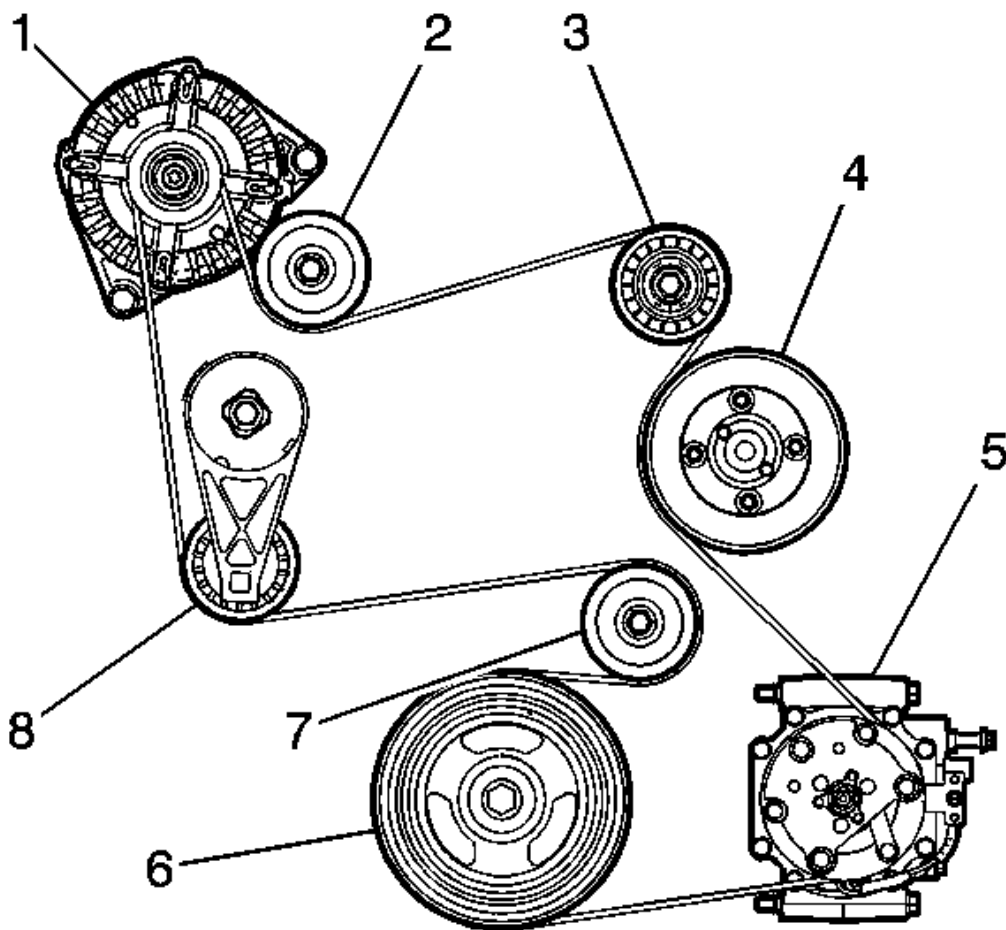


Fig. 16: View Of Drive Belt Routing
Courtesy of GENERAL MOTORS CORP.

3. Using J 39914 rotate the drive belt tensioner (8) to release the tension on the drive belt.
4. Remove the drive belt from the right idler pulley (2).
5. Carefully release J 39914 to relieve the drive belt tensioner spring tension.

6. Remove **J 39914** from the drive belt tensioner (8).

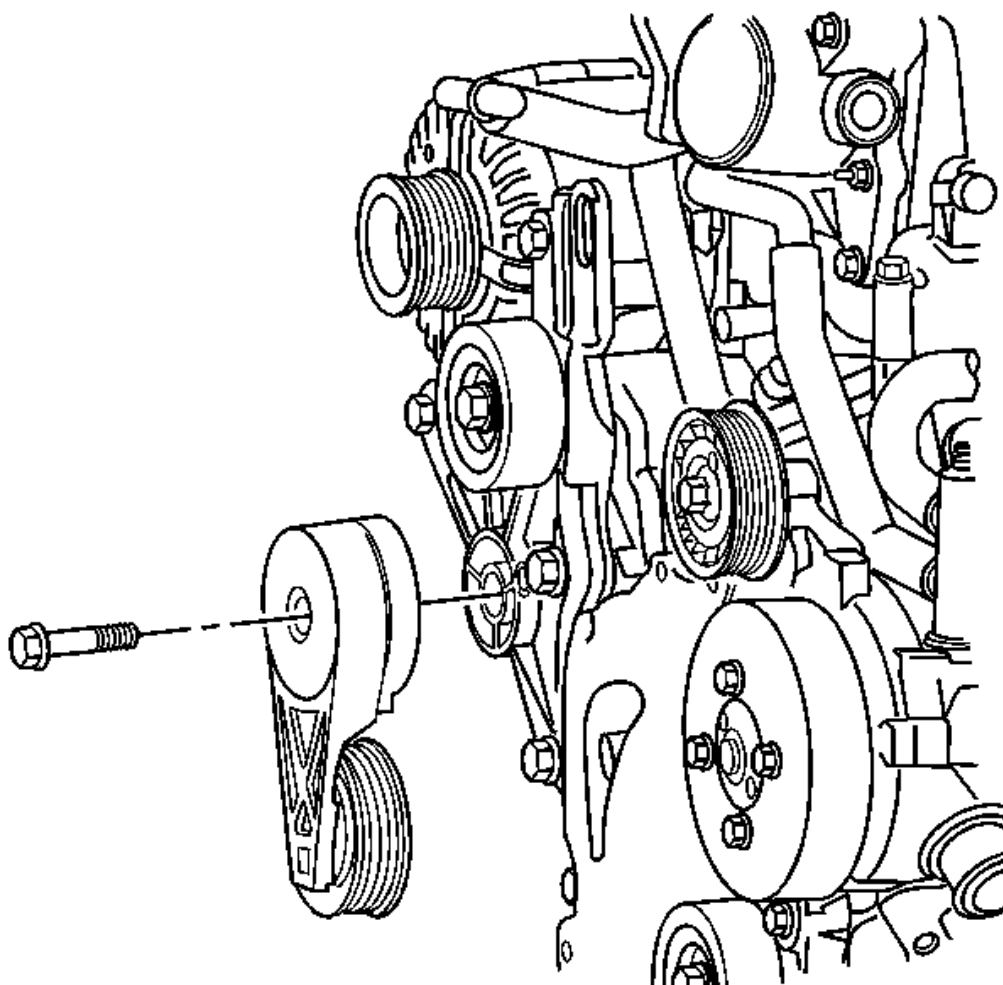


Fig. 17: View Of Drive Belt Tensioner & Bolt
Courtesy of GENERAL MOTORS CORP.

7. Loosen the drive belt tensioner bolt.
8. Remove the drive belt tensioner and bolt together from the generator bracket.
9. Separate the bolt from the drive belt tensioner once removed from vehicle.

Installation Procedure

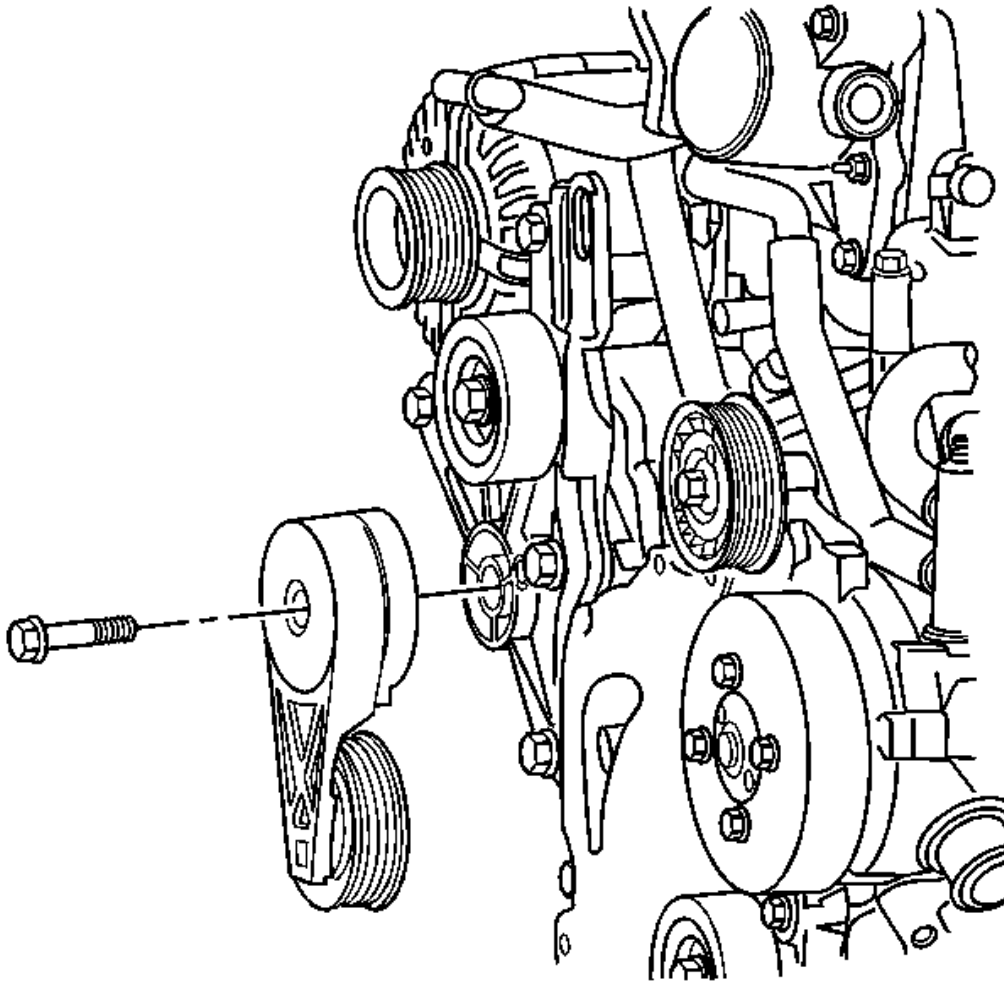


Fig. 18: View Of Drive Belt Tensioner & Bolt
Courtesy of GENERAL MOTORS CORP.

1. Install the bolt to the drive belt tensioner.

CAUTION: Refer to Fastener Caution .

2. Install the drive belt tensioner and bolt as an assembly to the generator bracket. Tighten the bolt to 50 N.m (37 lb ft).

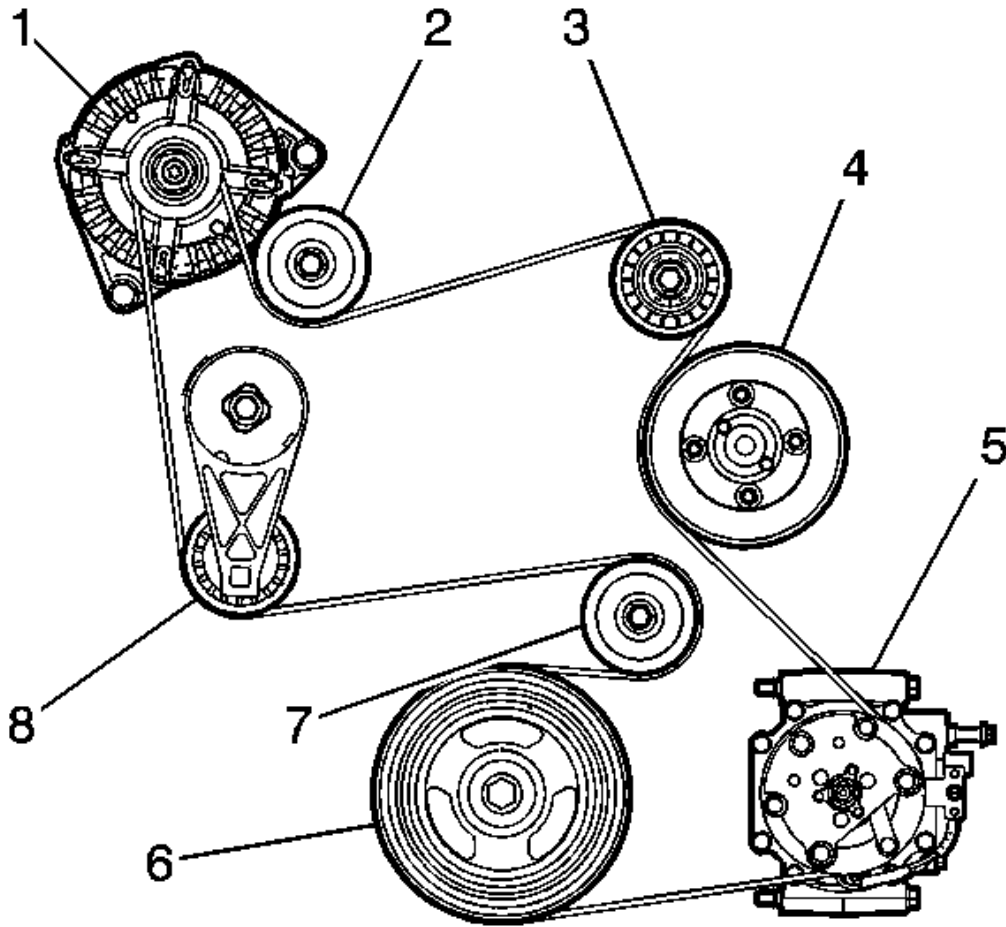


Fig. 19: View Of Drive Belt Routing
Courtesy of GENERAL MOTORS CORP.

3. Insure the drive belt is properly centered on all the pulleys except the right idler pulley (3).
4. Using **J 39914** rotate the drive belt tensioner away from the drive belt.
5. Install the drive belt to the right idler pulley (2).
6. Carefully release **J 39914** allowing the drive belt tensioner (8) to come in contact with the drive belt.
7. Remove **J 39914** from the drive belt tensioner (8).
8. Inspect the drive belt to insure the belt is properly centered on all the pulleys (1-8).
9. Install the air cleaner intake duct. Refer to **Air Cleaner Inlet Duct Replacement** .
10. Install the air cleaner assembly. Refer to **Air Cleaner Assembly Replacement** .

DRIVE BELT IDLER PULLEY REPLACEMENT - LOWER

Special Tools

J 39914 Serpentine Belt Tensioner Unloader

Removal Procedure

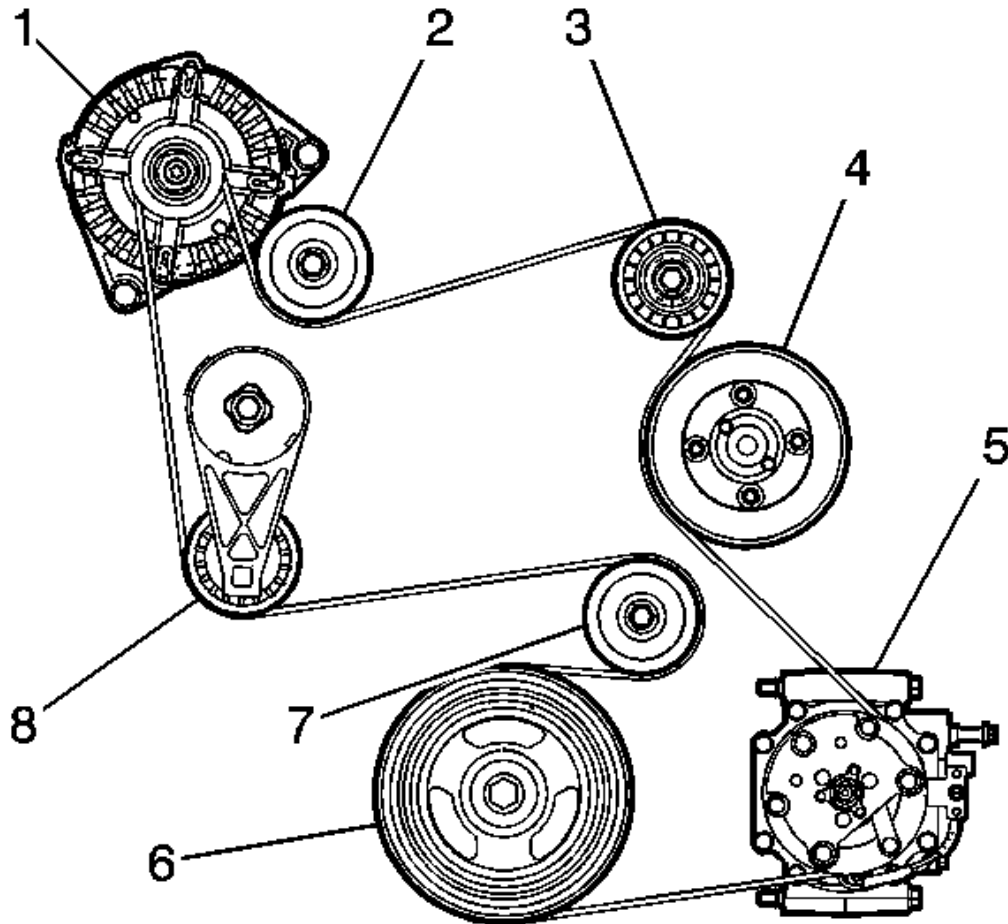


Fig. 20: View Of Drive Belt Routing
Courtesy of GENERAL MOTORS CORP.

1. Using **J 39914** rotate the drive belt tensioner (8) to release the tension on the drive belt.
2. Remove the drive belt from the right idler pulley (2).
3. Carefully release **J 39914** to relieve the drive belt tensioner spring tension.
4. Remove **J 39914** from the drive belt tensioner (8).
5. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .

6. Remove the right front wheel. Refer to **Tire and Wheel Removal and Installation** .
7. Remove the engine splash shield. Refer to **Engine Splash Shield Replacement** .

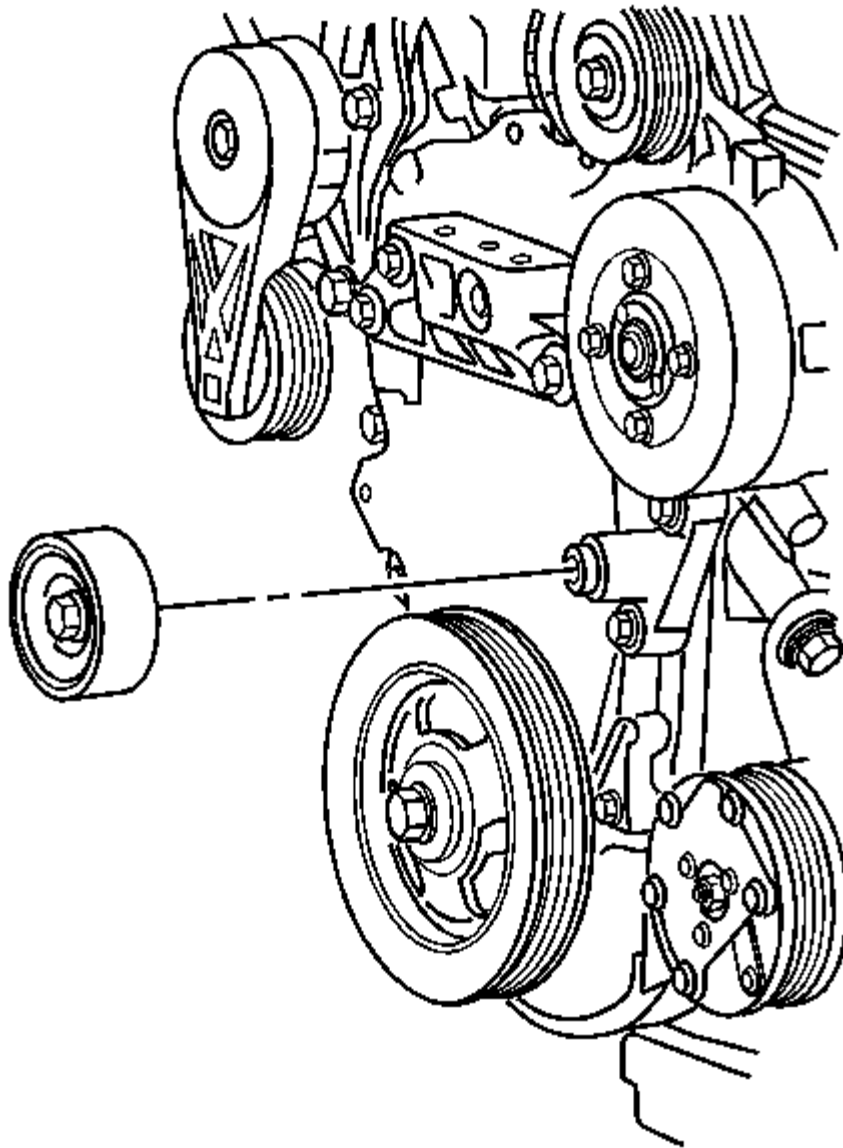


Fig. 21: View Of Lower Belt Idler Pulley
Courtesy of GENERAL MOTORS CORP.

8. Loosen the lower belt idler pulley bolt.

9. Remove the lower belt idler pulley and bolt from the engine front cover.

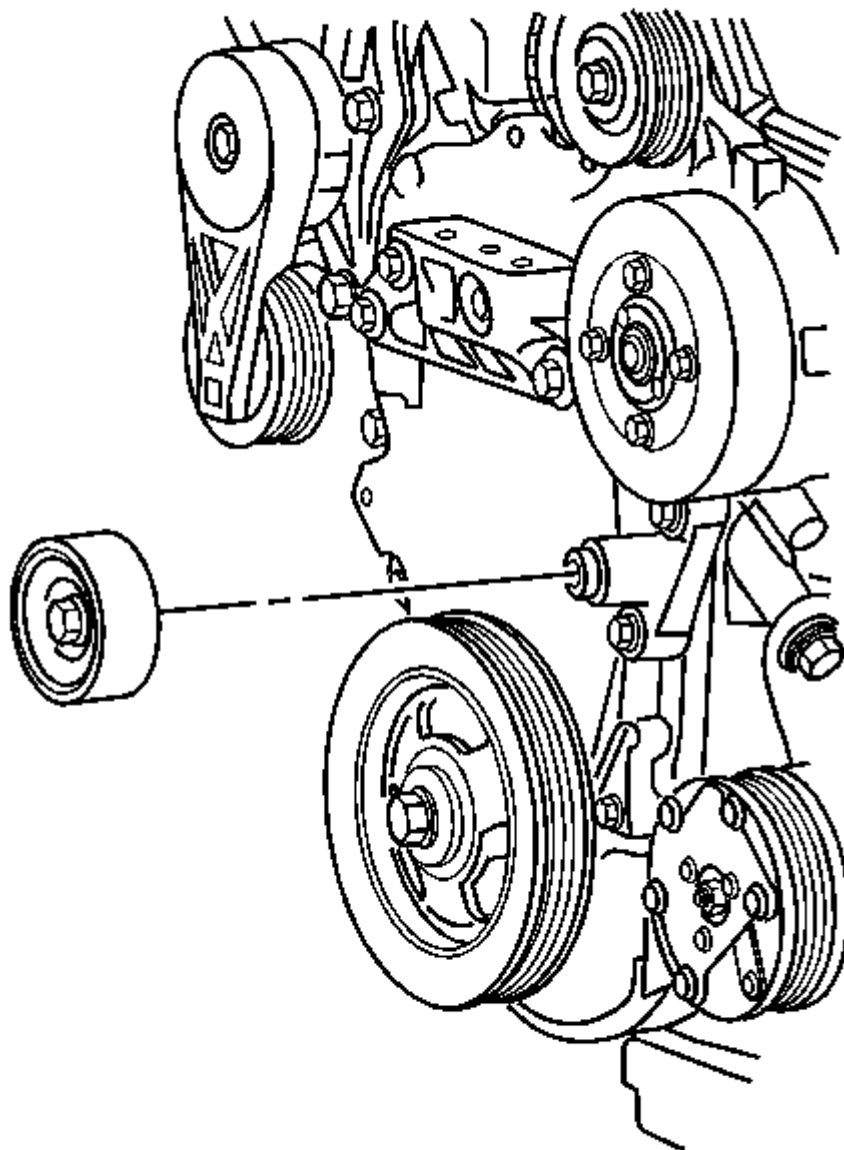
Installation Procedure

Fig. 22: View Of Lower Belt Idler Pulley
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

1. Install the lower belt idler pulley and bolt to the engine cover and tighten the bolt to 50 N.m (37 lb ft).
2. Install the engine splash shield. Refer to Engine Splash Shield Replacement .
3. Install the right front wheel. Refer to Tire and Wheel Removal and Installation .
4. Lower the vehicle.

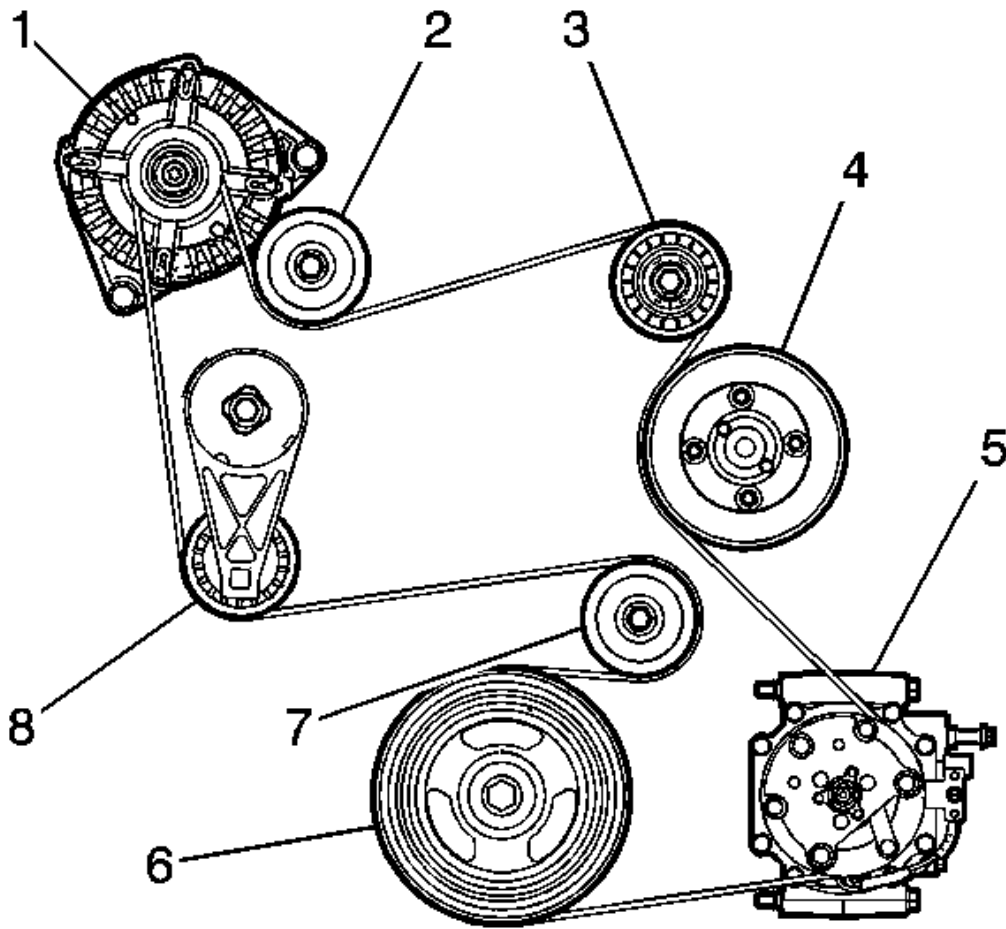


Fig. 23: View Of Drive Belt Routing
 Courtesy of GENERAL MOTORS CORP.

5. Insure the drive belt is properly centered on all the pulleys except the right idler pulley (3).
6. Using **J 39914** rotate the drive belt tensioner away from the drive belt.

7. Install the drive belt to the right idler pulley (2).
8. Carefully release **J 39914** allowing the drive belt tensioner (8) to come in contact with the drive belt.
9. Remove **J 39914** from the drive belt tensioner (8).
10. Inspect the drive belt to insure the belt is properly centered on all the pulleys (1-8).

DRIVE BELT IDLER PULLEY REPLACEMENT - LEFT SIDE

Special Tools

J 39914 Serpentine Belt Tensioner Unloader

Removal Procedure

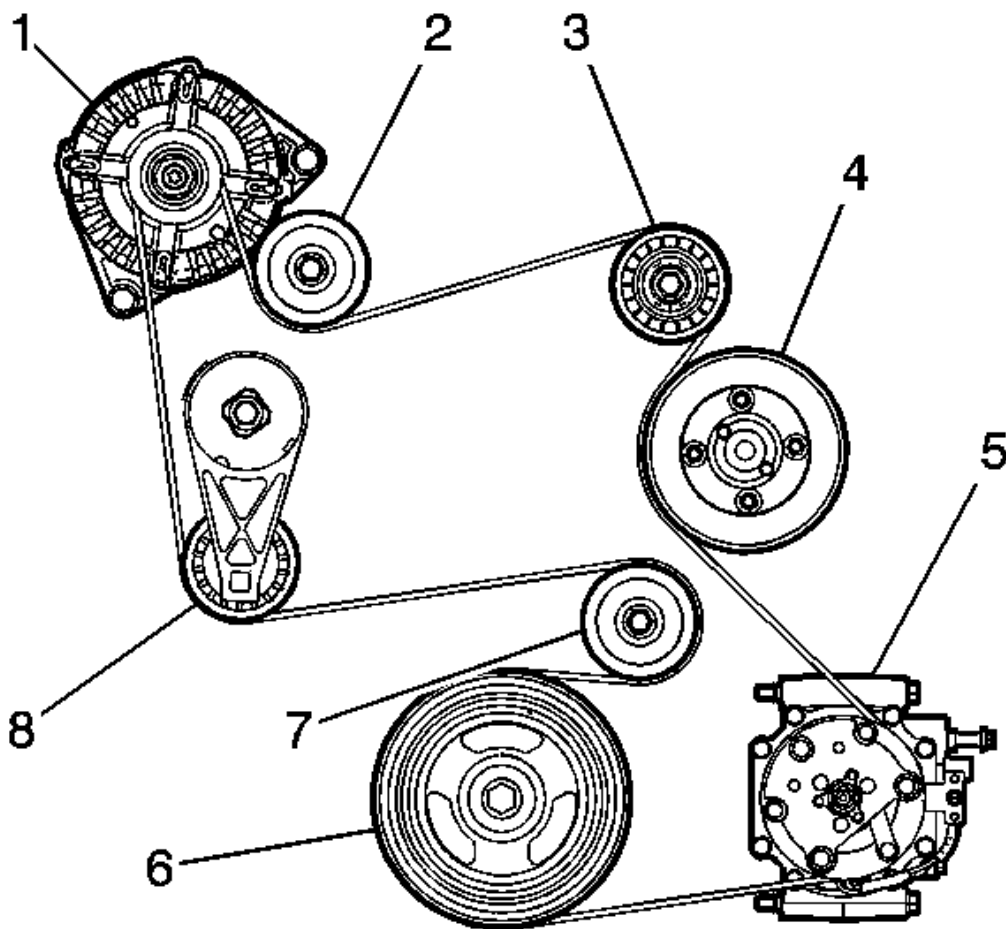


Fig. 24: View Of Drive Belt Routing

Courtesy of GENERAL MOTORS CORP.

1. Remove the air cleaner assembly. Refer to **Air Cleaner Assembly Replacement** .
2. Remove the air cleaner intake duct. Refer to **Air Cleaner Inlet Duct Replacement** .
3. Using **J 39914** rotate the drive belt tensioner (8) to release the tension on the drive belt.
4. Remove the drive belt from the left idler pulley (3).
5. Carefully release **J 39914** to relieve the drive belt tensioner spring tension.
6. Remove **J 39914** from the drive belt tensioner (8).

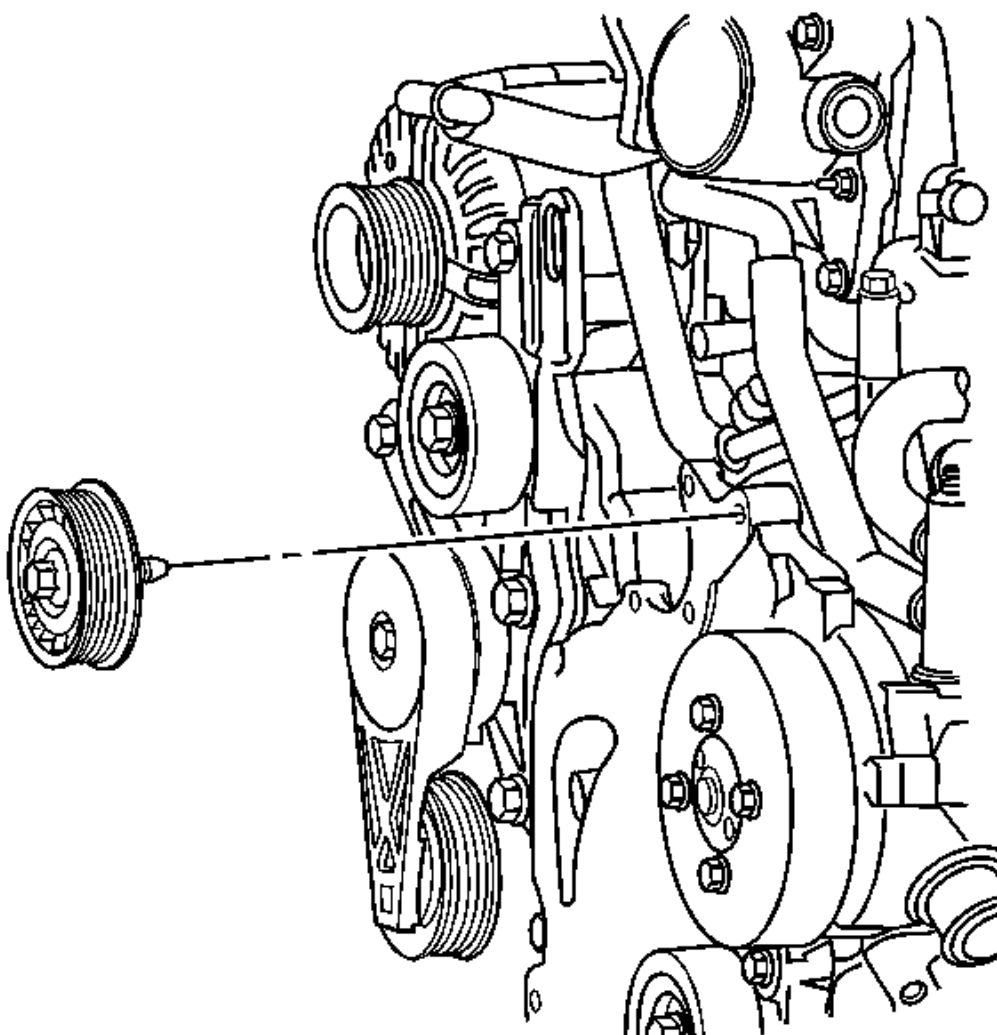


Fig. 25: View Of Left Belt Idler Pulley

Courtesy of GENERAL MOTORS CORP.

7. Loosen the left belt idler pulley bolt.
8. Remove the left belt idler pulley and bolt from the engine front cover.

Installation Procedure

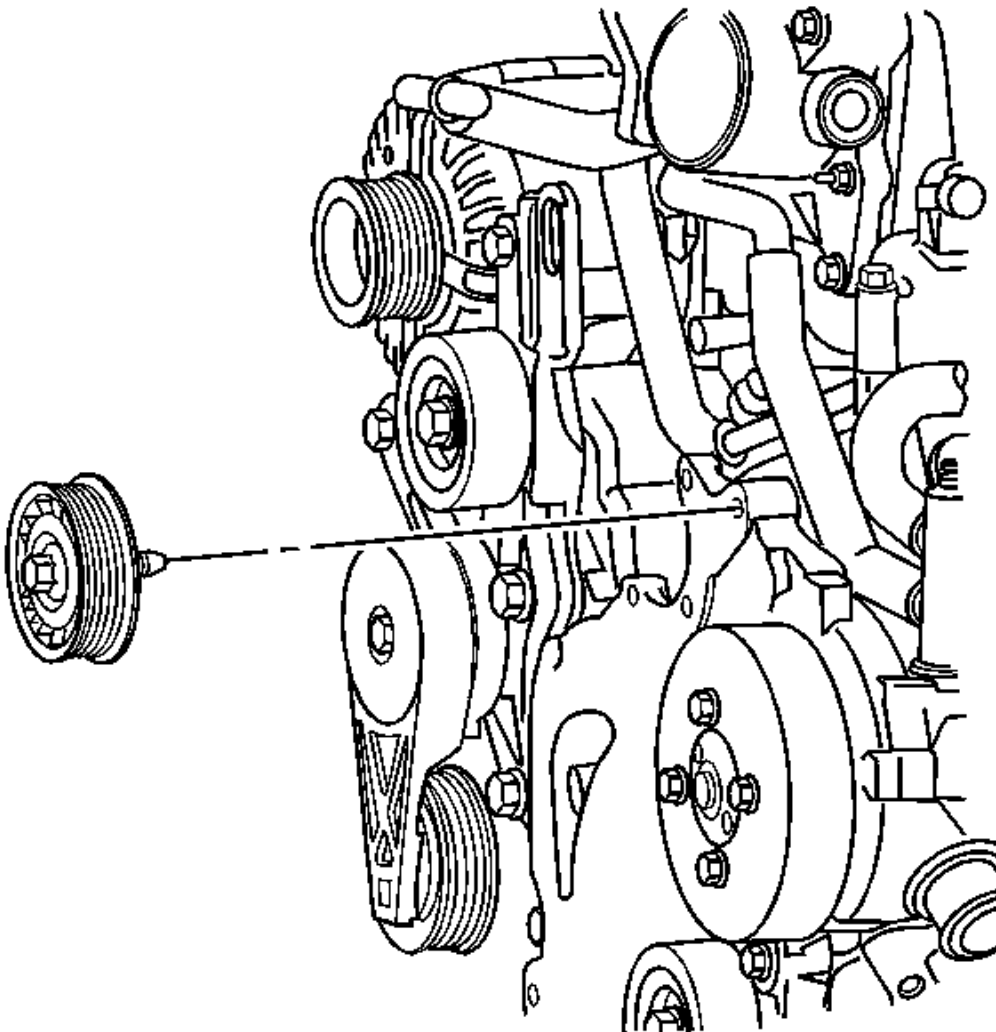


Fig. 26: View Of Left Belt Idler Pulley
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

1. Install the left belt idler pulley and bolt to the engine front cover and tighten the bolt to 50 N.m (37 lb ft).

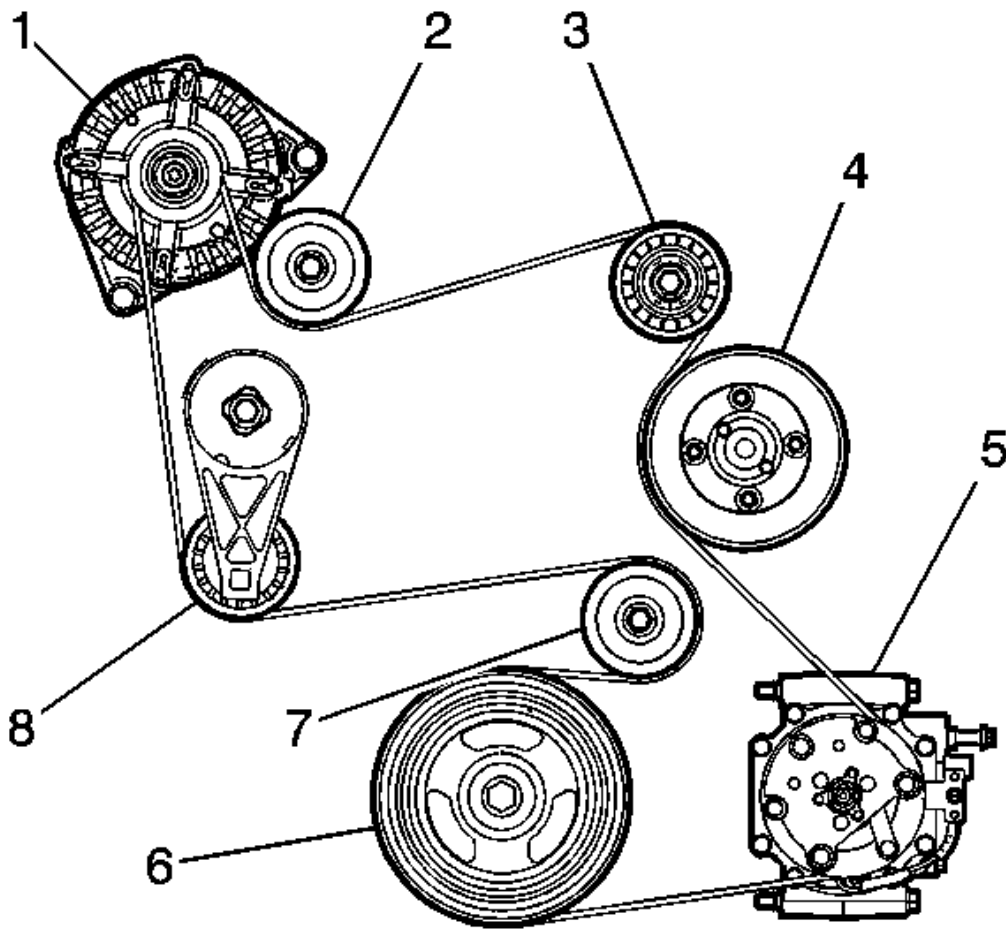


Fig. 27: View Of Drive Belt Routing
 Courtesy of GENERAL MOTORS CORP.

2. Insure the drive belt is properly centered on all the pulleys except the right idler pulley (3).
3. Using **J 39914** rotate the drive belt tensioner away from the drive belt.
4. Install the drive belt to the left idler pulley (3).
5. Carefully release **J 39914** allowing the drive belt tensioner (8) to come in contact with the drive belt.
6. Remove **J 39914** from the drive belt tensioner (8).
7. Inspect the drive belt to insure the belt is properly centered on all the pulleys (1-8).

8. Install the air cleaner intake duct. Refer to [Air Cleaner Inlet Duct Replacement](#).
9. Install the air cleaner assembly. Refer to [Air Cleaner Assembly Replacement](#).

DRIVE BELT IDLER PULLEY REPLACEMENT - RIGHT SIDE

Special Tools

J 39914 Serpentine Belt Tensioner Unloader

Removal Procedure

1. Remove the air cleaner assembly. Refer to [Air Cleaner Assembly Replacement](#).
2. Remove the air cleaner intake duct. Refer to [Air Cleaner Inlet Duct Replacement](#).

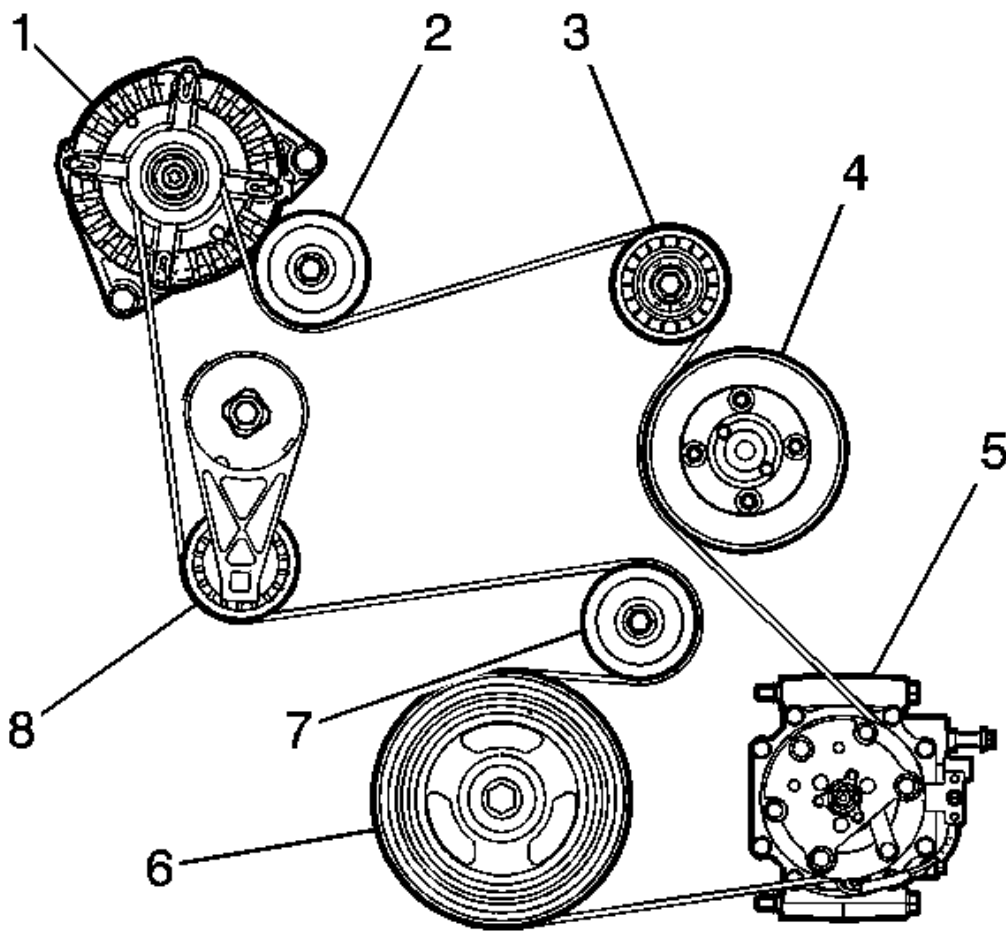


Fig. 28: View Of Drive Belt Routing
Courtesy of GENERAL MOTORS CORP.

3. Using **J 39914** rotate the drive belt tensioner (8) to release the tension on the drive belt.
4. Remove the drive belt from the right idler pulley (2).
5. Carefully release **J 39914** to relieve the drive belt tensioner spring tension.
6. Remove **J 39914** from the drive belt tensioner (8).

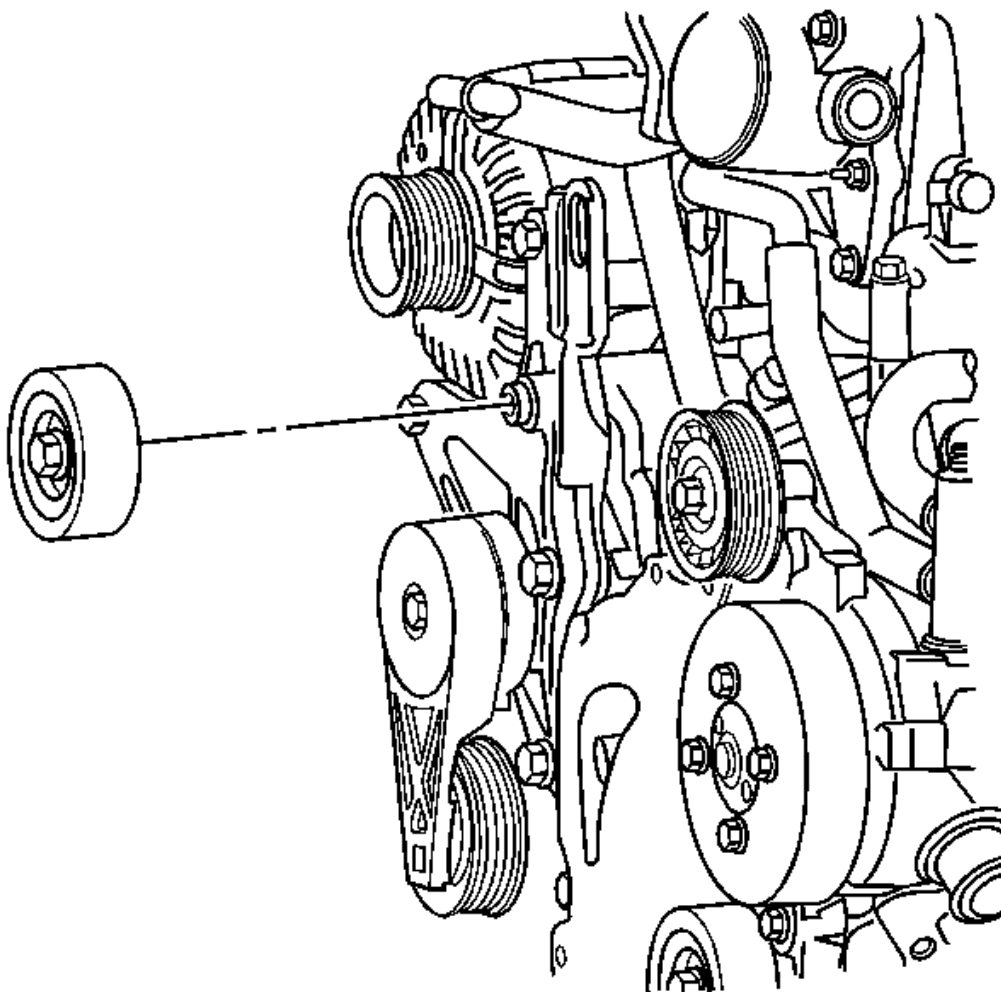


Fig. 29: View Of Right Belt Idler Pulley
Courtesy of GENERAL MOTORS CORP.

7. Loosen the right belt idler pulley bolt.

8. Remove the right belt idler pulley and bolt from the generator bracket.

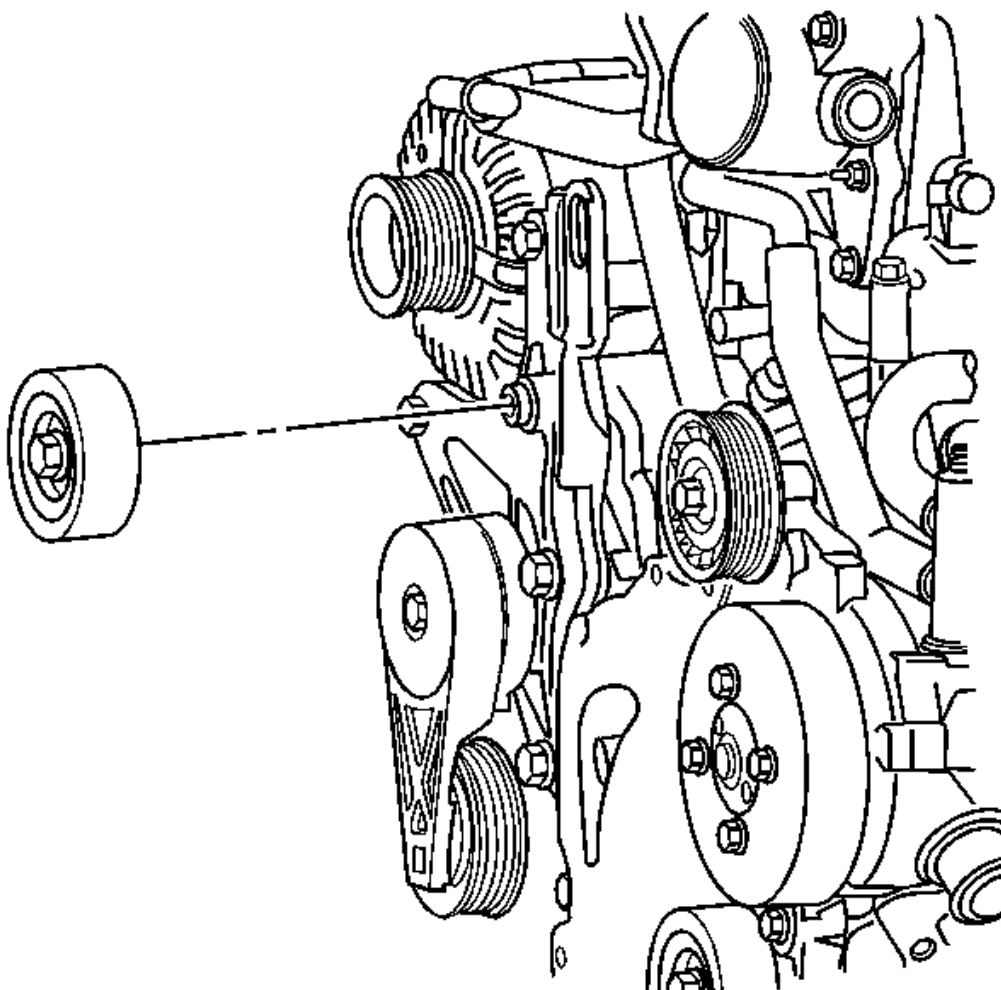
Installation Procedure

Fig. 30: View Of Right Belt Idler Pulley
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

1. Install the right belt idler pulley and bolt to the generator bracket and tighten the bolt to 50 N.m (37 lb ft).

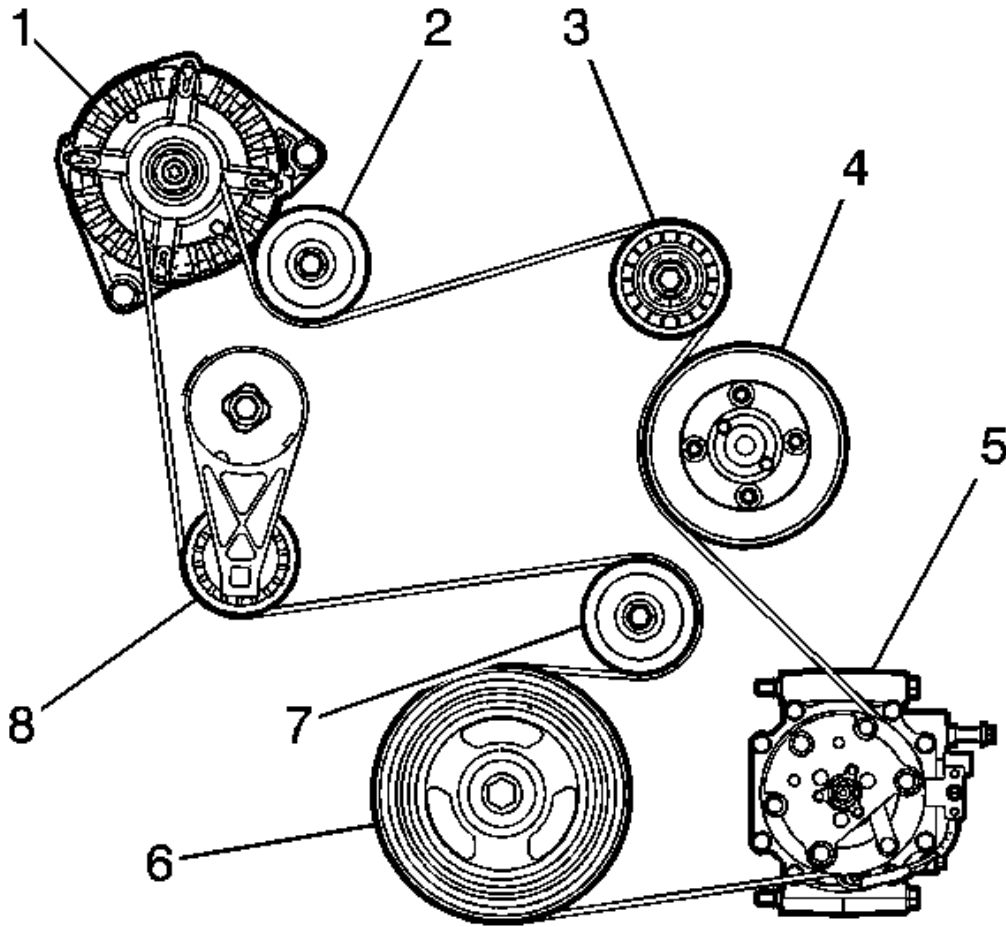


Fig. 31: View Of Drive Belt Routing
Courtesy of GENERAL MOTORS CORP.

2. Insure the drive belt is properly centered on all the pulleys except the right idler pulley (3).
3. Using **J 39914** rotate the drive belt tensioner away from the drive belt.
4. Install the drive belt to the right idler pulley (2).
5. Carefully release **J 39914** allowing the drive belt tensioner (8) to come in contact with the drive belt.
6. Remove **J 39914** from the drive belt tensioner (8).
7. Inspect the drive belt to insure the belt is properly centered on all the pulleys (1-8).
8. Install the air cleaner intake duct. Refer to **Air Cleaner Inlet Duct Replacement** .
9. Install the air cleaner assembly. Refer to **Air Cleaner Assembly Replacement** .

ENGINE SUPPORT FIXTURE

Special Tools

- **J 28467-B** Universal Engine Support Fixture
- **J 36462-A** Engine Support Adapter Leg Set
- **J-28467-13** Engine Support Fixture Adapters
- GM P/N 11519137 4 Studs or equivalent

Installation Procedure

1. Remove the fuel injector sight shield. Refer to **Fuel Injector Sight Shield Replacement**.

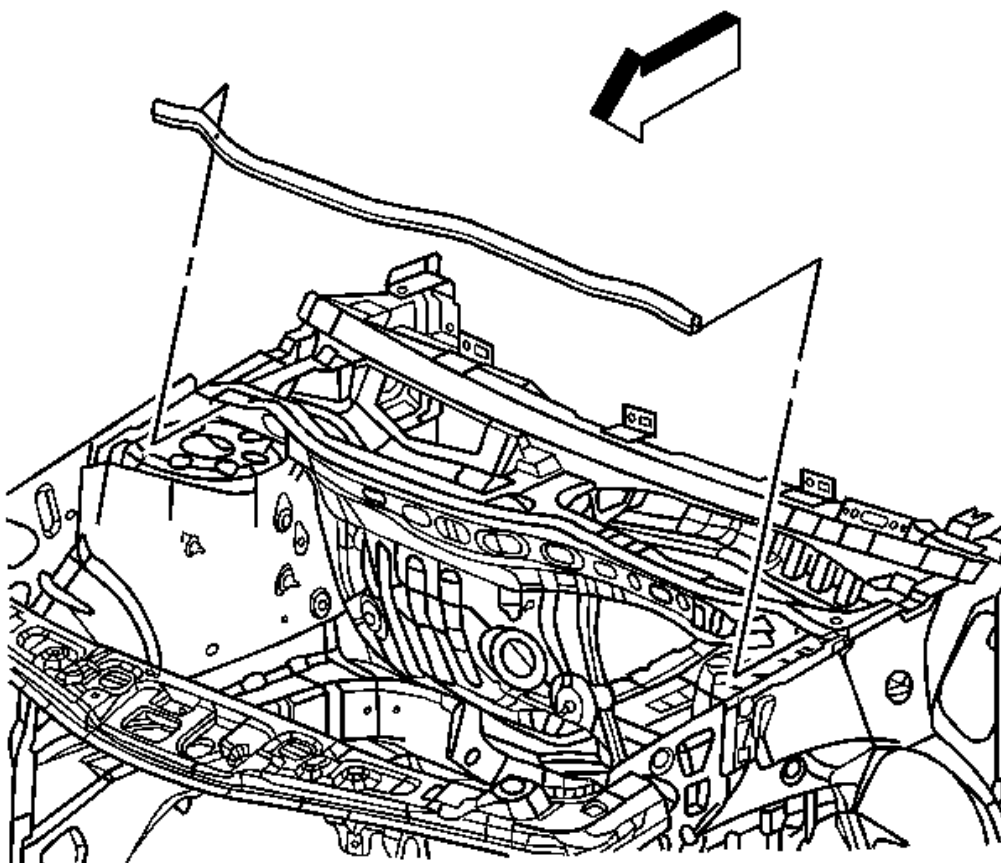


Fig. 32: View Of Hood Rear Seal
Courtesy of GENERAL MOTORS CORP.

2. Pull each end of the hood rear seal away from the cowl panel flange near both strut towers.

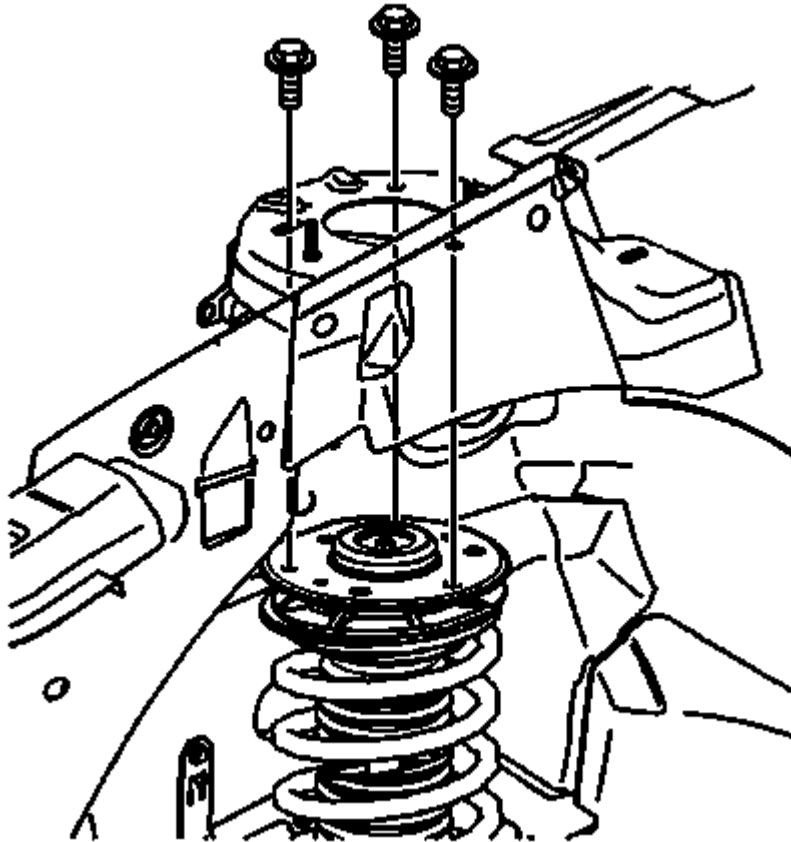
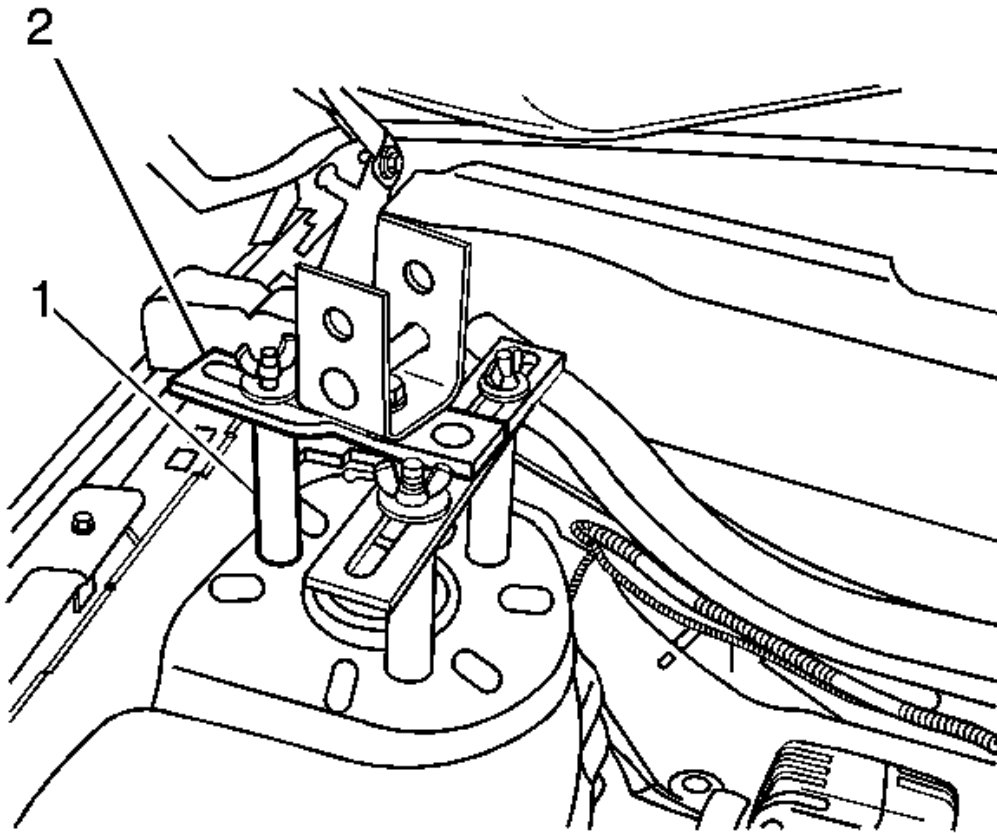


Fig. 33: View Of Strut Assembly To Body Bolts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

3. Replace 2 strut bolts with studs GM P/N 11519137 on right and left sides of the vehicle for installation of support fixture.

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



Courtesy of GENERAL MOTORS CORP.

4. Install the **J-28467-13** (1) and J 28467-5 strut tower adapter (2) to the top of the right strut tower.

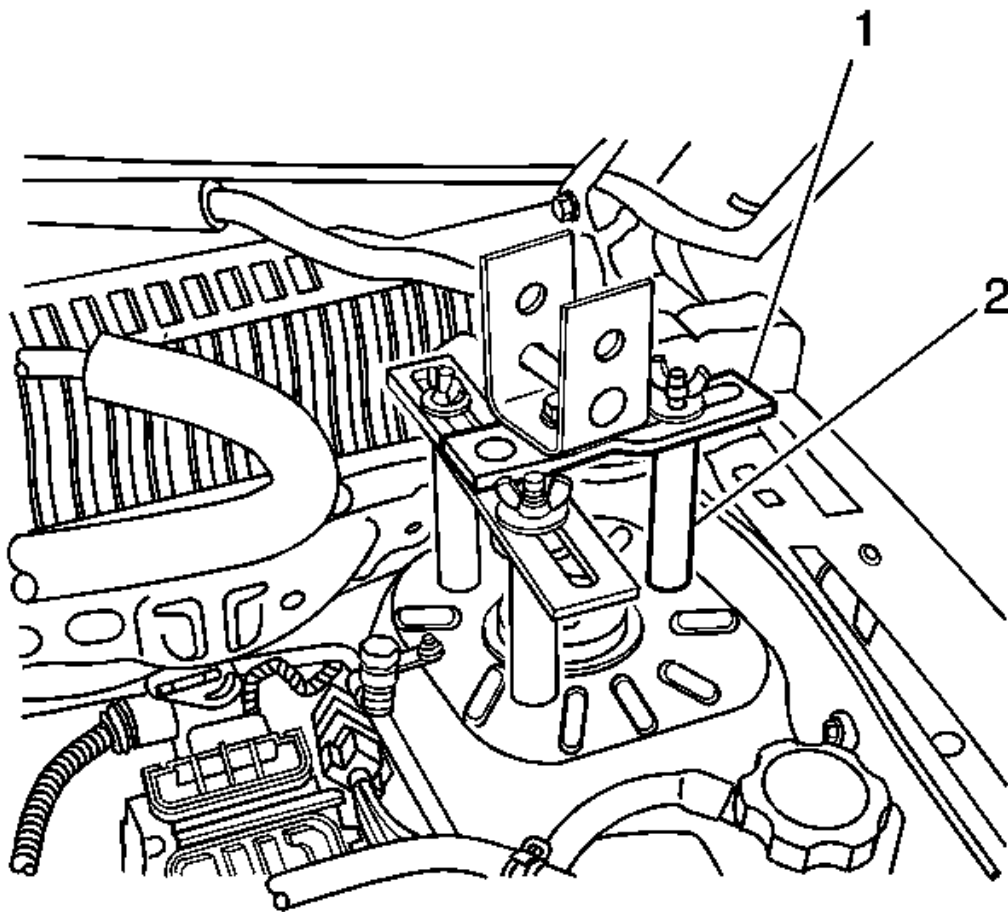


Fig. 35: View Of J-28467-13 & J 28467-5 Strut Tower Adapter & Top Of Left Strut Tower
Courtesy of GENERAL MOTORS CORP.

5. Install the **J-28467-13** (2) and J 28467-5 strut tower adapter (1) to the top of the left strut tower.

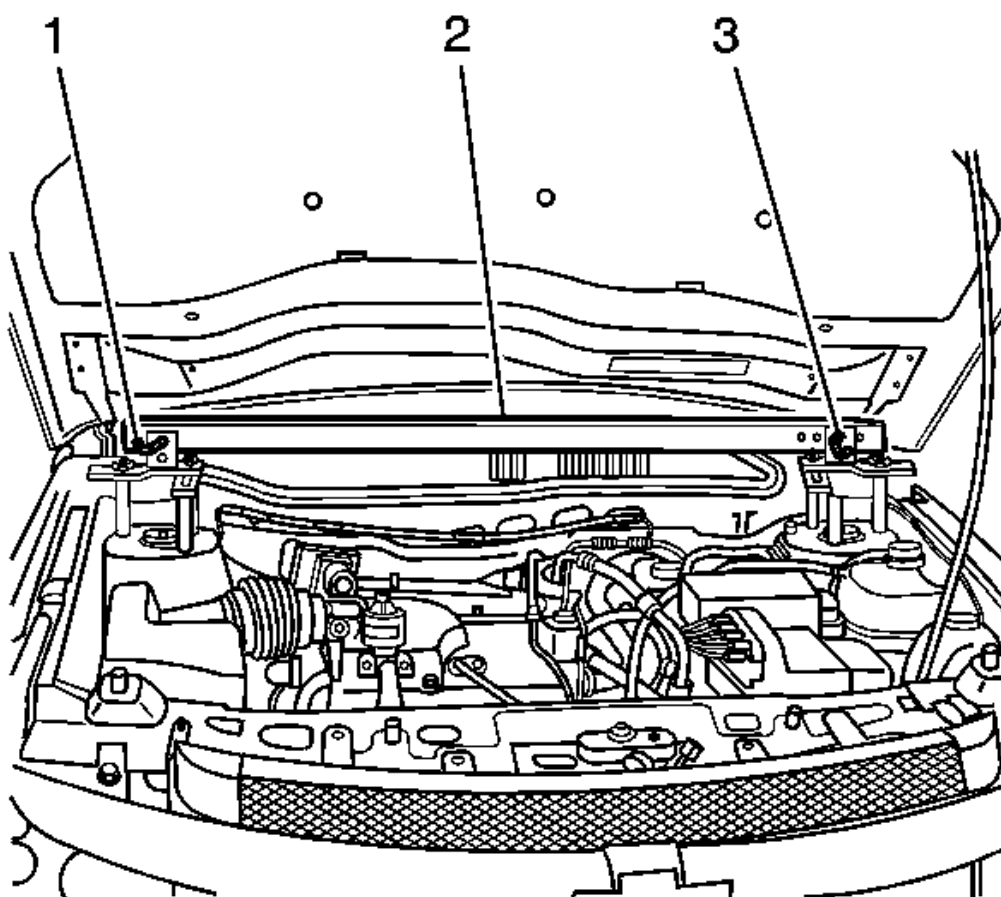


Fig. 36: View Of Engine Support Fixture Cross Bar & Safety Pins
Courtesy of GENERAL MOTORS CORP.

6. Install a 127 cm (50 in) engine support fixture cross bar (2) transversely across the vehicle between both J 28467-5 strut tower adapters.
7. Insert safety pins (1, 3) through the J 28467-5 strut tower adapters and the cross bar (2) to prevent movement.

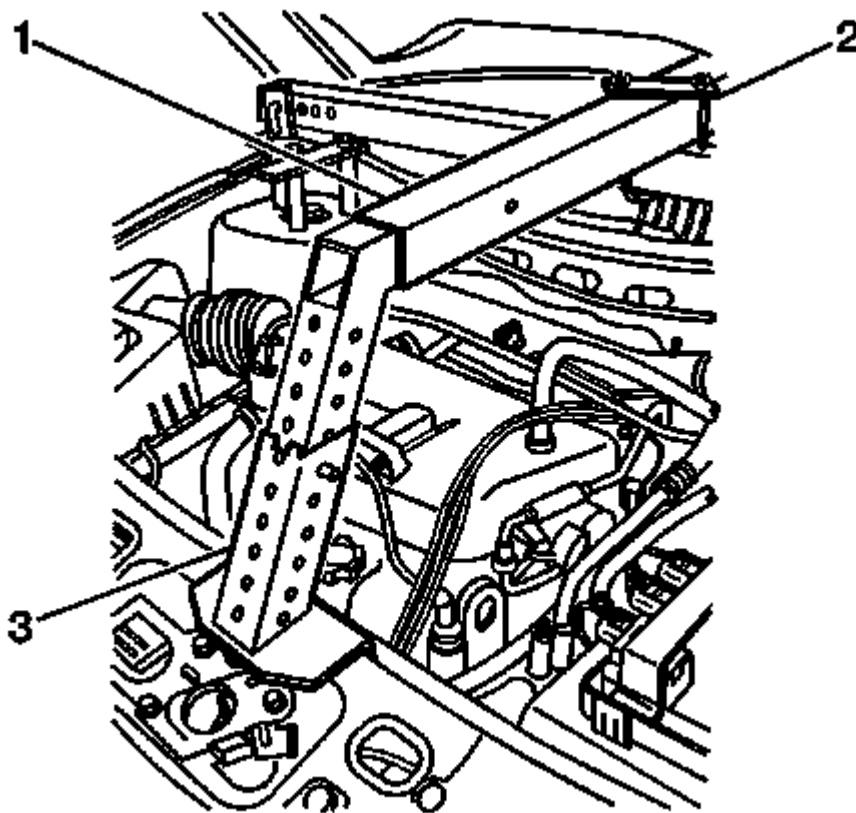


Fig. 37: View Of Longitudinal Mounted Cross Bar & Transverse Mounted Cross Bar
Courtesy of GENERAL MOTORS CORP.

NOTE: If 58 cm (23 in) length engine support cross bar is not available it may be necessary to remove the vehicle hood for additional clearance if a longer cross bar is to be substituted.

8. Position a 58 cm (23 in) engine support fixture cross bar (1) longitudinally with J 36462-A leg assembly (3) next to the rear engine lift bracket.
9. Install a J 28467-1A clamp (2) to secure the longitudinal mounted cross bar to the transverse mounted cross bar.

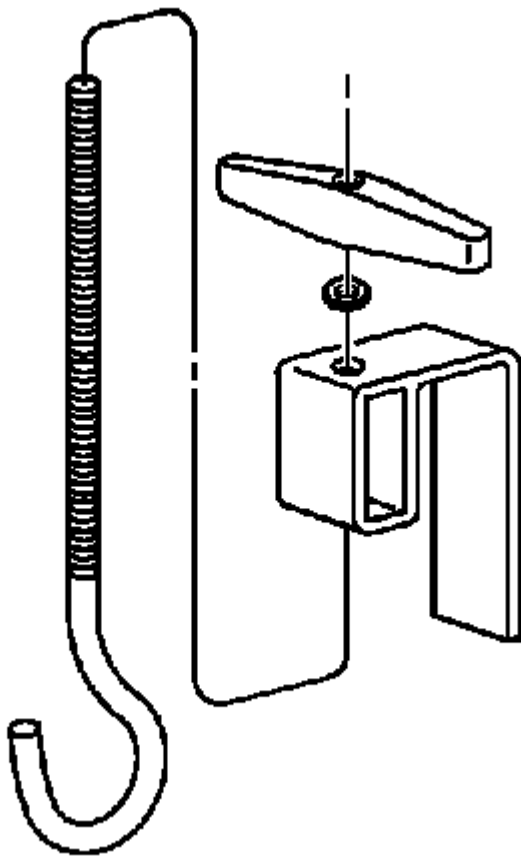


Fig. 38: View Of Lift Hook Assembly
Courtesy of GENERAL MOTORS CORP.

10. Insert a J 28467-7A lift hook through a J 28467-6 bracket and install a J 28467-34 wing nut.

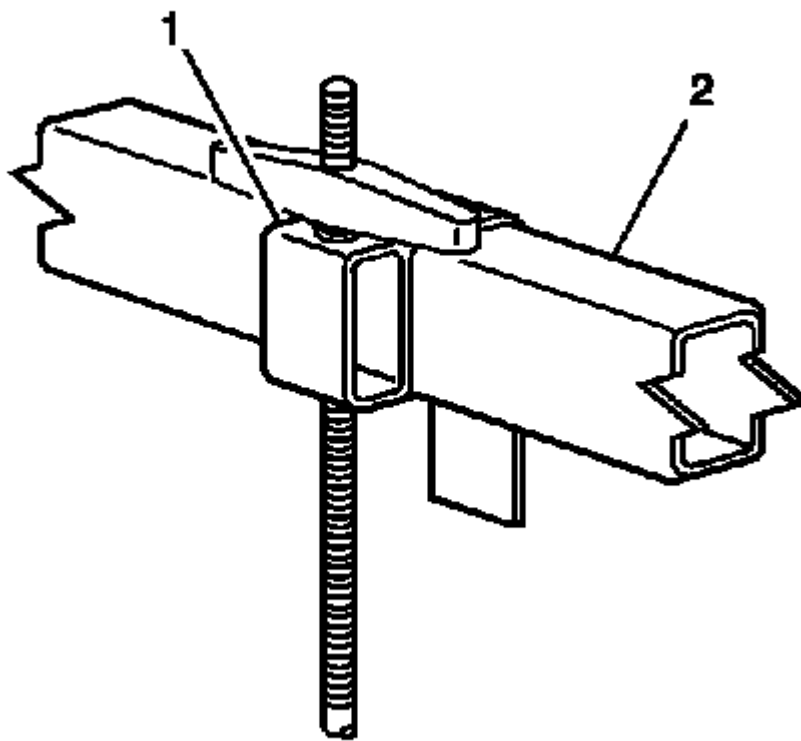


Fig. 39: View Of Lift Hook & Bracket Assembly At Longitudinal Mounted Cross Bar
Courtesy of GENERAL MOTORS CORP.

11. Install the lift hook and bracket assembly (1) to the longitudinal mounted cross bar (2).

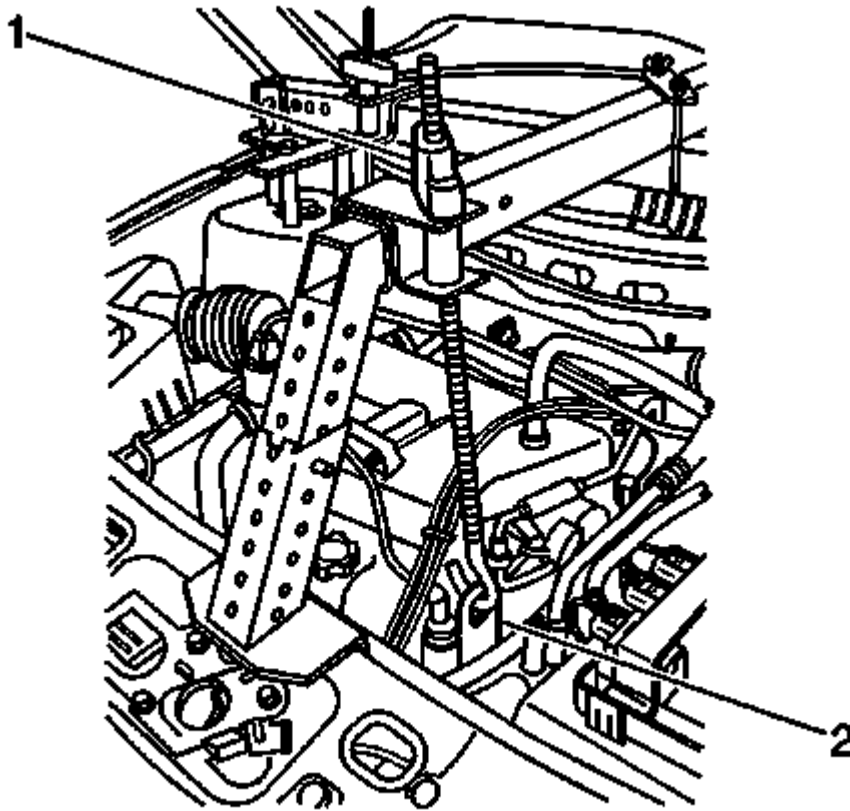


Fig. 40: View Of J 28467-7A Lift Hook & Rear Engine Lift Bracket
Courtesy of GENERAL MOTORS CORP.

12. Position the J 28467-7A lift hook to the rear engine lift bracket (2).
13. Tighten the J 28467-34 wing nut (1) until all free slack is removed from the J 28467-7A bolt hook.

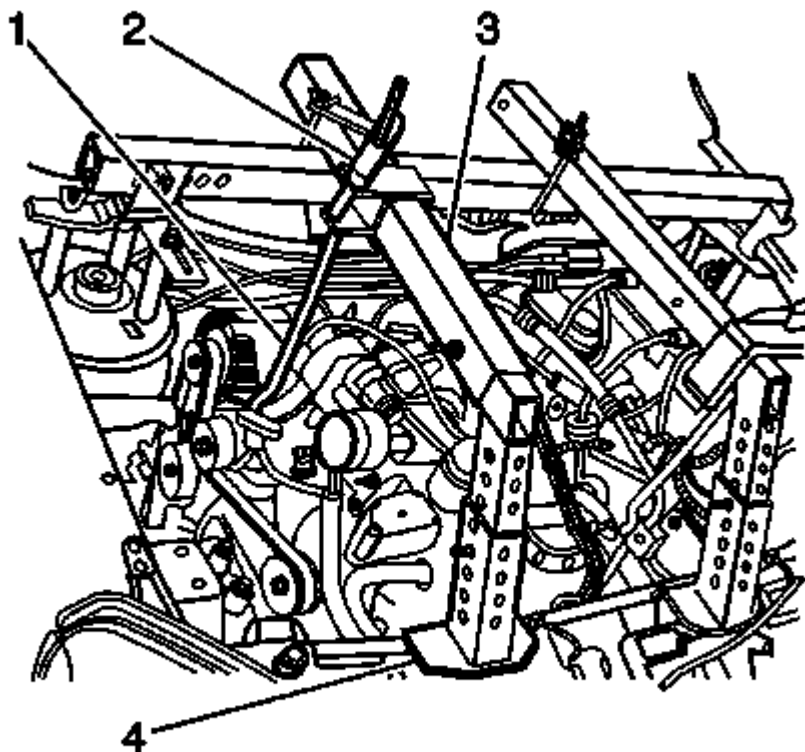


Fig. 41: View Of J 28467-7A Lift Hook, J 28467-34 Wing Nut, Engine Support Fixture Cross Bar & J 36462-A Leg Assembly

Courtesy of GENERAL MOTORS CORP.

NOTE: If 58 cm (23 in) length engine support cross bar is not available it may be necessary to remove the vehicle hood for additional clearance if a longer cross bar is to be substituted.

14. Position a 58 cm (23 in) engine support fixture cross bar (3) longitudinally with J 36462-A leg assembly (4) next to the front engine lift bracket.
15. Install a J 28467-1A clamp to secure the longitudinal mounted cross bar to the transverse mounted cross bar.

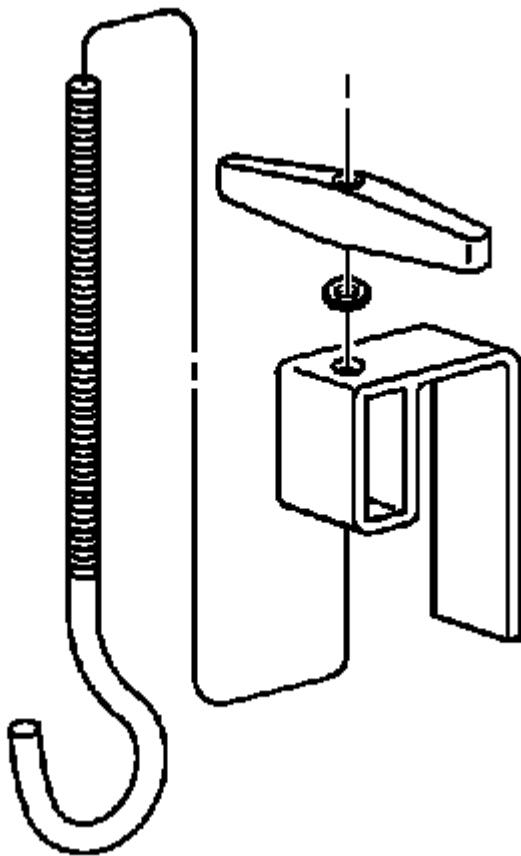


Fig. 42: View Of Lift Hook Assembly
Courtesy of GENERAL MOTORS CORP.

16. Insert a J 28467-7A lift hook through a J 28467-6 bracket and install a J 28467-34 wing nut.

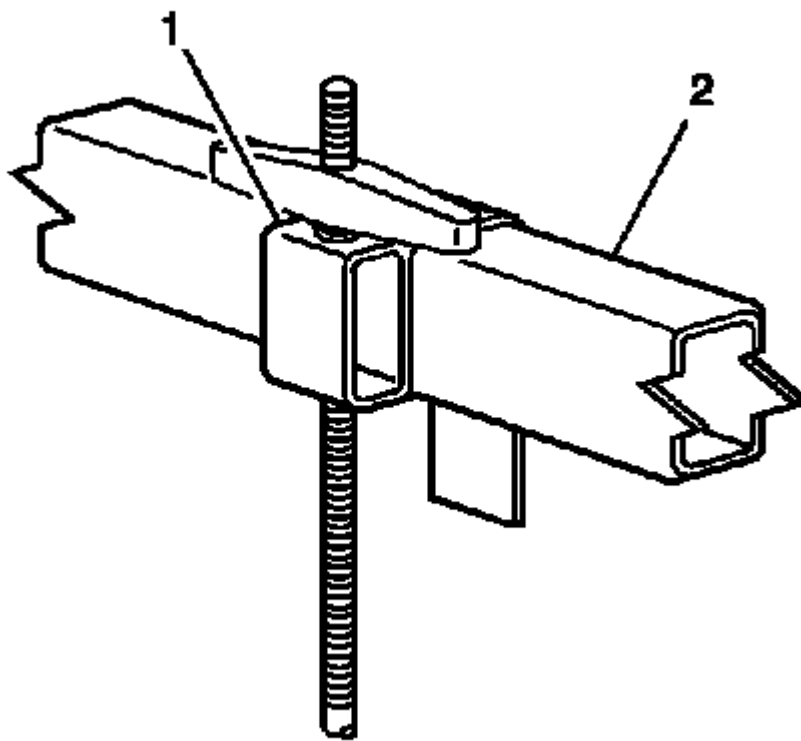


Fig. 43: View Of Lift Hook & Bracket Assembly At Longitudinal Mounted Cross Bar
Courtesy of GENERAL MOTORS CORP.

17. Install the lift hook and bracket assembly (1) to the longitudinal mounted cross bar (2).

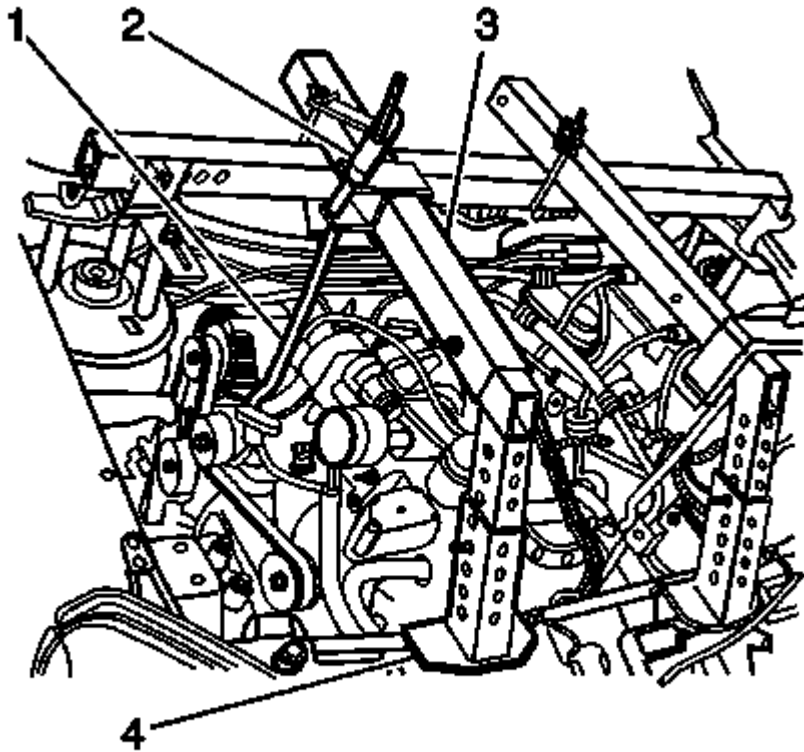


Fig. 44: View Of J 28467-7A Lift Hook, J 28467-34 Wing Nut, Engine Support Fixture Cross Bar & J 36462-A Leg Assembly
 Courtesy of GENERAL MOTORS CORP.

18. Position the J 28467-7A bolt hook (1) to the front engine lift bracket.
19. Tighten the J 28467-34 wing nut (2) until all free slack is removed from the J 28467-7A lift hook (1).
20. Evenly tighten both wing nuts until the engine weight is supported by the engine support fixture and no longer carried by the engine mounts.

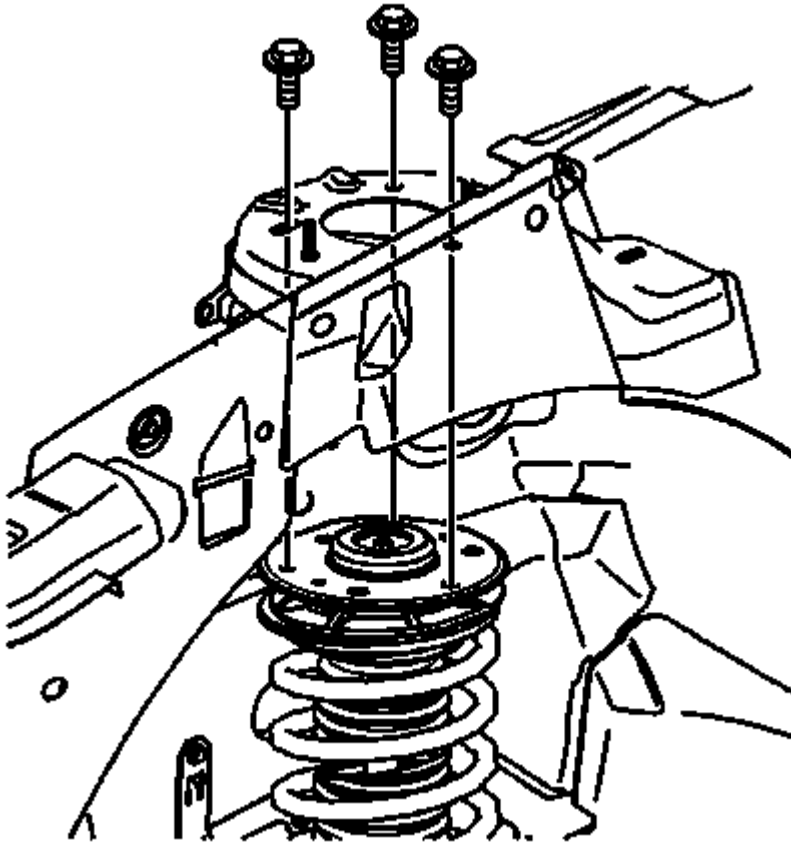


Fig. 45: View Of Strut Assembly To Body Bolts
Courtesy of GENERAL MOTORS CORP.

21. After removing the engine support fixture, replace the temporary strut studs with the original strut bolts.
Tighten the studs to 25 N.m (18 lb ft).

ENGINE MOUNT INSPECTION

IMPORTANT: Before replacing any engine mount due to suspected fluid loss, verify that the source of the fluid is the engine mount, not the engine or accessories.

1. Install the engine support fixture. Refer to Engine Support Fixture.
2. Observe the engine mount while raising the engine. Raising the engine removes the weight from the engine mount and creates slight tension on the rubber.
3. Replace the engine mount if the engine mount exhibits any of the following conditions:
 - The hard rubber is covered with heat check cracks.
 - The rubber is separated from the metal plate of the engine mount.
 - The rubber is split through the center of the engine mount.
 - The engine mount itself is leaking fluid.

4. For engine mount replacement. Refer to the following procedures:

- **Engine Mount Replacement - Right Side**
- **Engine Mount Bracket Replacement - Right Side**
- **Transmission Rear Mount Replacement**
- **Transmission Mount Replacement - Left Side**
- **Transmission Rear Mount Bracket Replacement**

ENGINE FRONT MOUNT REPLACEMENT

Removal Procedure

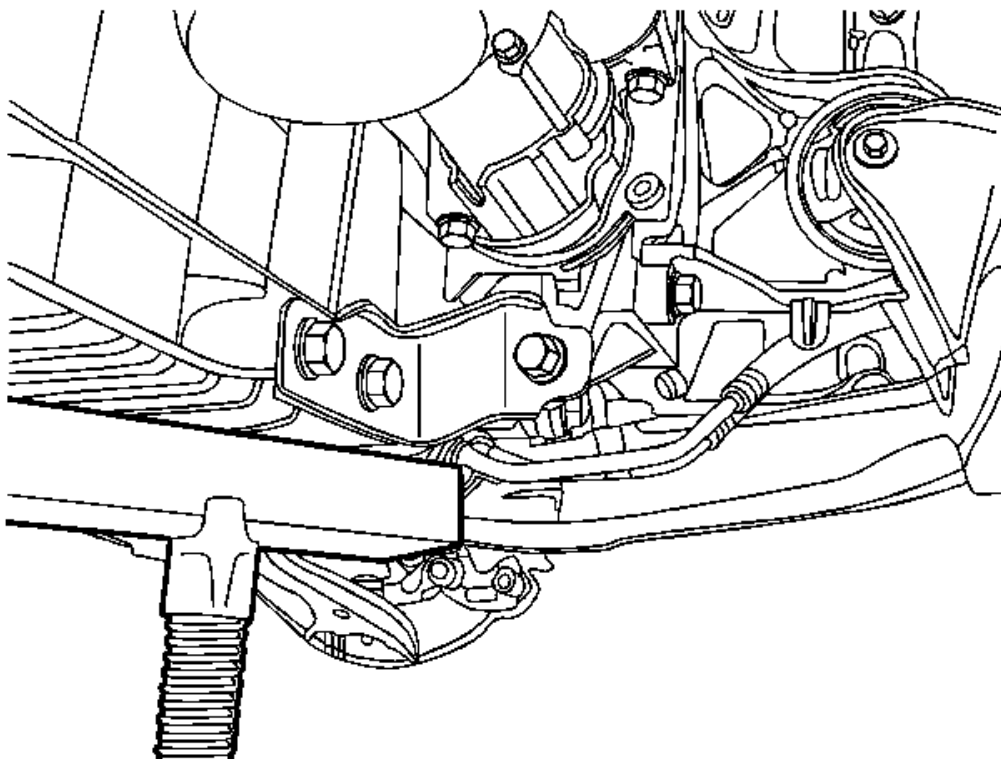


Fig. 46: Identifying Jack-Stand & Block Of Wood
Courtesy of GENERAL MOTORS CORP.

1. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .
2. Place a jack-stand and a block of wood under the oil pan.

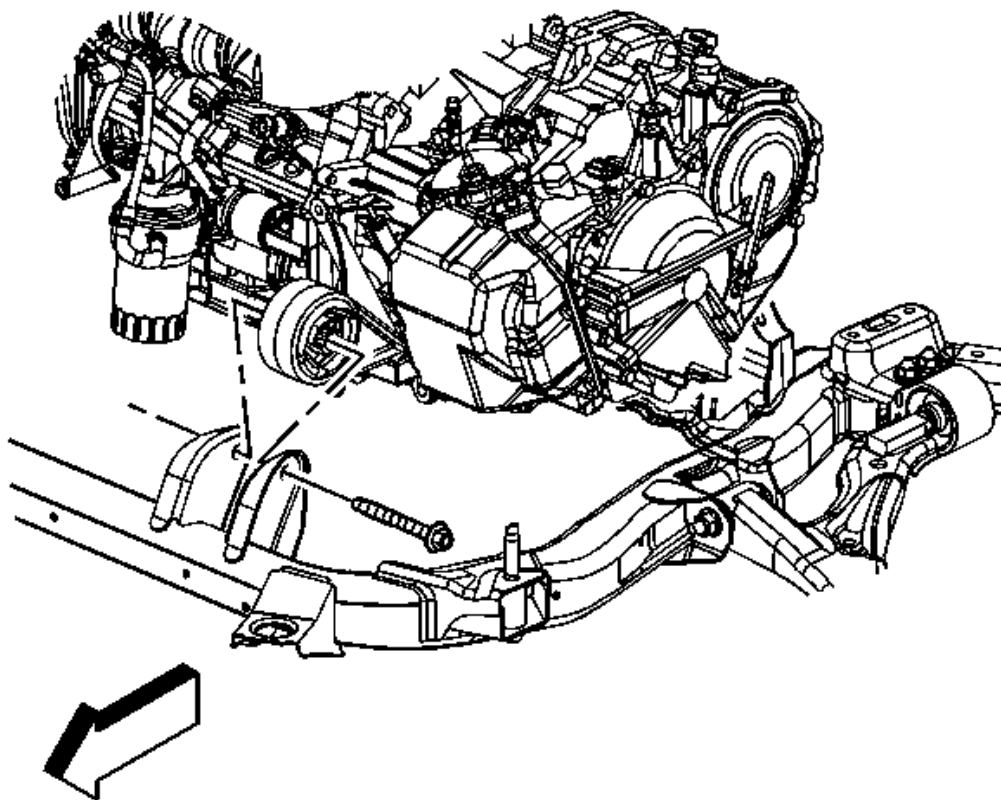


Fig. 47: View Of Transmission Mount Bolt
Courtesy of GENERAL MOTORS CORP.

3. Remove the transmission mount bolt.

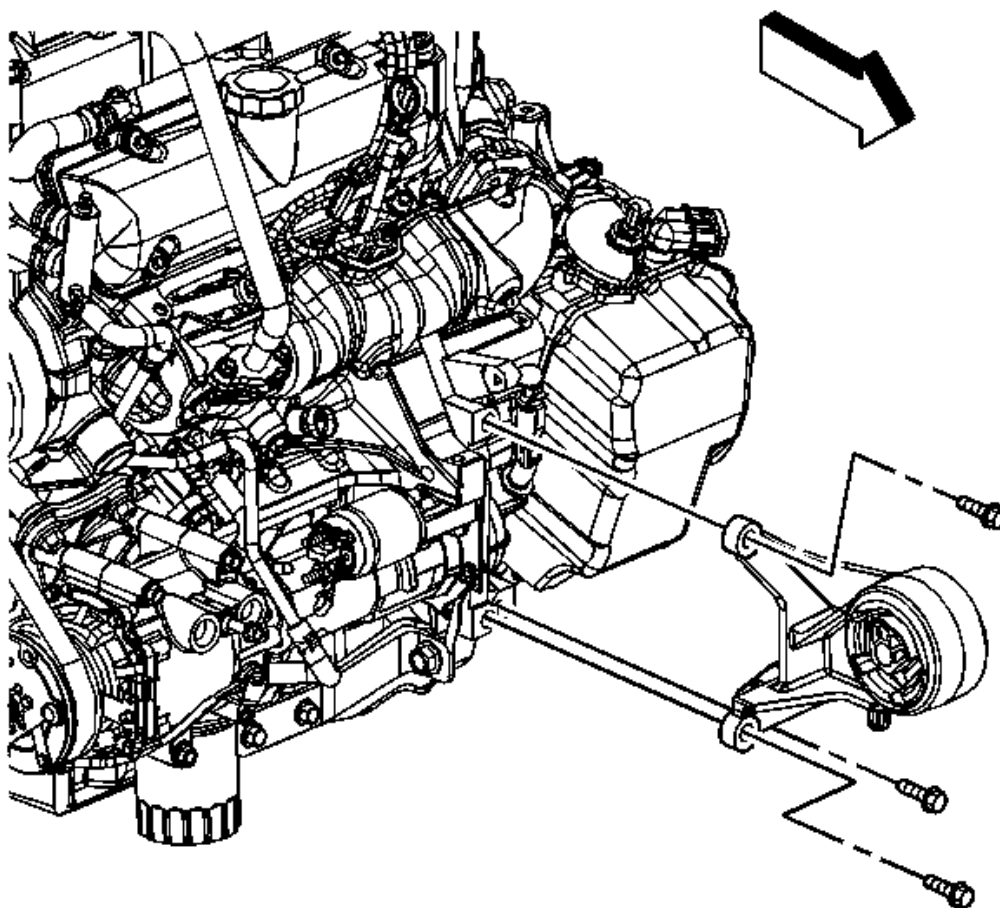


Fig. 48: View Of Transmission Mount & Bolts
Courtesy of GENERAL MOTORS CORP.

4. Remove the transmission mount-to-transmission bolts.
5. Remove the transmission mount from the vehicle.

Installation Procedure

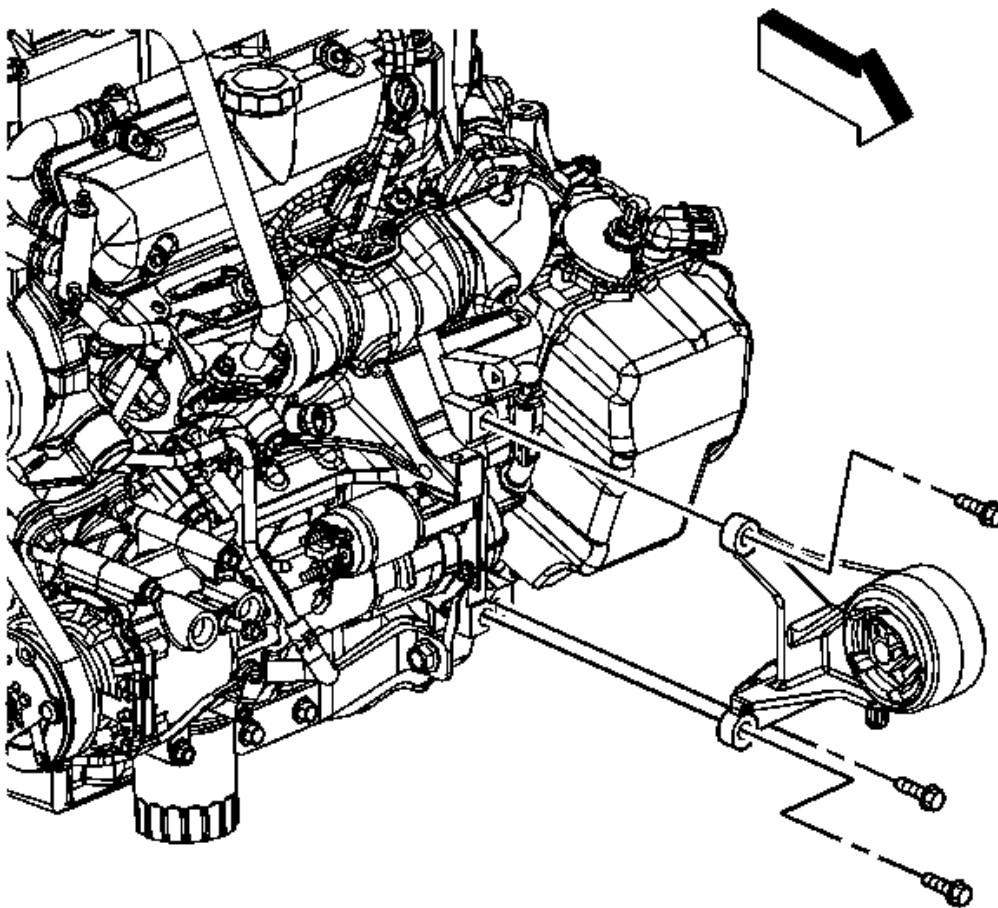


Fig. 49: View Of Transmission Mount & Bolts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

1. Install the transmission mount-to-transmission bolts and tighten to 50 N.m (37 lb ft).

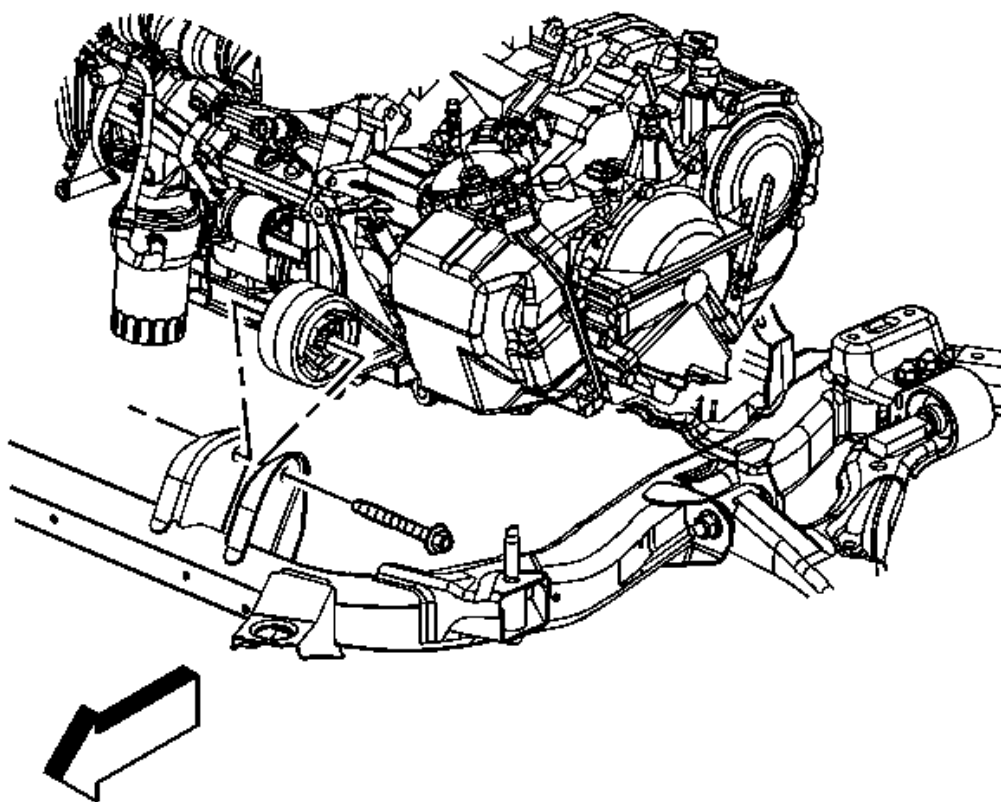


Fig. 50: View Of Transmission Mount Bolt
Courtesy of GENERAL MOTORS CORP.

2. Install the transmission mount bolt and tighten to 110 N.m (81 lb ft).

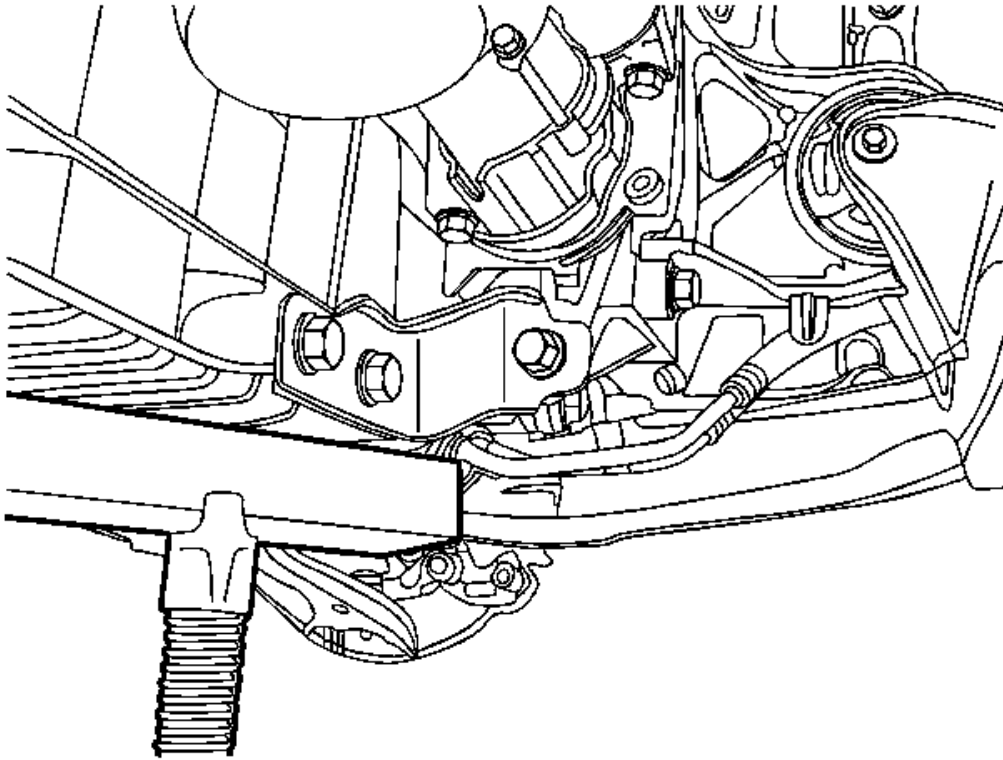


Fig. 51: Identifying Jack-Stand & Block Of Wood
Courtesy of GENERAL MOTORS CORP.

3. Remove the jack-stand and block of wood under the oil pan.
4. Lower the vehicle.

ENGINE MOUNT REPLACEMENT - RIGHT SIDE

Removal Procedure

1. Remove the air cleaner assembly. Refer to **Air Cleaner Assembly Replacement** .
2. Support the engine. Refer to **Engine Support Fixture**.
3. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .

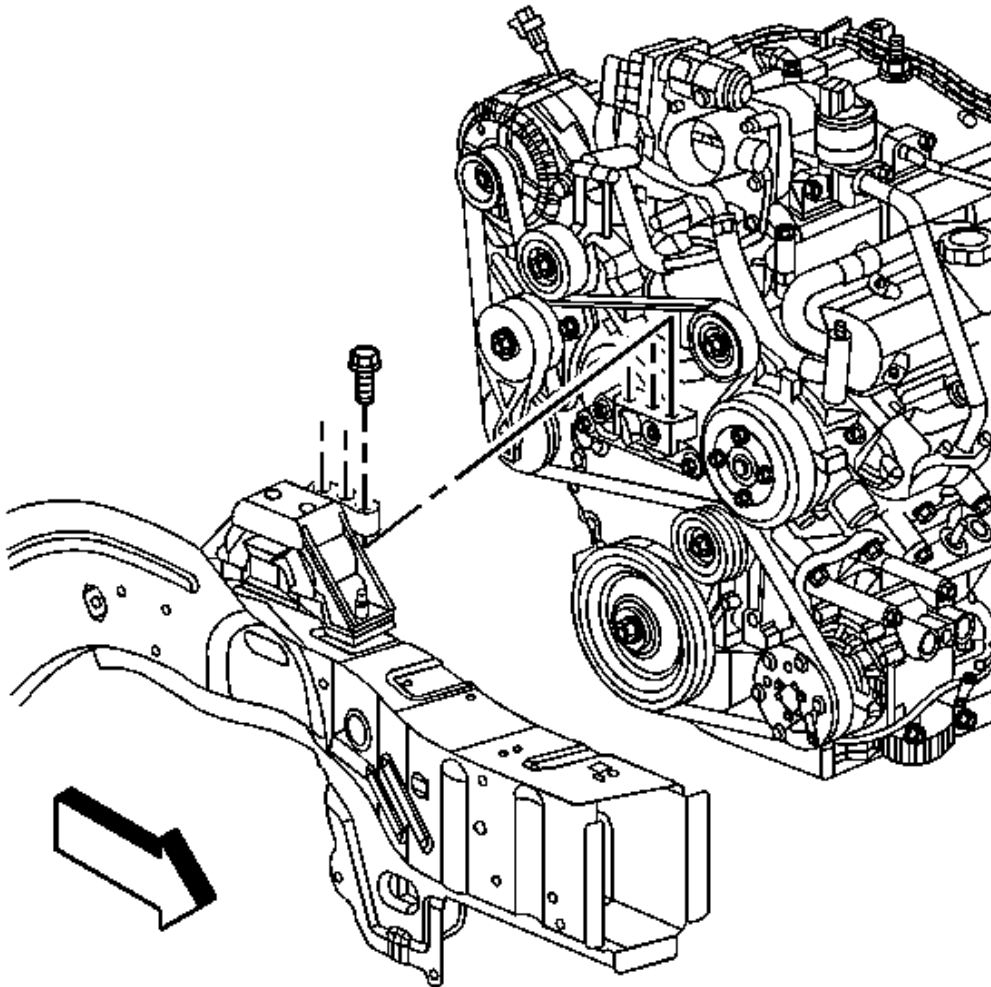


Fig. 52: View Of Right Engine Mount To Bracket Bolts
Courtesy of GENERAL MOTORS CORP.

4. Remove the engine mount to bracket bolts.

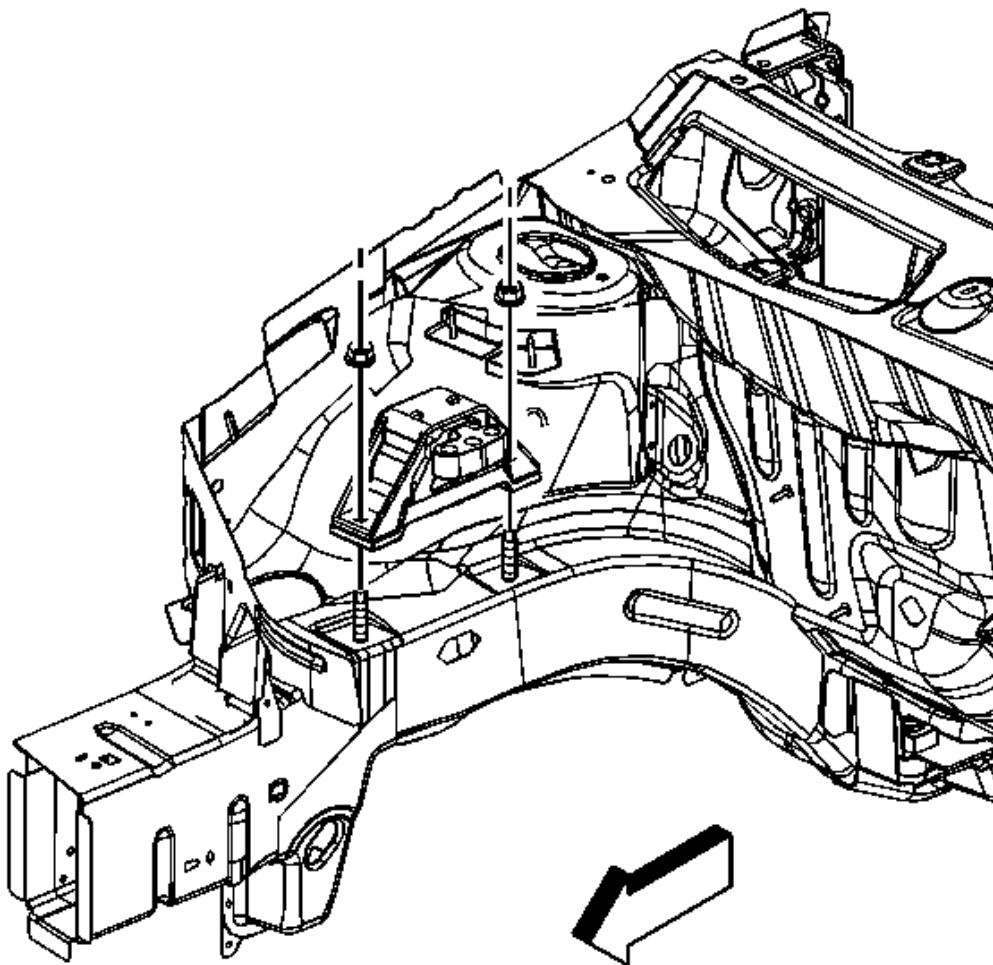


Fig. 53: View Of Right Engine Mount To Frame Rail Nuts
Courtesy of GENERAL MOTORS CORP.

5. Remove the engine mount to frame rail nuts.
6. Remove the engine mount from the vehicle.

Installation Procedure

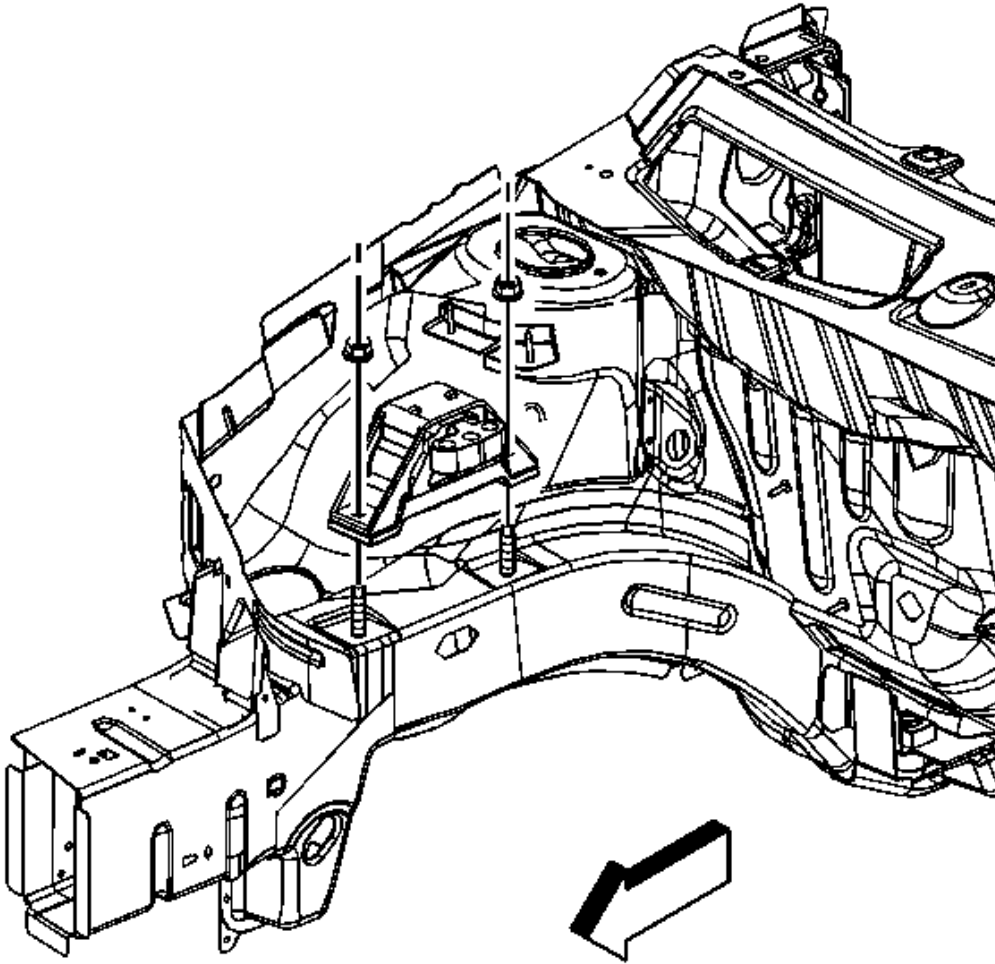


Fig. 54: View Of Right Engine Mount To Frame Rail Nuts
Courtesy of GENERAL MOTORS CORP.

1. Position the engine mount onto the frame rail studs.

CAUTION: Refer to Fastener Caution .

2. Install the engine mount to frame rail stud nuts and tighten to 110 N.m (81 lb ft).

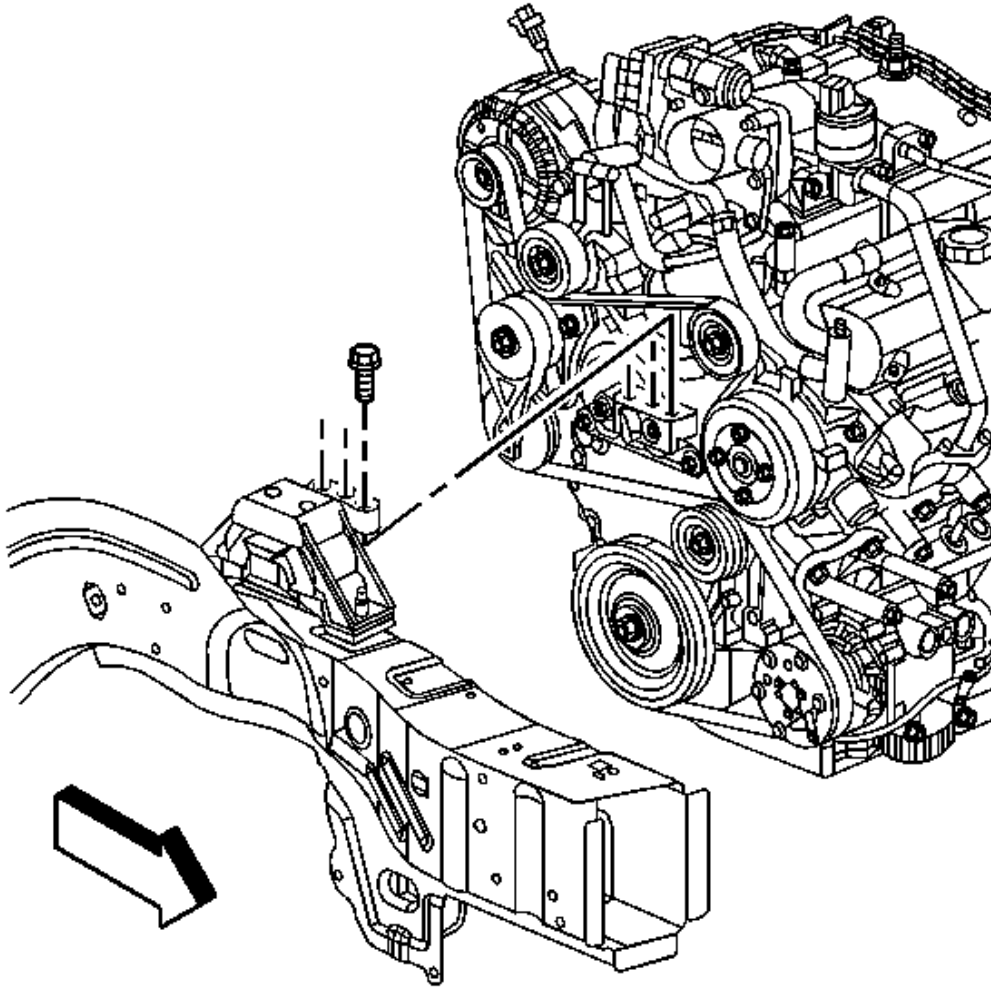


Fig. 55: View Of Right Engine Mount To Bracket Bolts
Courtesy of GENERAL MOTORS CORP.

3. Install the engine mount to engine mount bracket bolts. Take care when aligning the engine mount to engine mount bracket bolt holes, while hand tightening all the bolts.
4. Tighten the engine mount to engine mount bracket bolts to 50 N.m (81 lb ft).
5. Lower the vehicle.
6. Remove the engine support. Refer to **Engine Support Fixture**.
7. Install the air cleaner assembly. Refer to **Air Cleaner Assembly Replacement** .

ENGINE MOUNT BRACKET REPLACEMENT - RIGHT SIDE

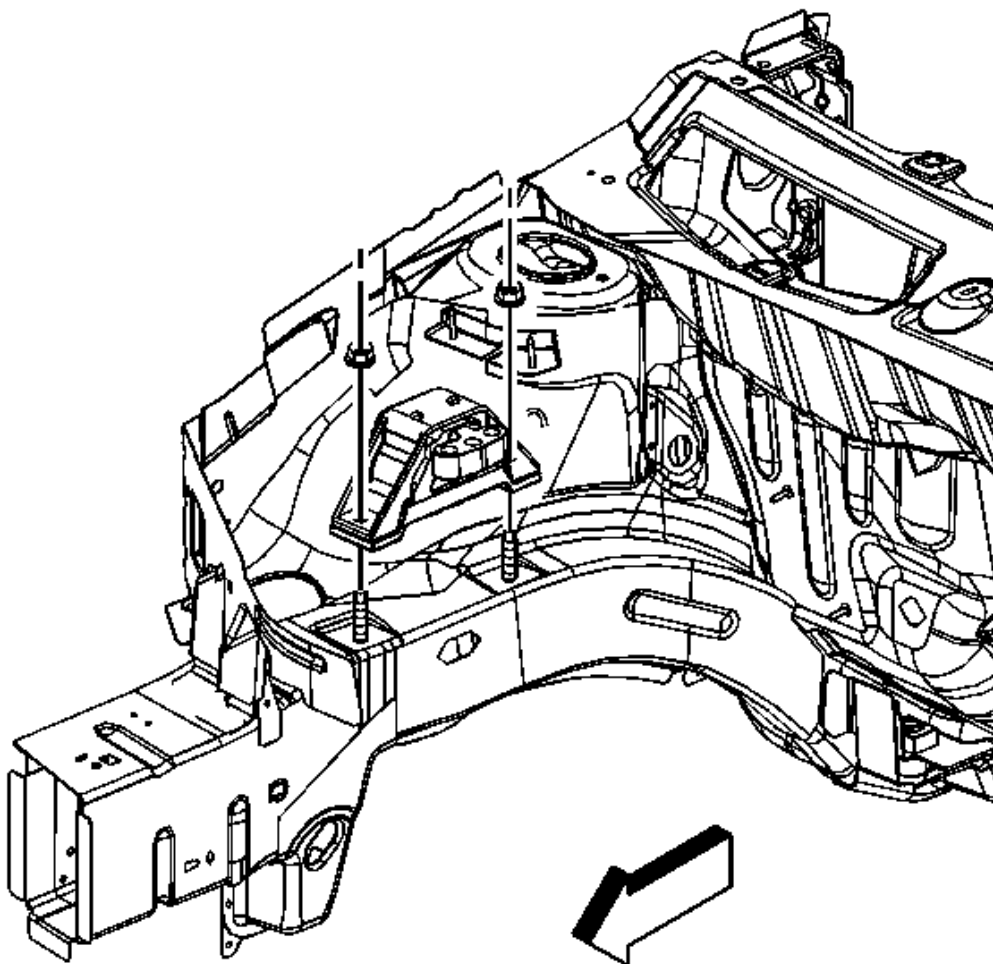
Removal Procedure

Fig. 56: View Of Right Engine Mount To Frame Rail Nuts
Courtesy of GENERAL MOTORS CORP.

1. Remove the right engine mount. Refer to **Engine Mount Replacement - Right Side.**

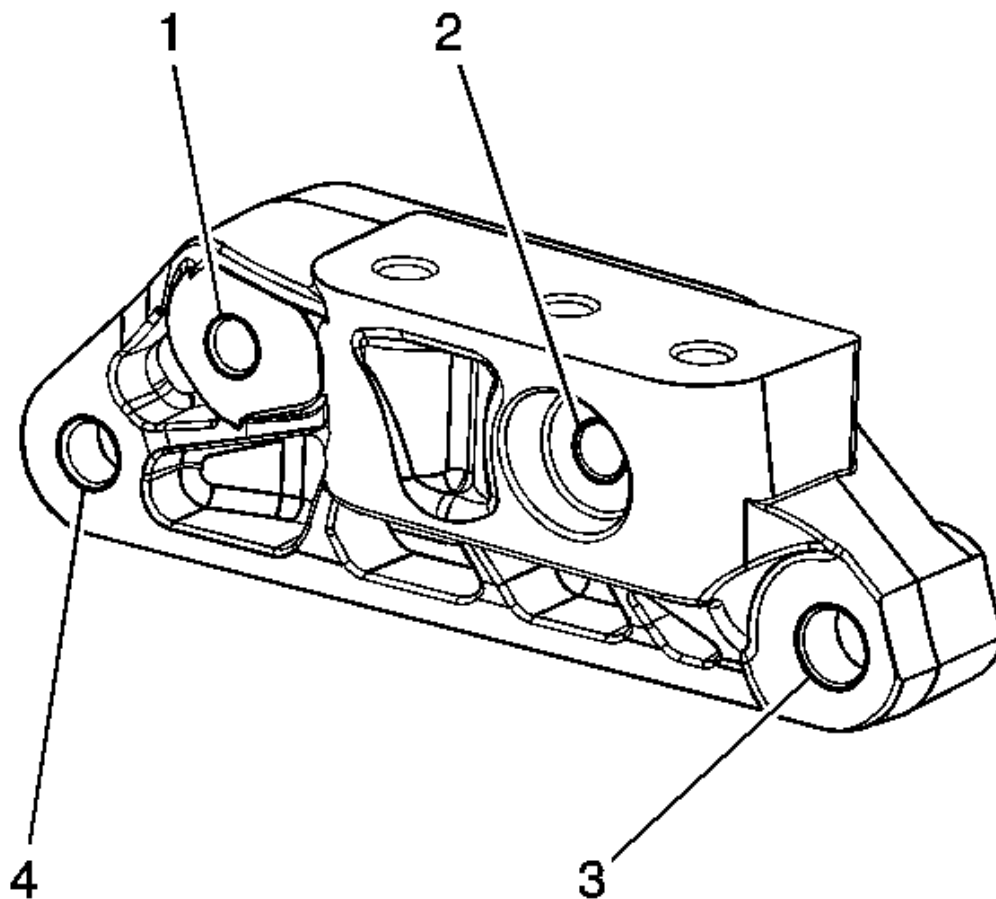


Fig. 57: View Of Right Engine Mount Bracket
Courtesy of GENERAL MOTORS CORP.

2. Remove the engine mount bracket to engine bolts (1-4).
3. Remove the engine mount bracket from the engine.

Installation Procedure

1. Position the engine mount bracket to the engine.

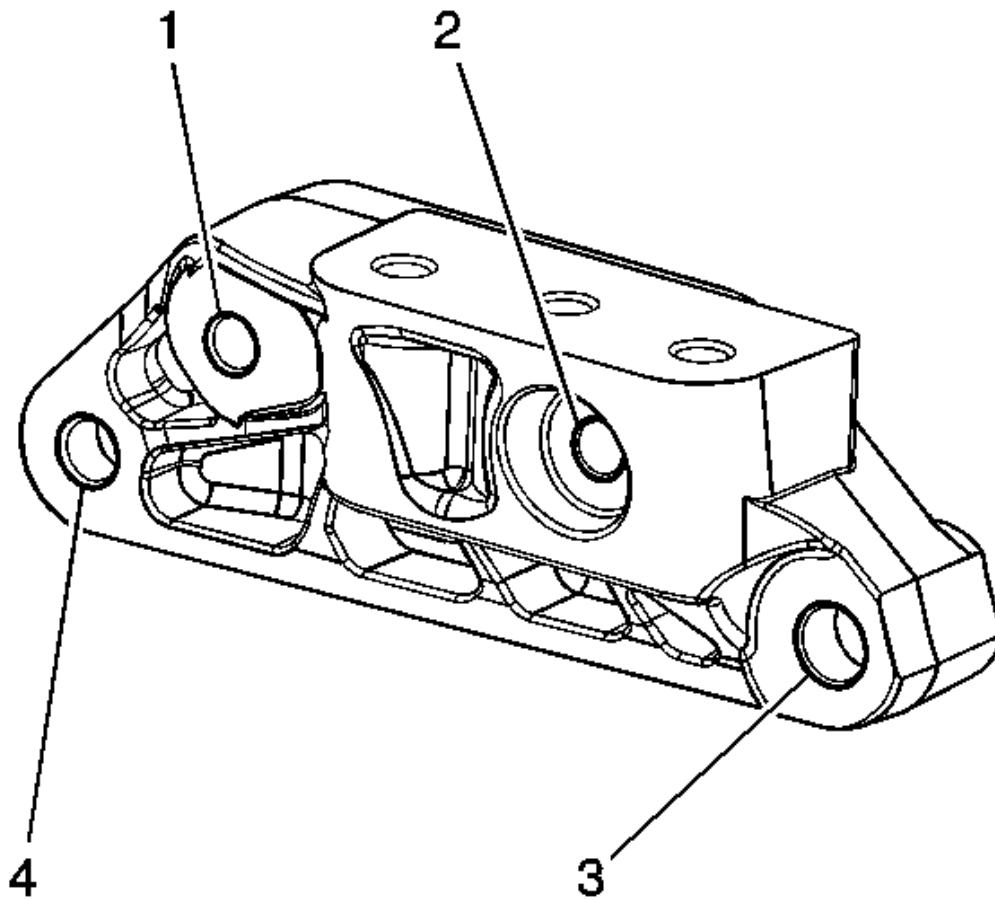


Fig. 58: View Of Right Engine Mount Bracket
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to **Fastener Caution** .

2. Install the engine mount bracket to engine bolts (1-4).
 - Tighten the bolts in locations (1) and (2) to 27 N.m (20 lb ft).
 - Tighten the bolts in locations (3) and (4) to 55 N.m (41 lb ft).

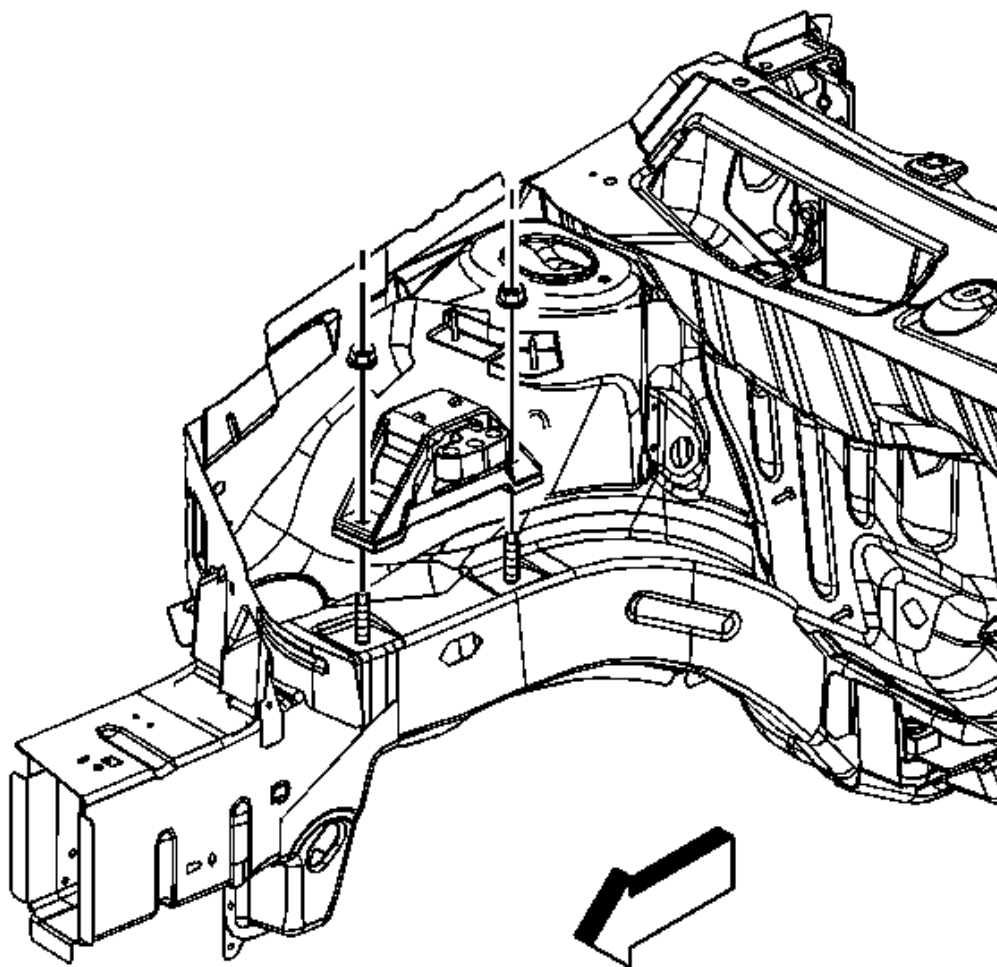


Fig. 59: View Of Right Engine Mount To Frame Rail Nuts
Courtesy of GENERAL MOTORS CORP.

3. Install the right engine mount. Refer to **Engine Mount Replacement - Right Side**.

ENGINE AND TRANSMISSION MOUNT BALANCING - ALL MOUNTS

NOTE: Follow the balance procedure in the order listed in the following steps. Powertrain mounts must be tightened in sequence.

1. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle**.
2. Position two floor jacks with wood blocks under the engine and transmission to support the powertrain assembly.

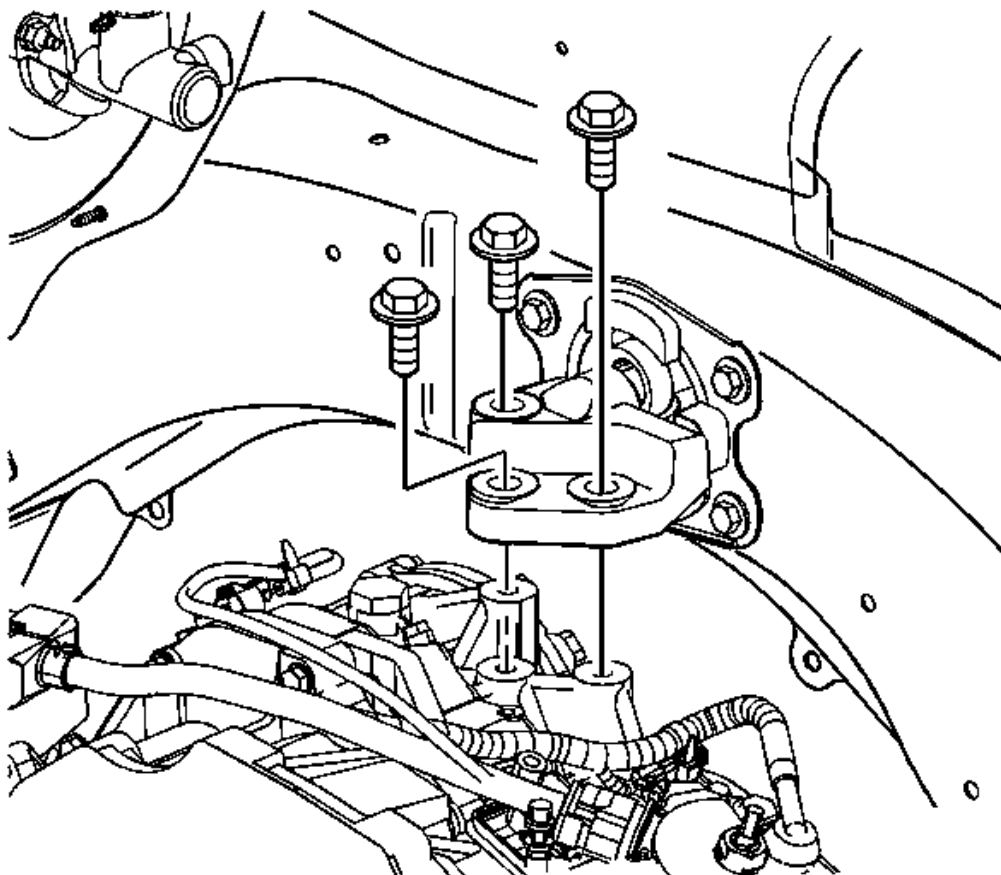


Fig. 60: View Of Transmission Mount-To-Transmission Bolts
Courtesy of GENERAL MOTORS CORP.

3. From the engine compartment, loosen the transmission mount to transmission bolts.

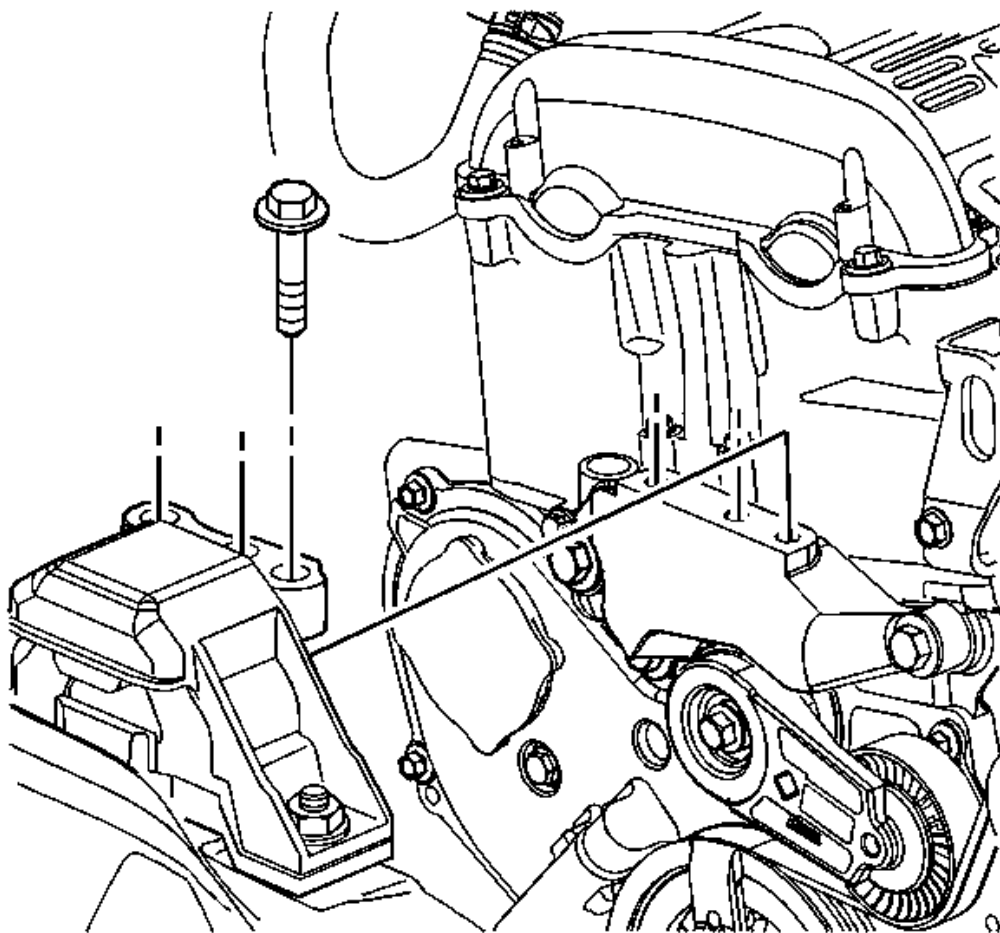


Fig. 61: View Of Engine Mount To Intermediate Bracket Bolts
Courtesy of GENERAL MOTORS CORP.

4. Loosen the engine mount to intermediate bracket bolts.

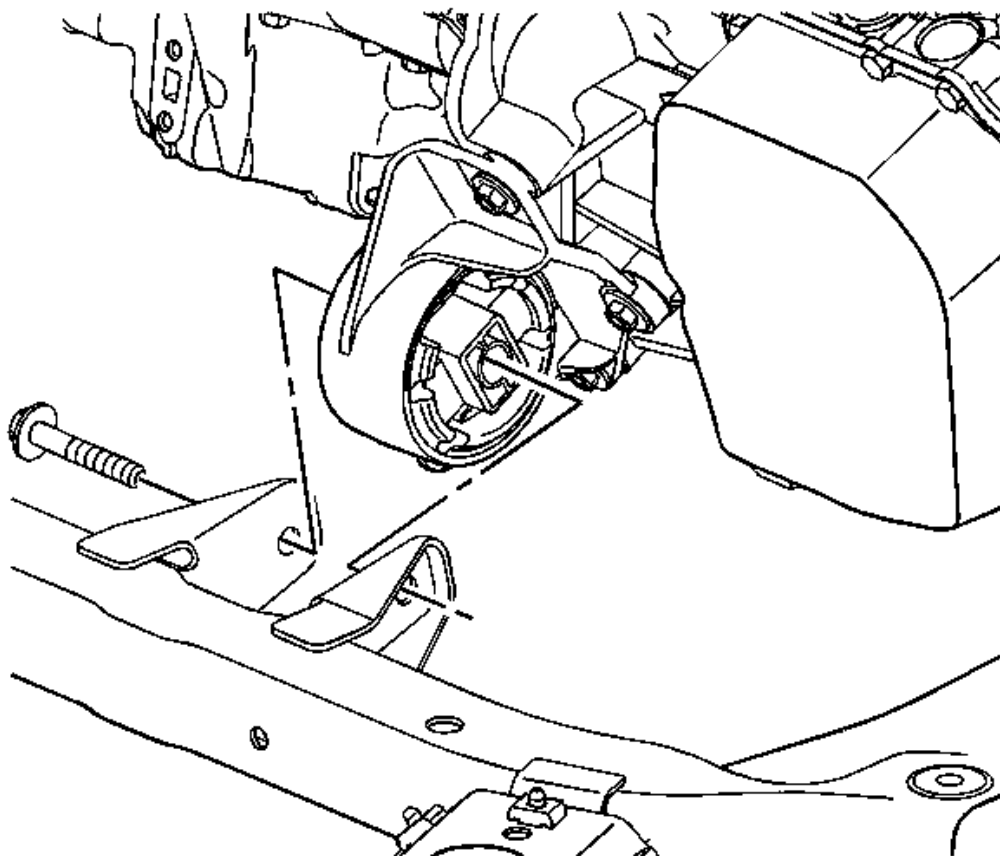


Fig. 62: View Of Front Transmission Mount Through Bolt
Courtesy of GENERAL MOTORS CORP.

5. Loosen the front transmission mount through bolt. Do not remove.

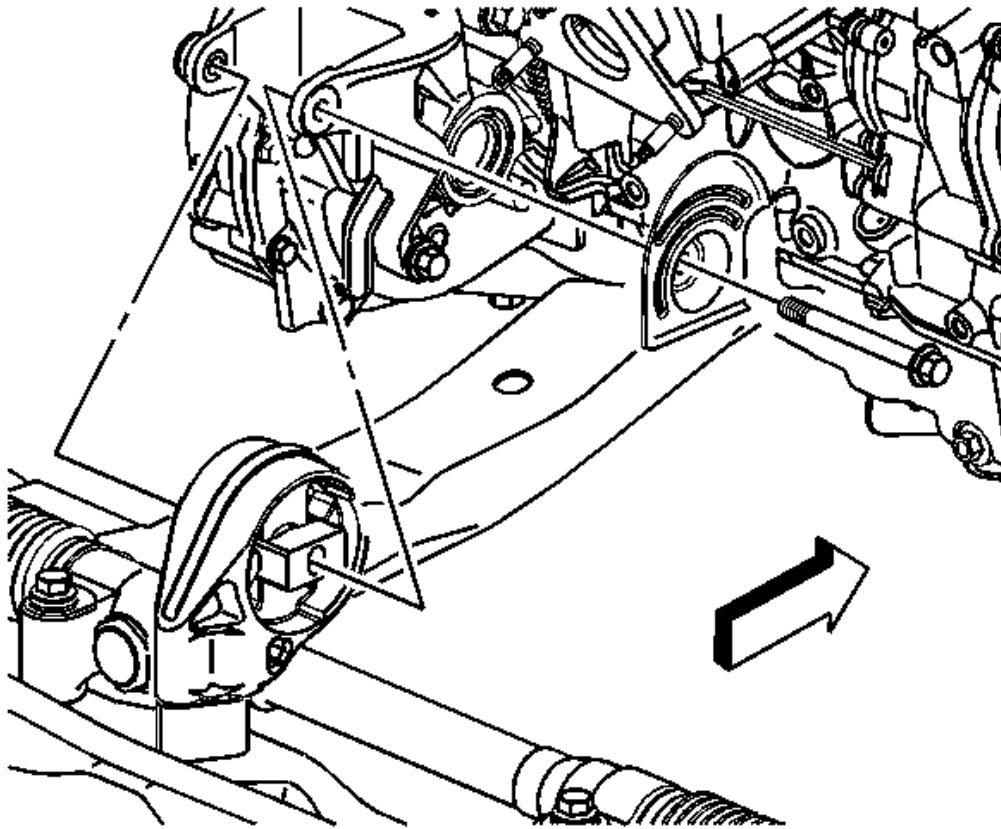


Fig. 63: View Of Rear Transaxle Mount Through Bolt
Courtesy of GENERAL MOTORS CORP.

6. Loosen the rear transmission mount through bolt. Do not remove.
7. Loosen the rear transmission mount to cradle bolts.
8. Reposition the floor jacks to allow a 1/8 inch gap between the mount and mount bracket.

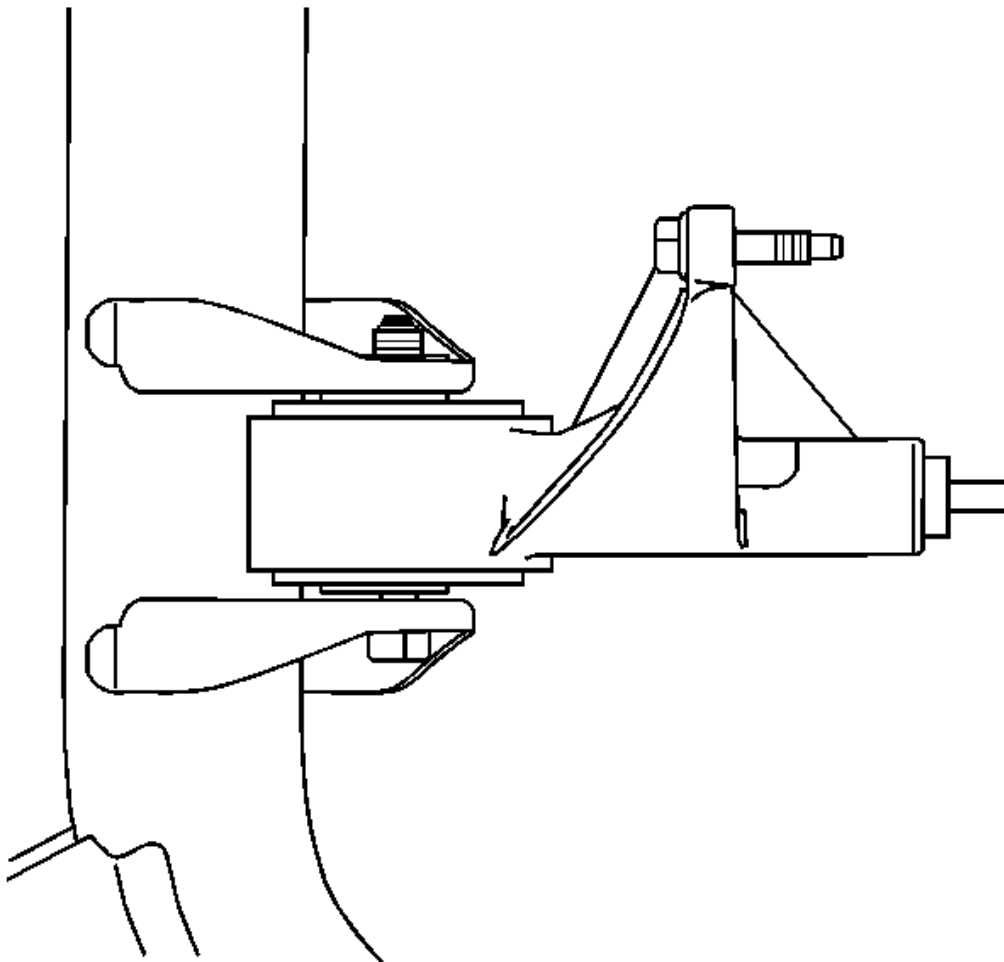


Fig. 64: View Of Transmission Mount Centered In Clevis On Cradle
Courtesy of GENERAL MOTORS CORP.

9. Ensure the front transmission mount is centered in the front clevis on the cradle.

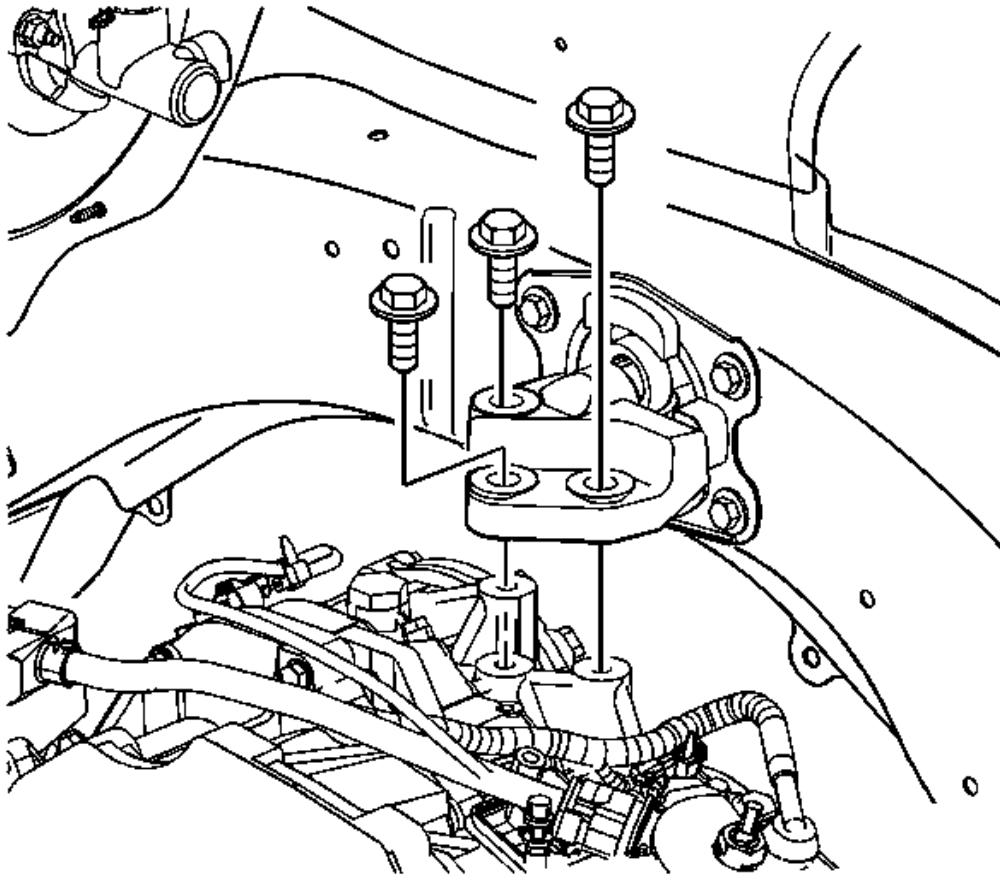


Fig. 65: View Of Transmission Mount-To-Transmission Bolts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

10. Tighten the transmission mount to transmission bolts using the following sequence:
 1. Rear bolt
 2. Middle bolt
 3. Front Bolt

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

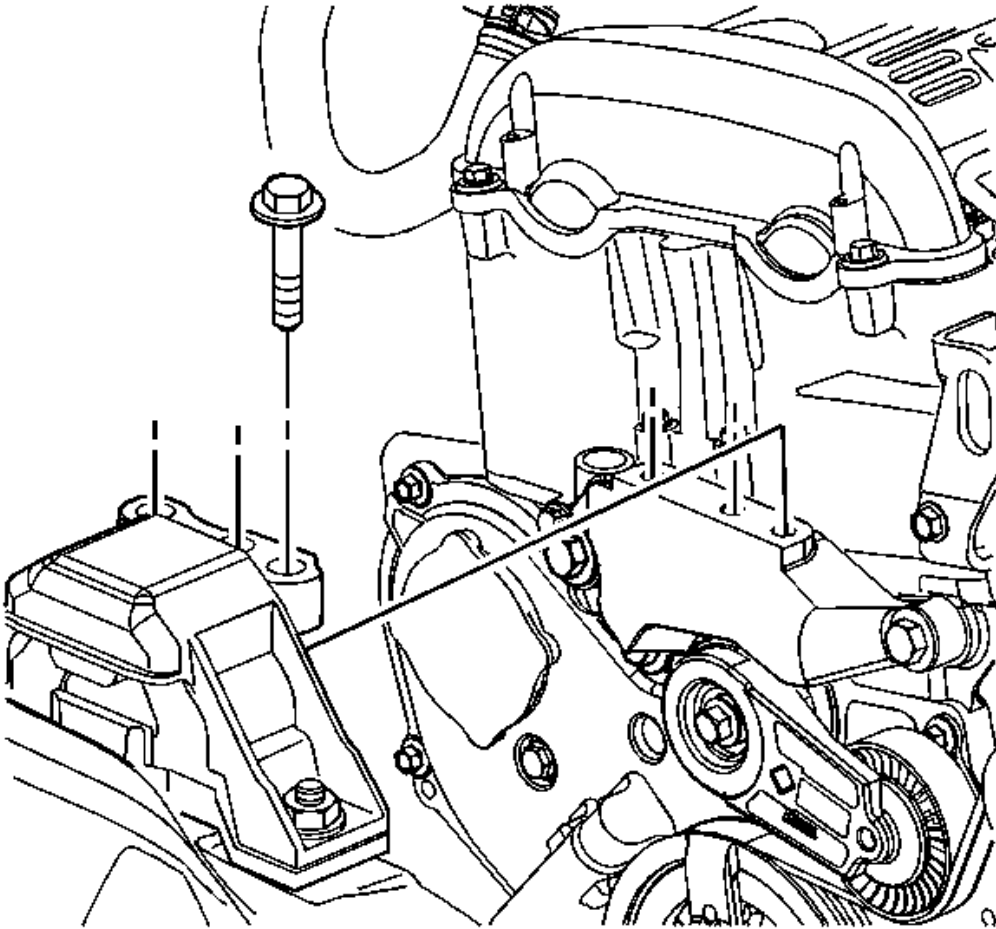


Fig. 66: View Of Engine Mount To Intermediate Bracket Bolts
Courtesy of GENERAL MOTORS CORP.

11. Tighten the engine mount to intermediate bracket bolts starting with the center bolt to 50 N.m (37 lb ft).
12. Ensure the rear transmission mount bracket is seated on the transmission housing.
13. Center the rear transmission mount in the rear cradle clevis.
14. Tighten the rear transmission mount to cradle bolts to 50 N.m (37 lb ft).
15. Remove the floor jacks.
16. Shake the powertrain vigorously from front to rear and allow the powertrain to settle.

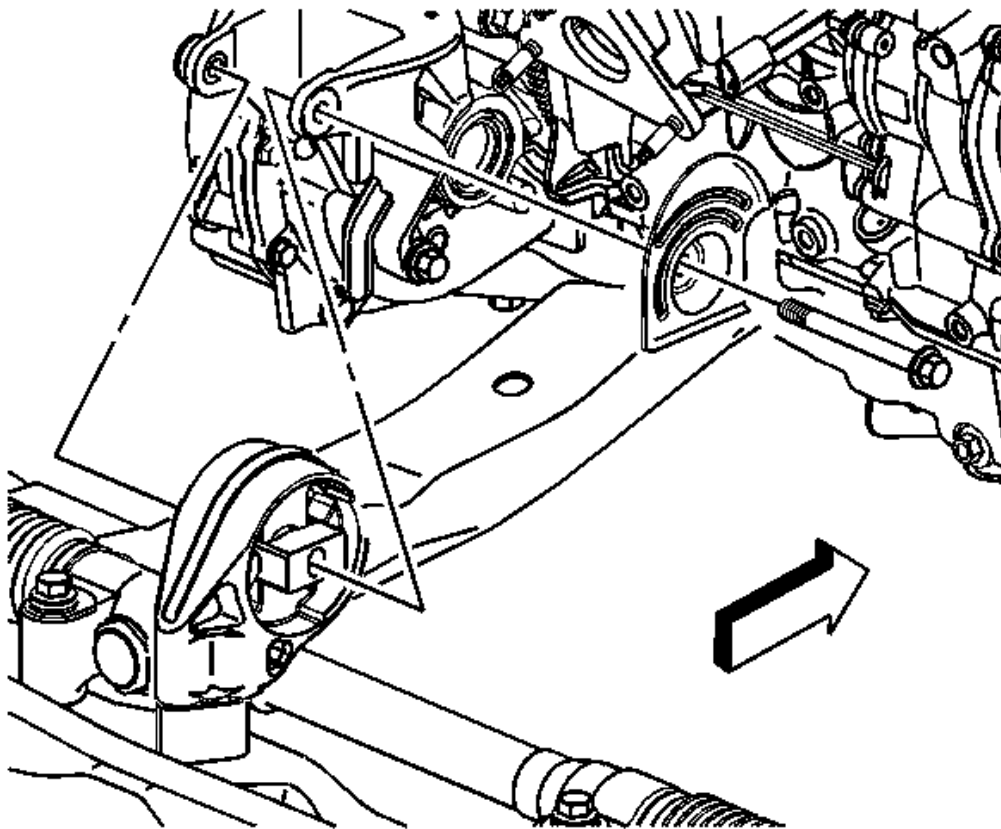


Fig. 67: View Of Rear Transaxle Mount Through Bolt
Courtesy of GENERAL MOTORS CORP.

17. Tighten the rear transmission mount through bolt to 110 N.m (81 lb ft).

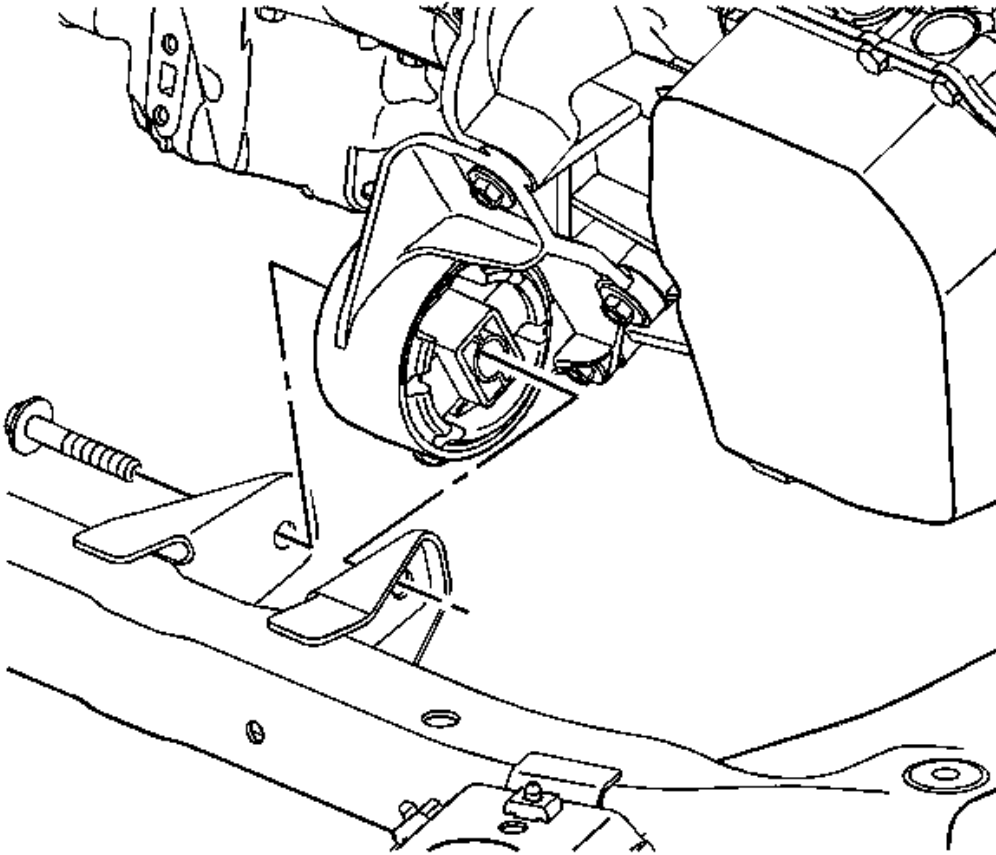


Fig. 68: View Of Front Transmission Mount Through Bolt
Courtesy of GENERAL MOTORS CORP.

18. Tighten the front transmission mount through bolt to 110 N.m (81 lb ft).
19. Lower the vehicle.

POWERTRAIN MOUNT BALANCE - LOWER MOUNT

NOTE: Follow the balance procedure in the order listed in the following steps.
Powertrain mounts must be tightened in sequence.

1. Raise and support the vehicle. Refer to Lifting and Jacking the Vehicle .

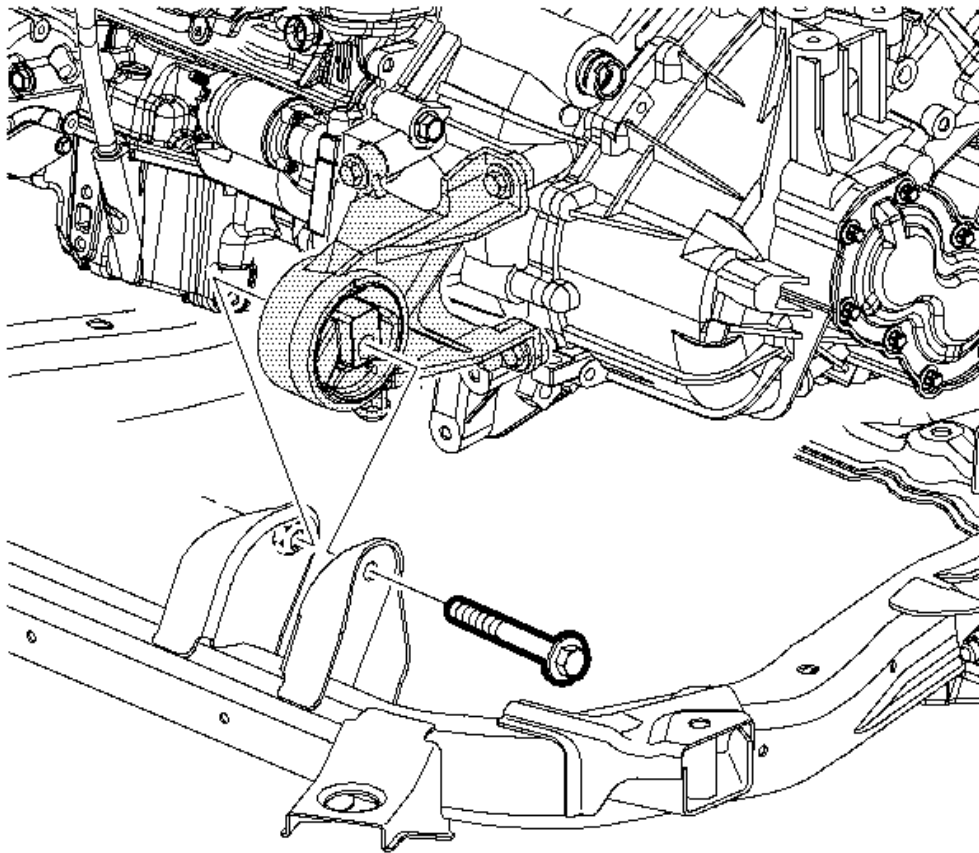


Fig. 69: View Of Front Transaxle Mount Through Bolt
Courtesy of GENERAL MOTORS CORP.

2. Loosen the front mount through bolt. Do not remove.

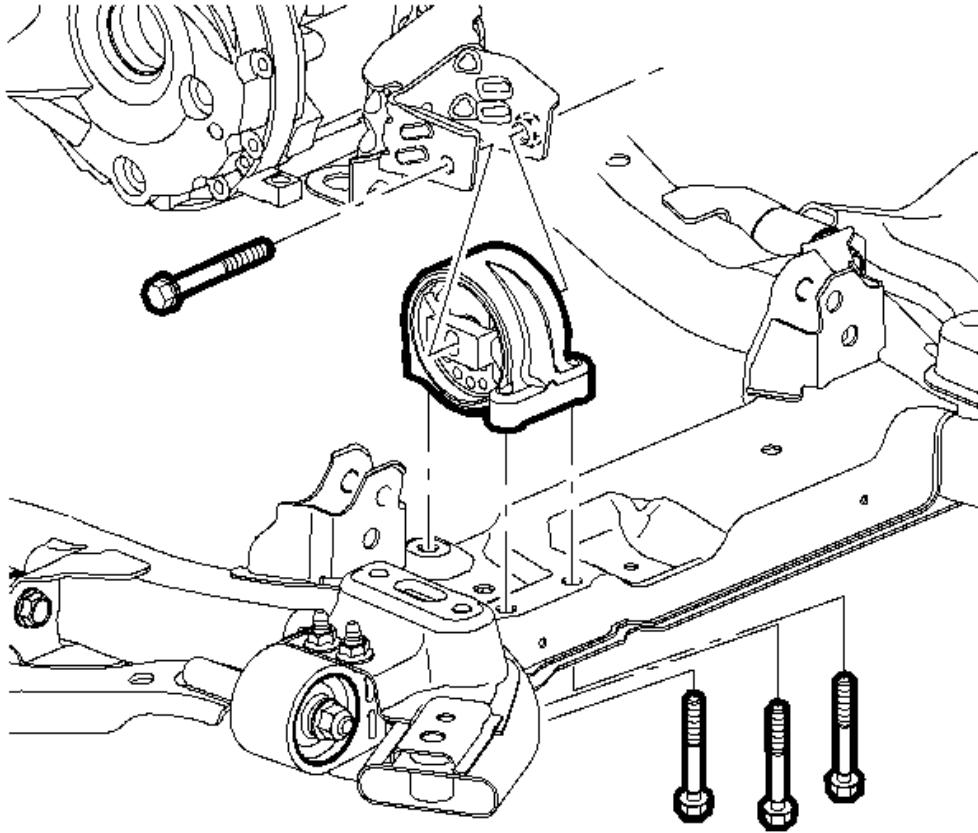


Fig. 70: View Of Transaxle Mount And Mounting Bolts
Courtesy of GENERAL MOTORS CORP.

3. Loosen the rear mount through bolt. Do not remove.
4. Shake the powertrain vigorously from front to rear and allow the powertrain to settle.

CAUTION: Refer to Fastener Caution .

5. Tighten the rear motor mount through bolt to 110 N.m (81 lb ft).

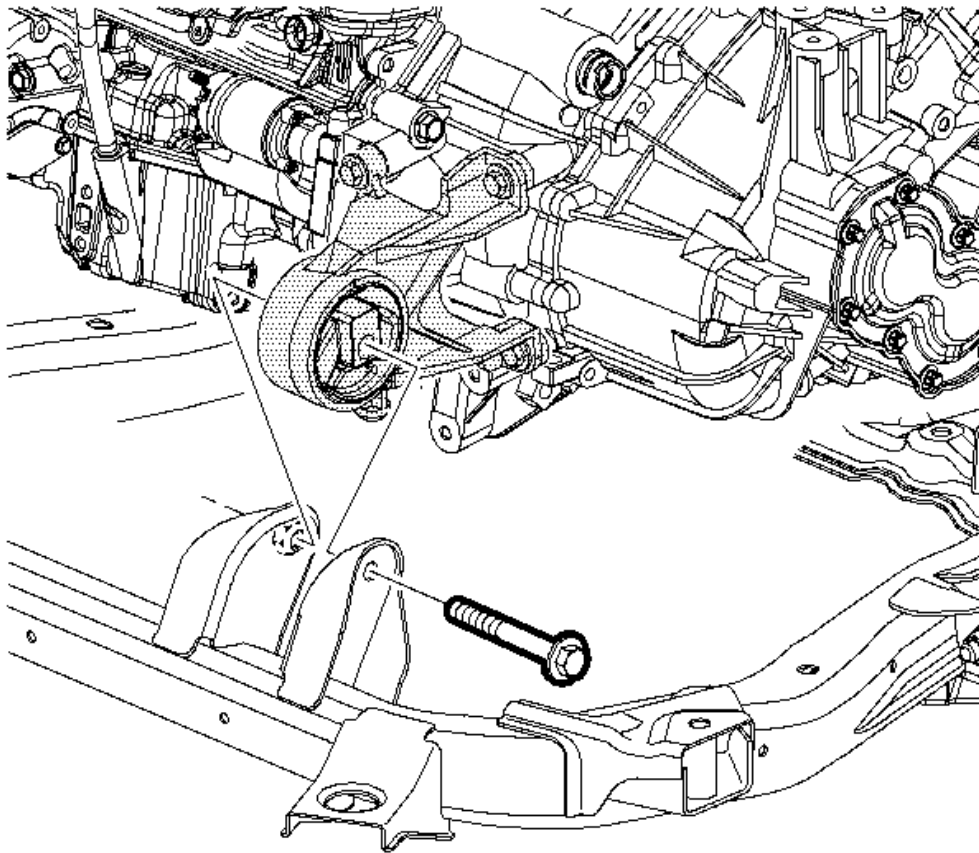


Fig. 71: View Of Front Transaxle Mount Through Bolt
Courtesy of GENERAL MOTORS CORP.

6. Tighten the front motor mount through bolt to 110 N.m (81 lb ft).
7. Lower the vehicle.

ENGINE LIFT BRACKET REPLACEMENT

Removal Procedure

1. Remove the thermostat housing. Refer to **Engine Coolant Thermostat Replacement (LNJ)** .

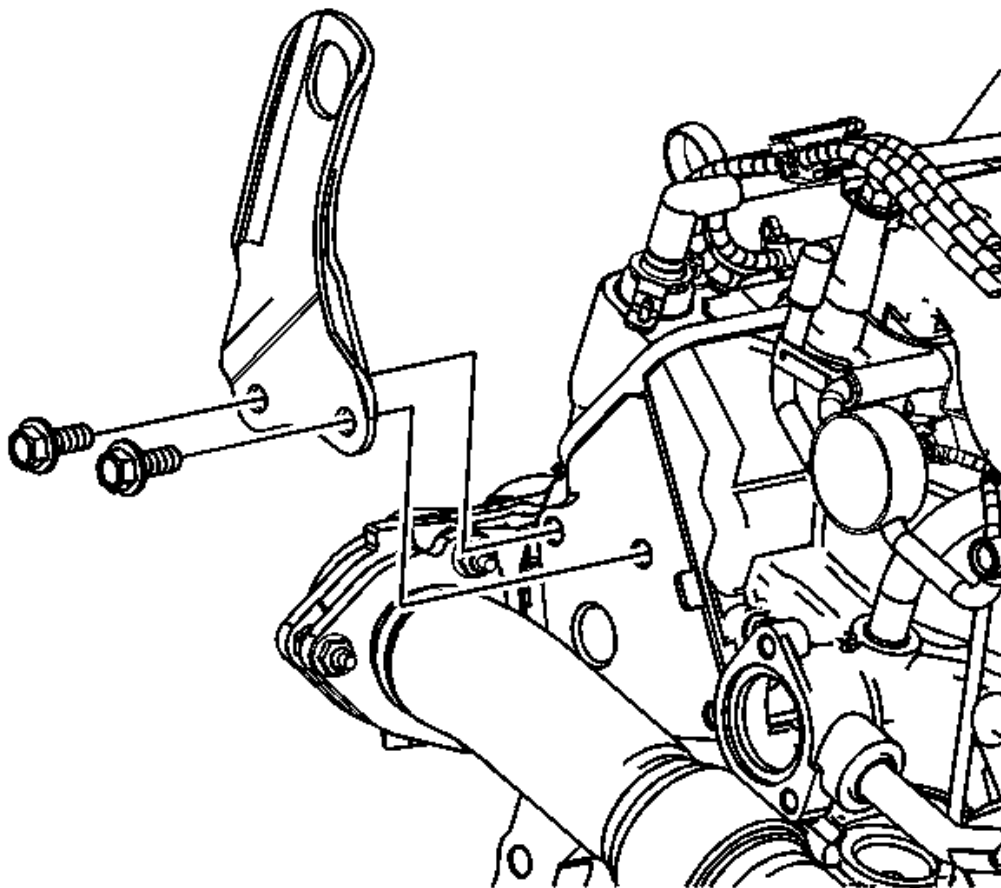


Fig. 72: View Of Engine Lift Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

2. Remove the engine lift bracket bolts.
3. Remove the engine lift bracket from the left cylinder head.

Installation Procedure

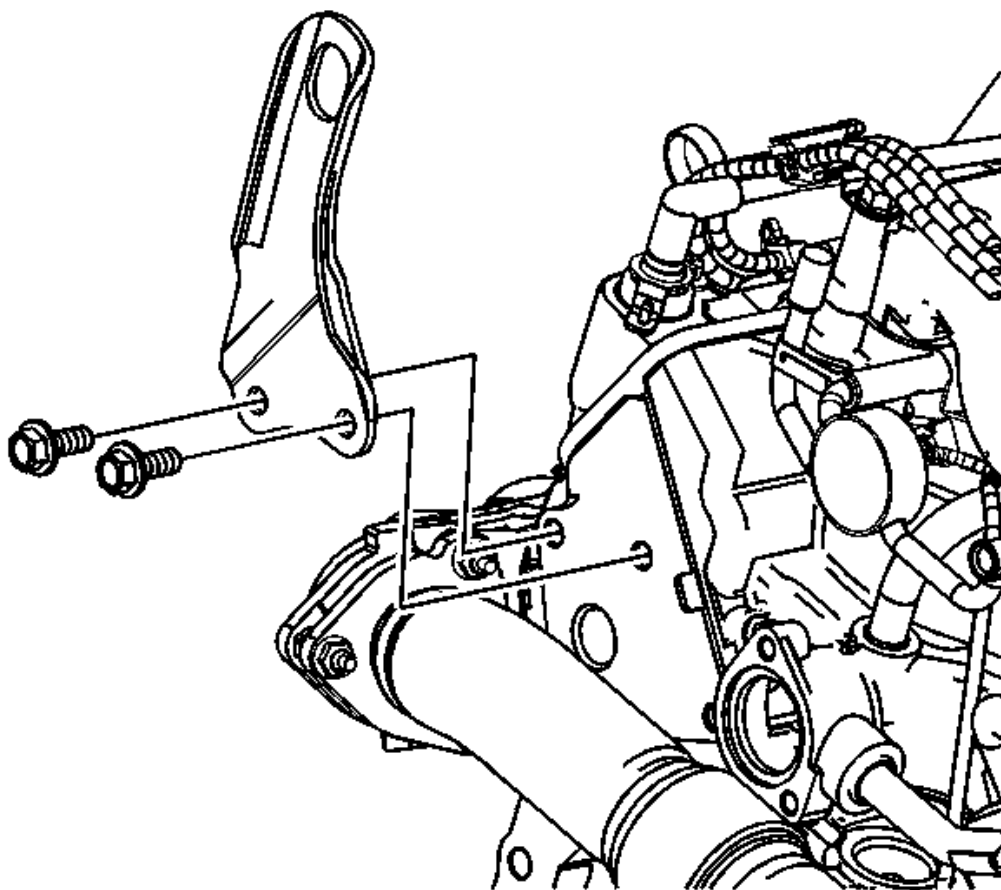


Fig. 73: View Of Engine Lift Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Install the engine lift bracket to the left cylinder head.

CAUTION: Refer to Fastener Caution .

2. Install the engine lift bracket bolts and tighten to 50 N.m (37 lb ft).
3. Install the thermostat housing. Refer to **Engine Coolant Thermostat Replacement (LNJ)** .

OIL FILTER ADAPTER AND BYPASS VALVE ASSEMBLY REPLACEMENT

Removal Procedure

1. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .
2. Remove the oil filter. Refer to **Engine Oil and Oil Filter Replacement**.

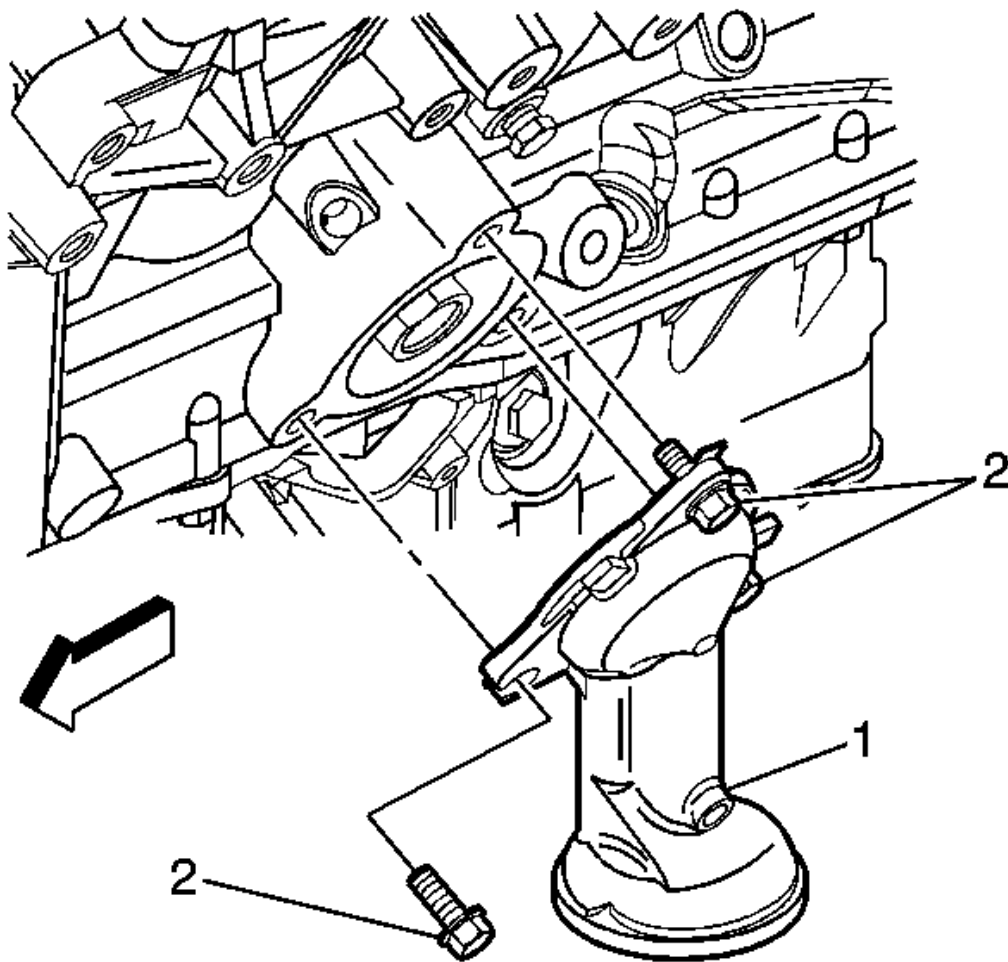


Fig. 74: View Of Oil Filter Adapter & Bolts
Courtesy of GENERAL MOTORS CORP.

3. Remove the oil filter adapter bolts (2).
4. Remove the oil filter adapter (1) and gasket from the engine block.

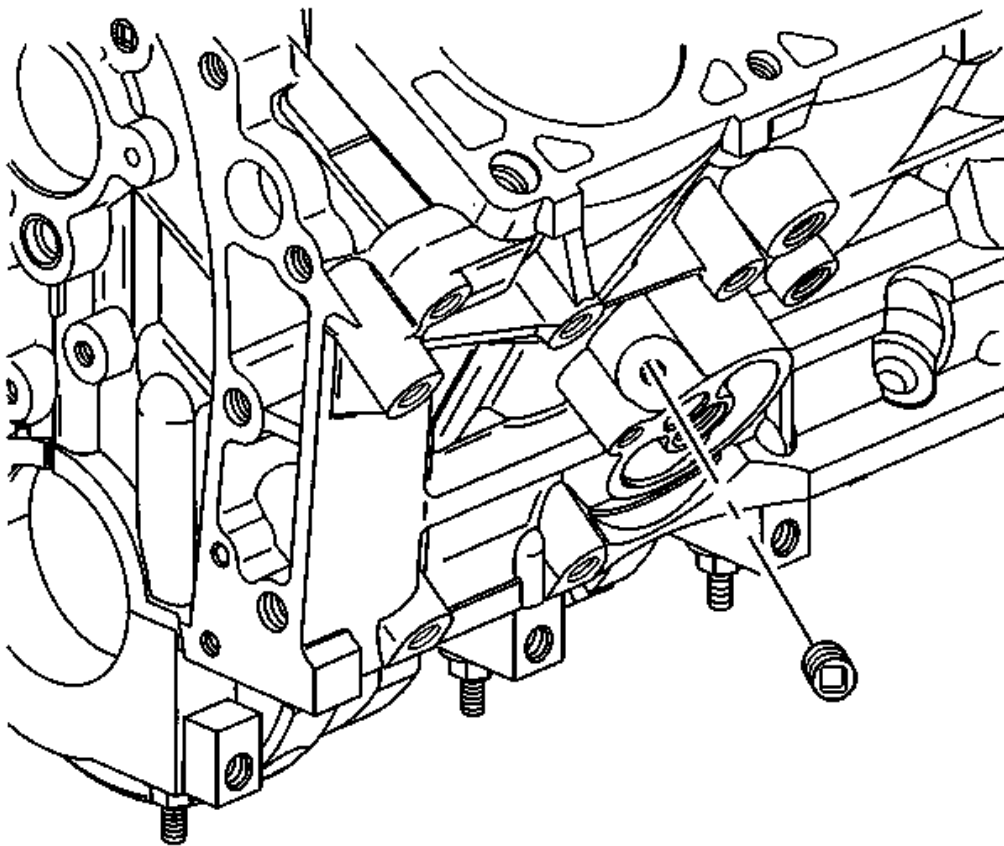


Fig. 75: View Of Oil Filter Bypass Hole Plug
Courtesy of GENERAL MOTORS CORP.

5. Remove the oil filter bypass hole plug.

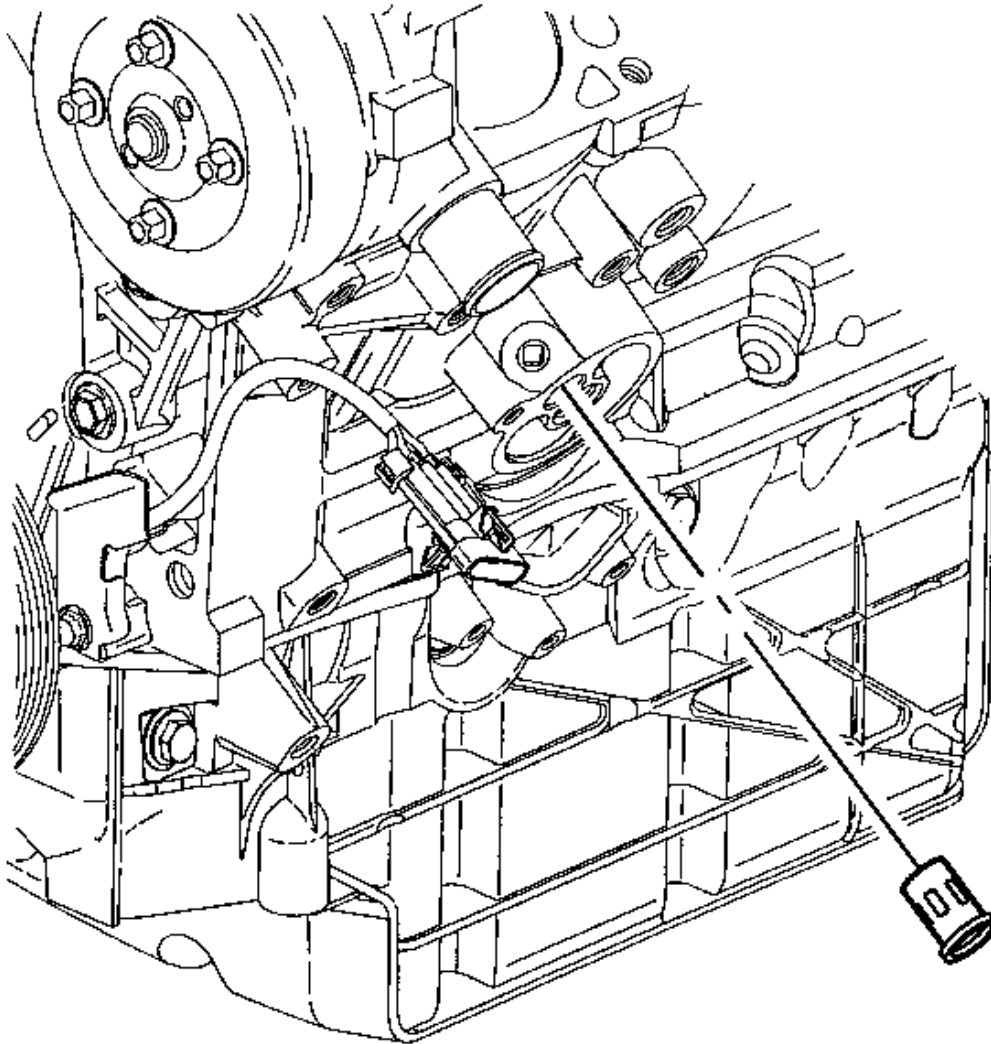


Fig. 76: Oil Filter Bypass Valve
Courtesy of GENERAL MOTORS CORP.

NOTE: Do not pry against the threads in the oil filter bypass hole when removing the bypass valve.

6. Insert a flat-bladed tool into the oil filter bypass hole and force the bypass valve out in order to remove the bypass valve.

Installation Procedure

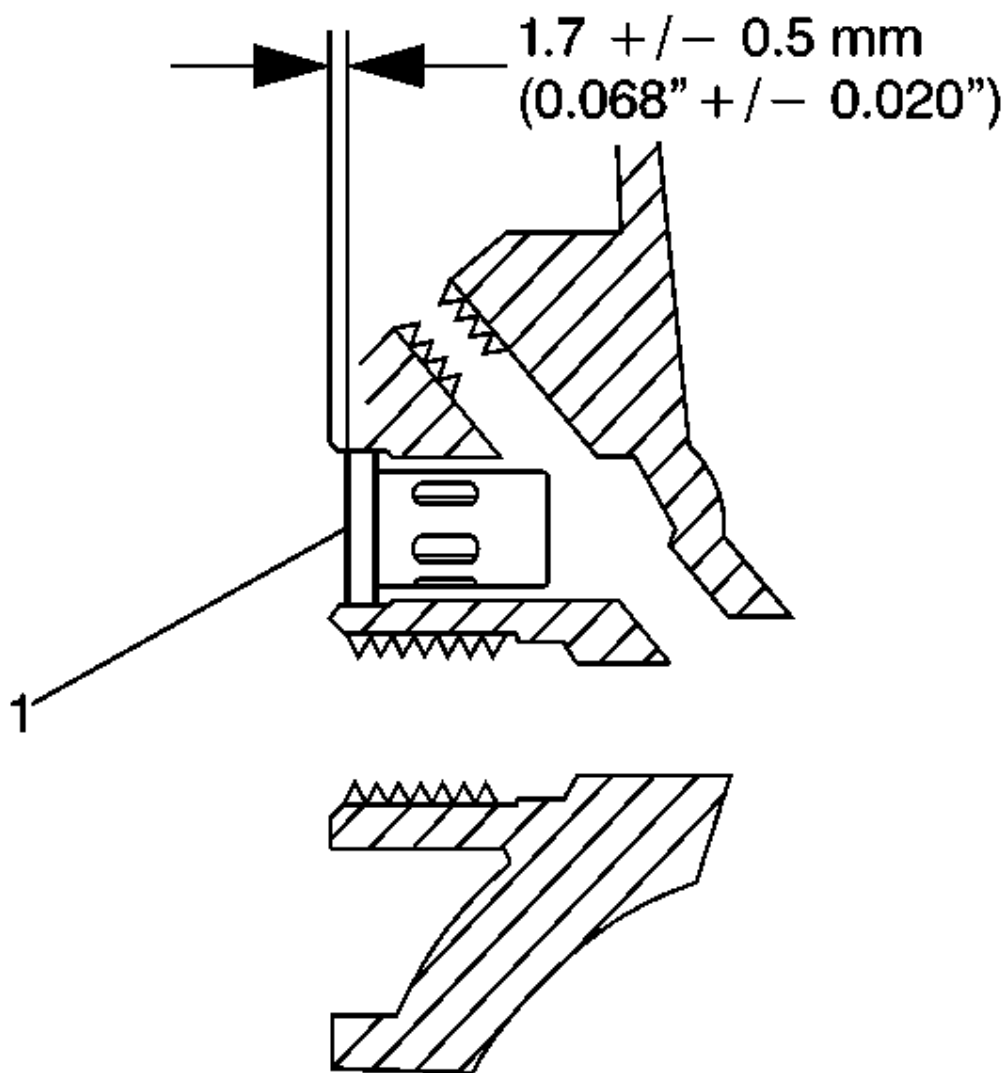


Fig. 77: View Of Oil Filter Bypass Valve
Courtesy of GENERAL MOTORS CORP.

1. Install the oil filter bypass valve (1) to the proper depth.

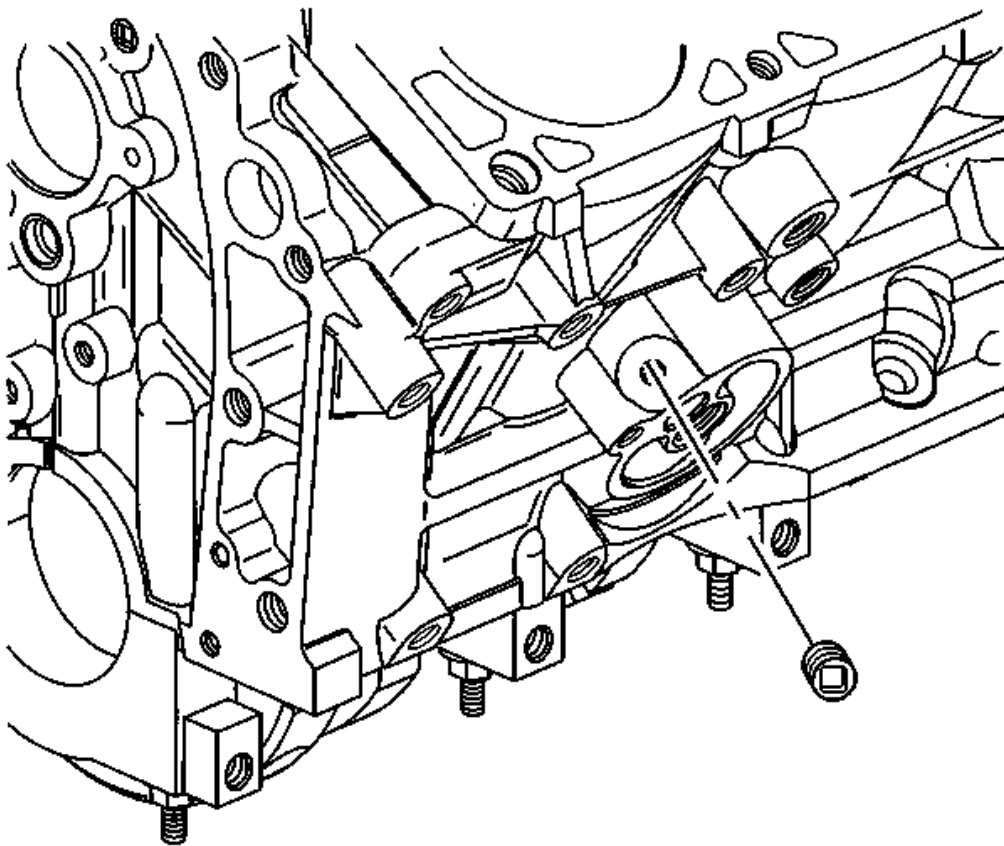


Fig. 78: View Of Oil Filter Bypass Hole Plug
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Component Fastener Tightening Caution .

2. Install the oil filter bypass hole plug and tighten to 19 N.m (14 lb ft).

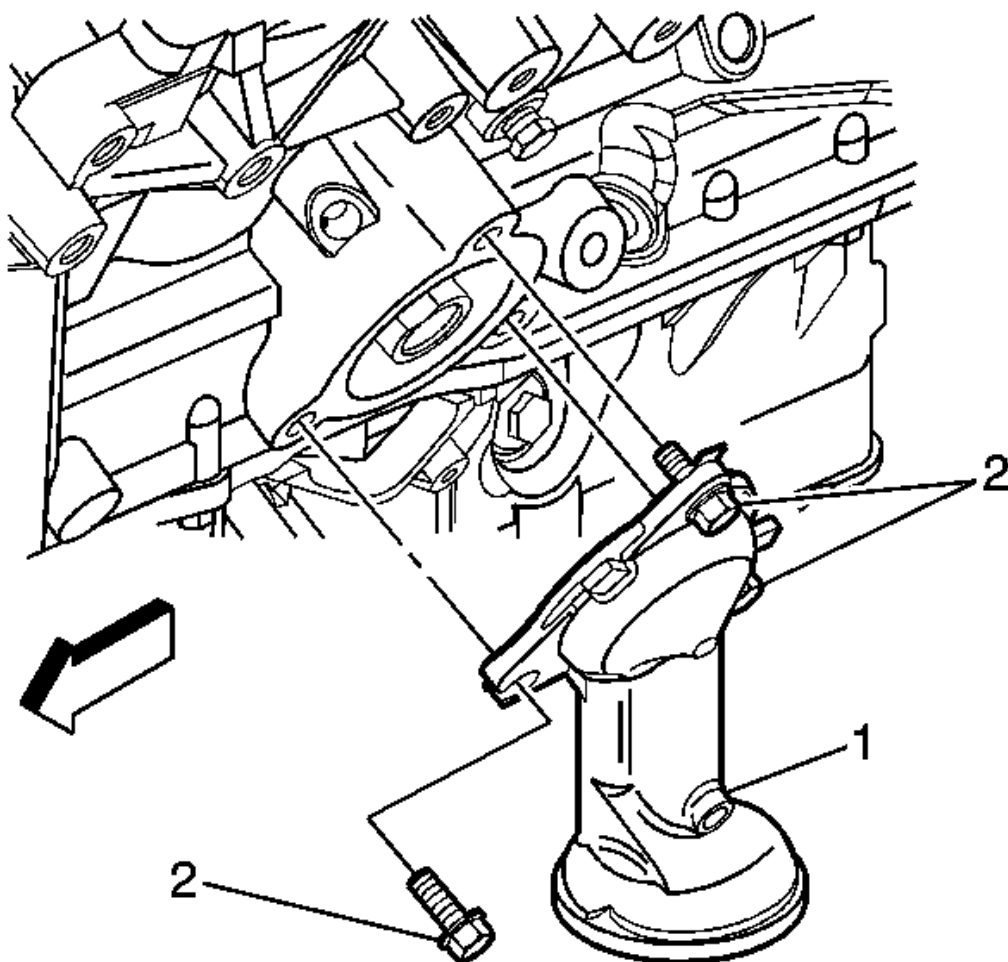


Fig. 79: View Of Oil Filter Adapter & Bolts
Courtesy of GENERAL MOTORS CORP.

3. Install the oil filter adapter (1) and gasket to the engine block.

CAUTION: Refer to Fastener Caution .

4. Install the oil filter adapter bolts (2) and tighten to 25 N.m (18 lb ft).
5. Install the oil filter. Refer to **Engine Oil and Oil Filter Replacement**.
6. Lower the vehicle.
7. Fill the engine with NEW engine oil. Refer to **Approximate Fluid Capacities , Fluid and Lubricant**

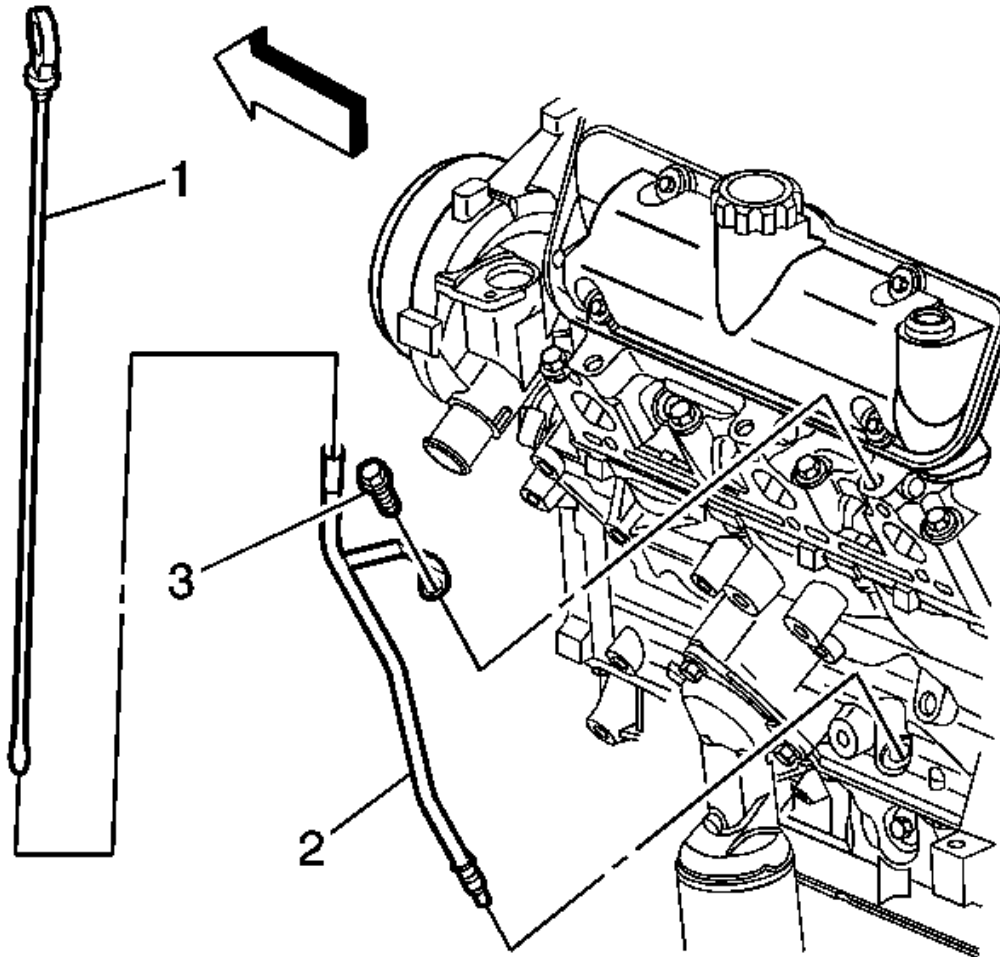
Recommendations and Maintenance Schedule (North American Emissions) .**OIL LEVEL INDICATOR TUBE REPLACEMENT****Removal Procedure**

Fig. 80: View Of Oil Level Indicator, Tube & Bolt
Courtesy of GENERAL MOTORS CORP.

1. Remove the oil level indicator (1).
2. Remove the oil level indicator tube bolt (3).
3. Remove the oil level indicator tube (2).

If you are unable to remove the oil level indicator tube, perform the following steps:

1. Remove the stud in order to allow for lateral movement of the oil level indicator tube.
2. Apply penetrating oil to the bottom of the oil level indicator tube.
3. Move the oil level indicator tube back and forth in order to loosen the oil level indicator tube.

Installation Procedure

1. Clean the oil level indicator tube.
2. Apply GM sealant around the oil level indicator tube 12.7 mm (0.50 in) below the bead. Refer to **Adhesives, Fluids, Lubricants, and Sealers** for the correct part number.

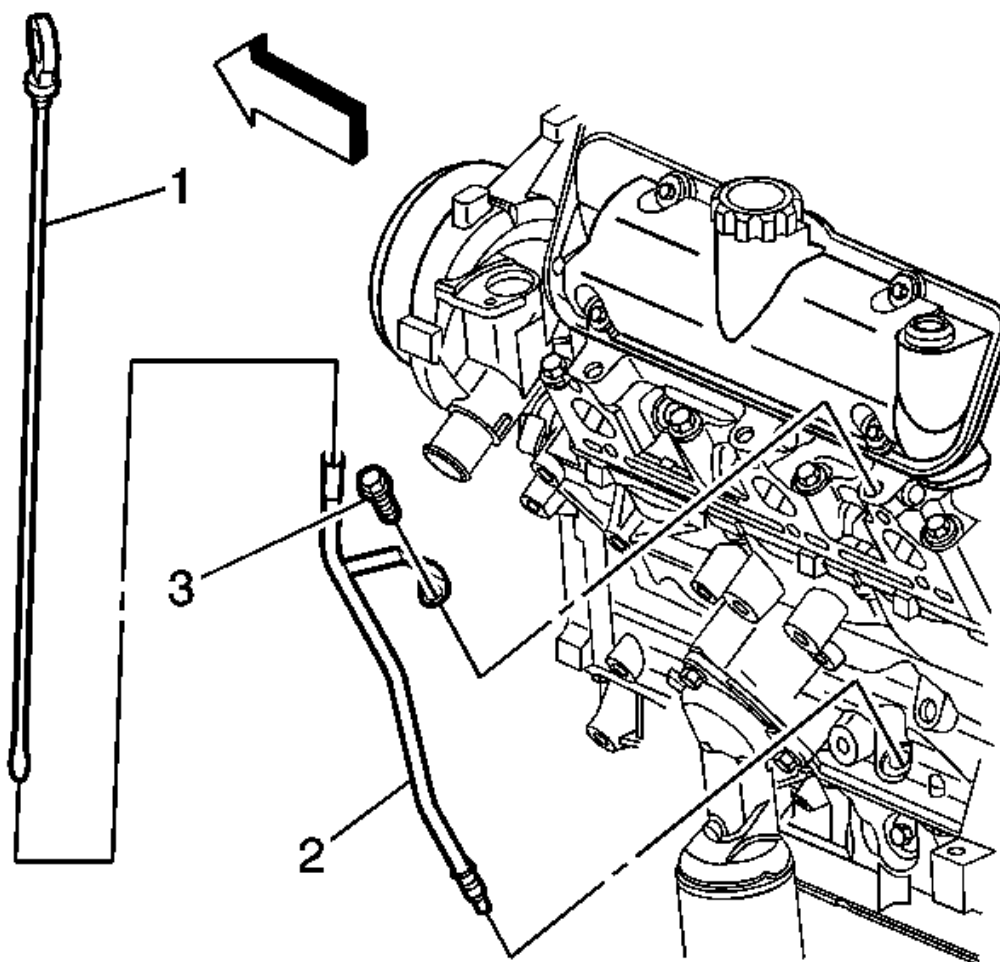


Fig. 81: View Of Oil Level Indicator, Tube & Bolt

Courtesy of GENERAL MOTORS CORP.

3. Install the oil level indicator tube (2) into the engine block.

CAUTION: Refer to Fastener Caution .

4. Install the oil level indicator tube bolt (3) and tighten to 25 N.m (18 lb ft).
5. Install the oil level indicator (1).

UPPER INTAKE MANIFOLD REPLACEMENT

Removal Procedure

1. Remove the fuel injector sight shield. Refer to Fuel Injector Sight Shield Replacement.

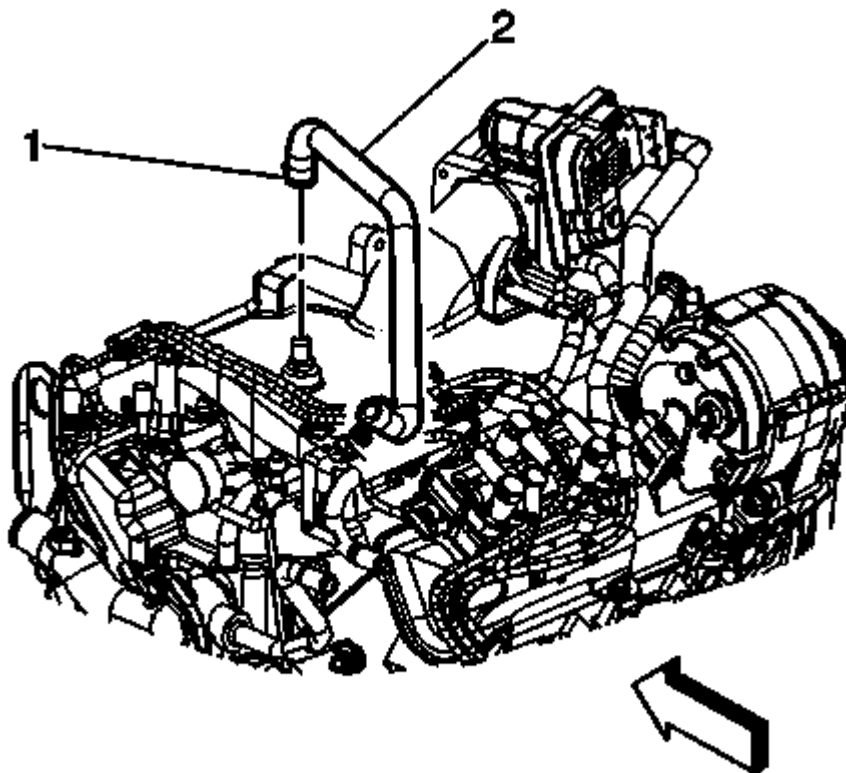


Fig. 82: View Of Brake Booster Vacuum Hose
Courtesy of GENERAL MOTORS CORP.

2. Release the clamp (1) from the brake booster vacuum hose connection.
3. Disconnect the brake booster vacuum hose (2) from the intake manifold.

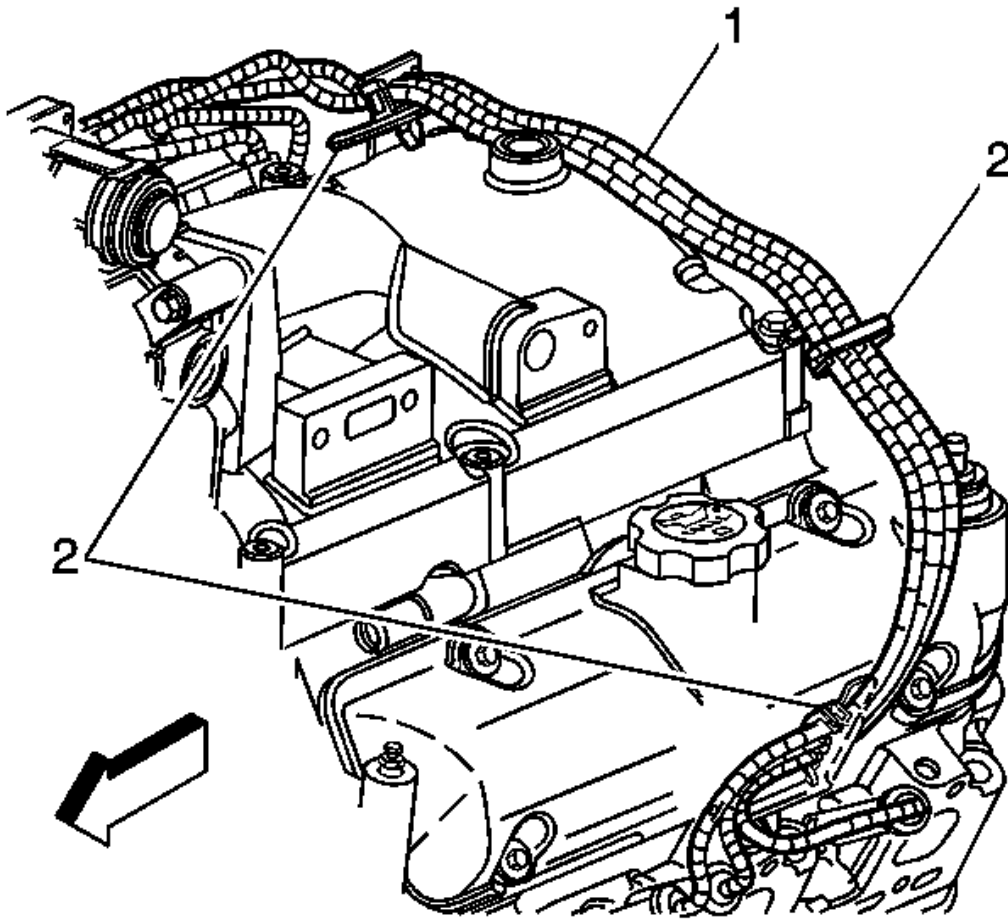


Fig. 83: View Of Left Side Spark Plug Wires & Retainers
Courtesy of GENERAL MOTORS CORP.

4. Disconnect the left side spark plug wires (1) from the retainers (2) and from the spark plugs. Refer to **Spark Plug Wire Replacement** .
5. Remove the ignition control module bracket from the engine with the ignition control module and spark plug wires still attached. Position out of the way. Refer to **Ignition Control Module Bracket Replacement** .
6. Remove the air cleaner intake duct. Refer to **Air Cleaner Inlet Duct Replacement** .

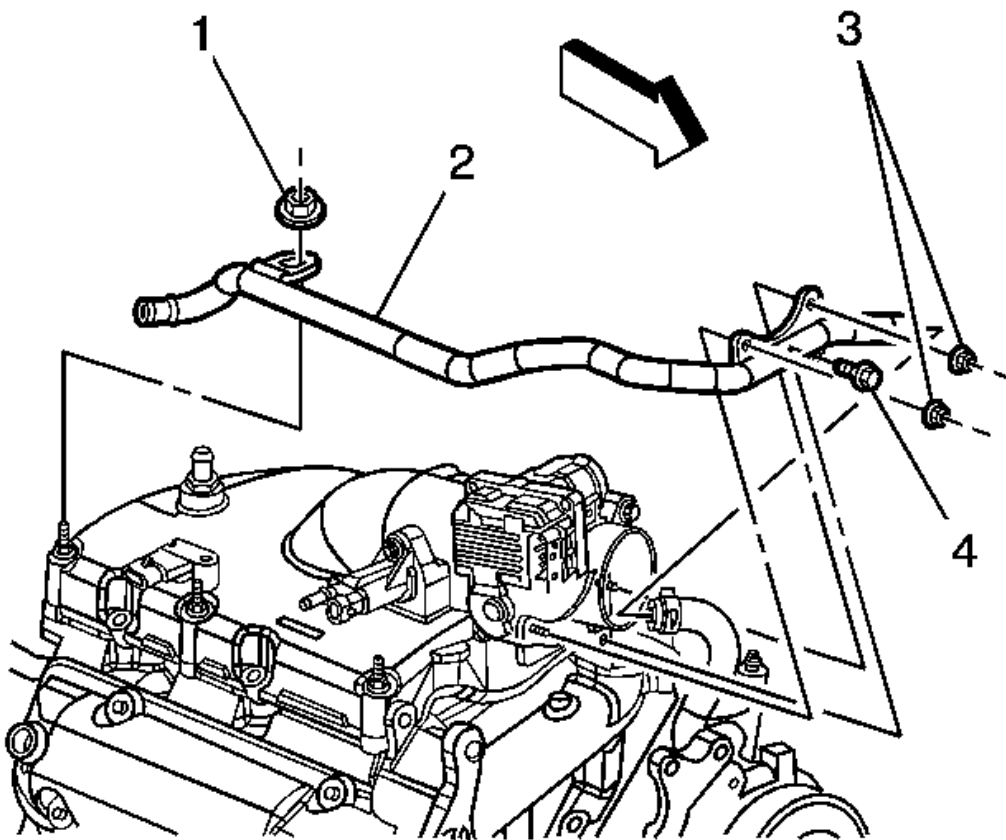


Fig. 84: View Of Heater Outlet Pipe, Nuts & Bolts
 Courtesy of GENERAL MOTORS CORP.

7. Remove the heater outlet pipe nut (4) from the upper intake manifold.
8. Remove the heater outlet pipe nuts (2) and bolt (3) from the throttle body.
9. Position the heater outlet pipe out of the way without disconnecting the heater hoses.
10. Remove the exhaust gas recirculation (EGR) pipe. Refer to **Exhaust Gas Recirculation Pipe Replacement** .
11. Remove the positive crankcase ventilation (PCV) foul air hose. Refer to **Positive Crankcase Ventilation Hose/Pipe/Tube Replacement**.

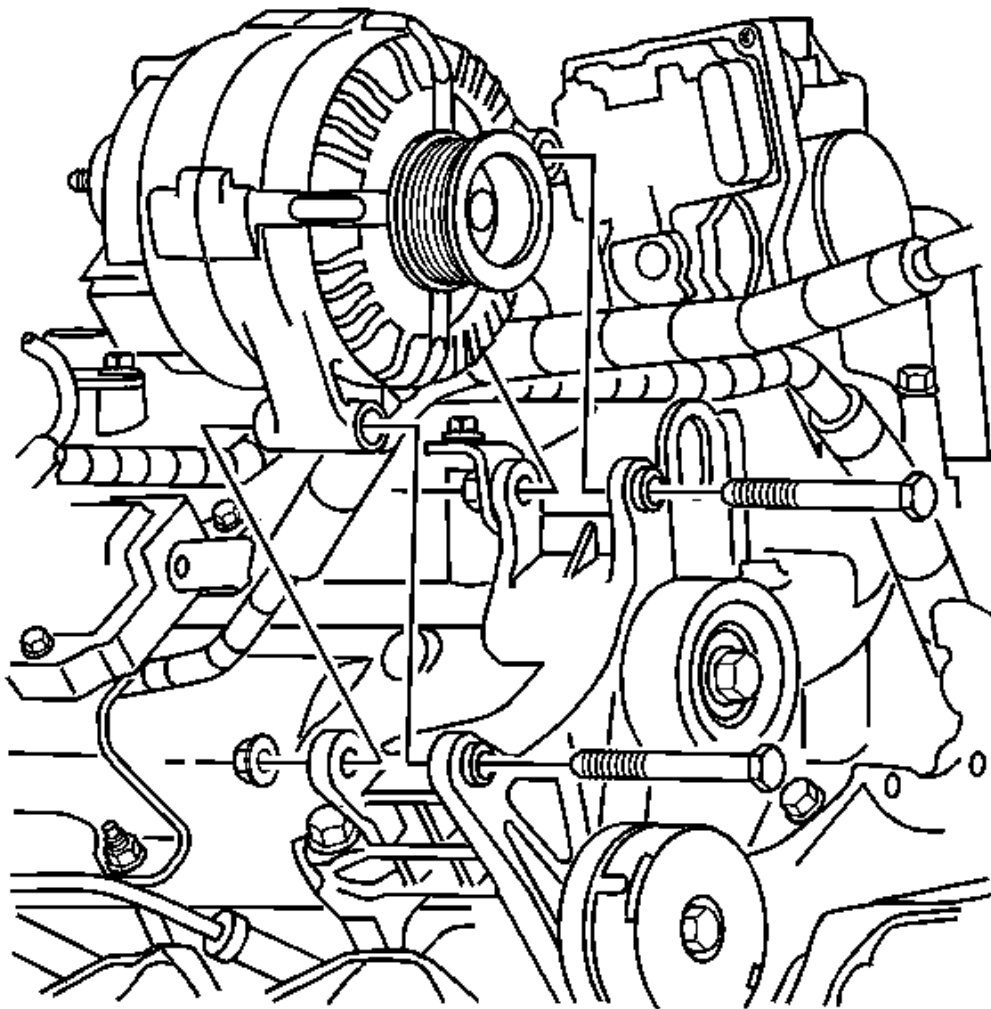


Fig. 85: View Of Generator & Bolts
Courtesy of GENERAL MOTORS CORP.

12. Loosen but do not completely remove the generator attachment bolt most near the intake manifold.

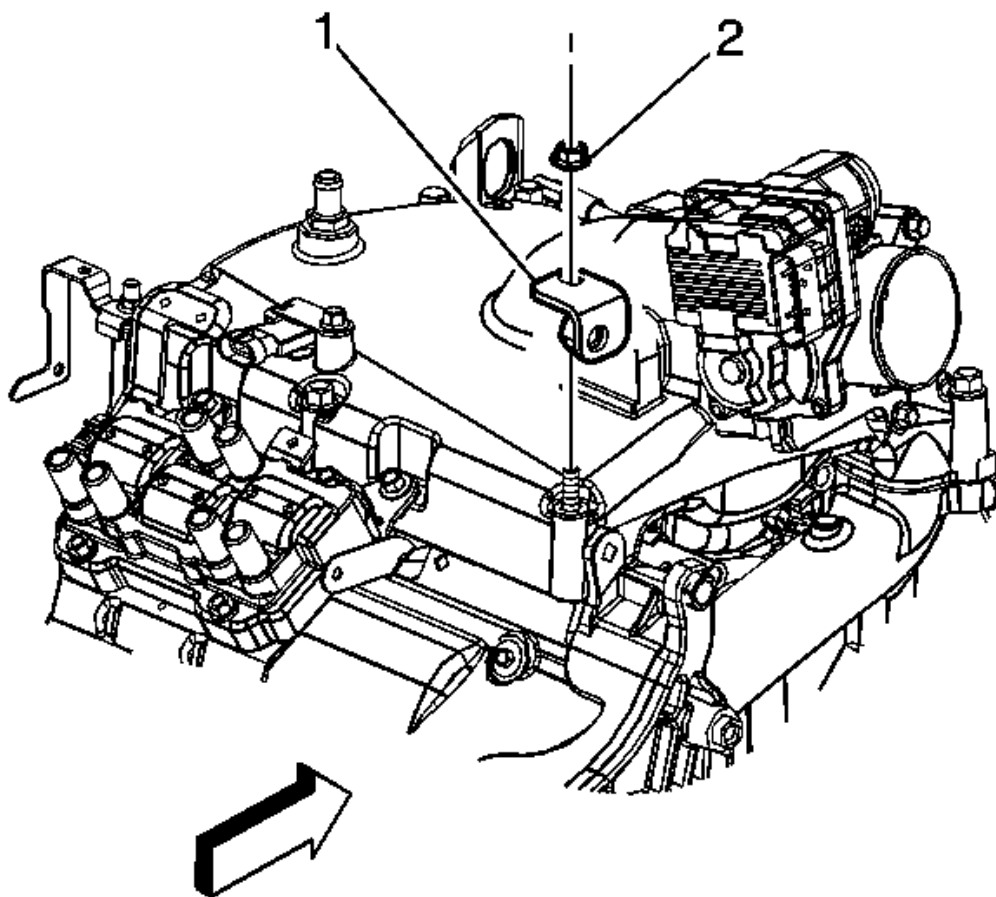


Fig. 86: View Of Generator Brace & Nut
Courtesy of GENERAL MOTORS CORP.

13. Remove the generator brace nut (2).
14. Remove the generator brace (1).

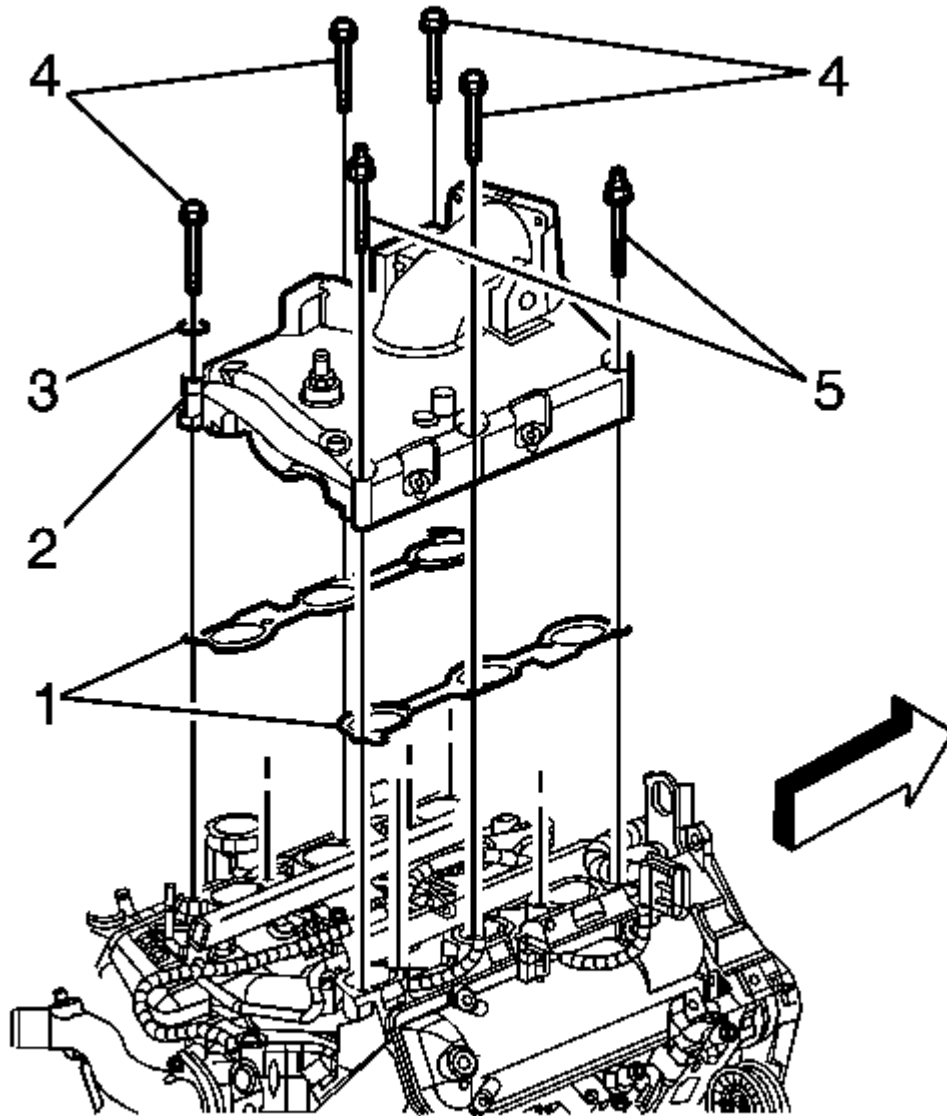


Fig. 87: View Of Upper Intake Manifold, Gaskets & Bolts
Courtesy of GENERAL MOTORS CORP.

15. Remove the upper intake manifold bolts (4, 5).
16. Remove the spark plug wire retainer (3).
17. Remove the upper intake manifold (2).
18. Remove the upper intake manifold gaskets (1).

19. If replacing the upper intake manifold complete the following steps:

1. Remove the manifold absolute pressure (MAP) sensor. Refer to **Manifold Absolute Pressure Sensor Replacement** .
2. Remove the EGR valve. Refer to **Exhaust Gas Recirculation Valve Replacement** .
3. Remove the evaporative emissions (EVAP) purge solenoid valve. Refer to **Evaporative Emission Canister Purge Solenoid Valve Replacement** .
4. Remove the throttle body. Refer to **Throttle Body Assembly Replacement** .
5. Remove the fuel injector sight shield studs. Refer to **Fuel Injector Sight Shield Replacement**.

Installation Procedure

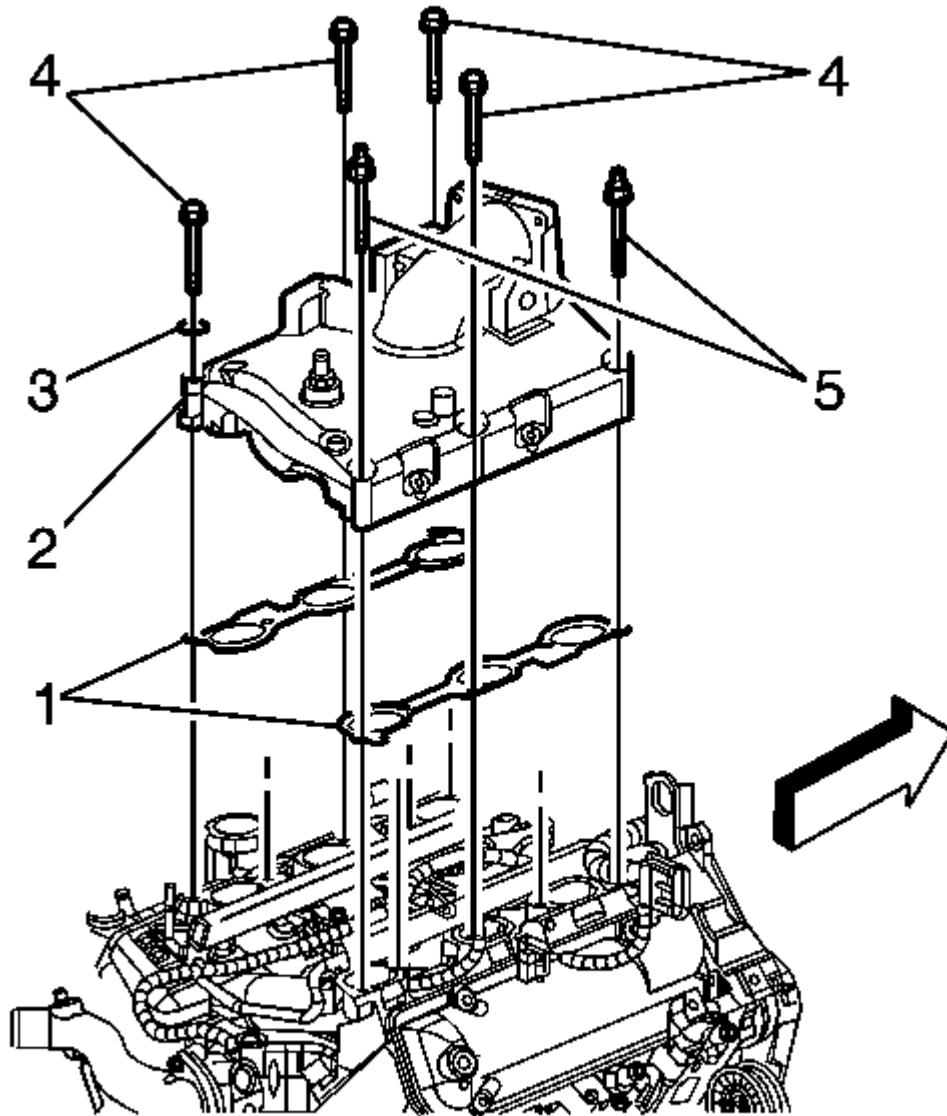


Fig. 88: View Of Upper Intake Manifold, Gaskets & Bolts
 Courtesy of GENERAL MOTORS CORP.

1. Install the upper intake manifold gaskets (1) to the lower intake manifold and install the fir tree retainers to retain the upper intake manifold gasket position.
2. Install the upper intake manifold (2).
3. Install the spark plug wire retainer (3).

CAUTION: Refer to Fastener Caution .

4. Apply threadlock GM P/N 12345382 (Canadian P/N 10953489) to the bolt threads. Install the upper intake manifold bolts (4, 5) and tighten to 25 N.m (18 lb ft).
5. If the upper manifold was replaced, complete the following steps:
 1. Install the fuel injector sight shield studs. Refer to **Fuel Injector Sight Shield Replacement**.
 2. Install the throttle body. Refer to **Throttle Body Assembly Replacement** .
 3. Install the EVAP purge solenoid valve. Refer to **Evaporative Emission Canister Purge Solenoid Valve Replacement** .
 4. Install the EGR valve. Refer to **Exhaust Gas Recirculation Valve Replacement** .
 5. Install MAP sensor. Refer to **Manifold Absolute Pressure Sensor Replacement** .

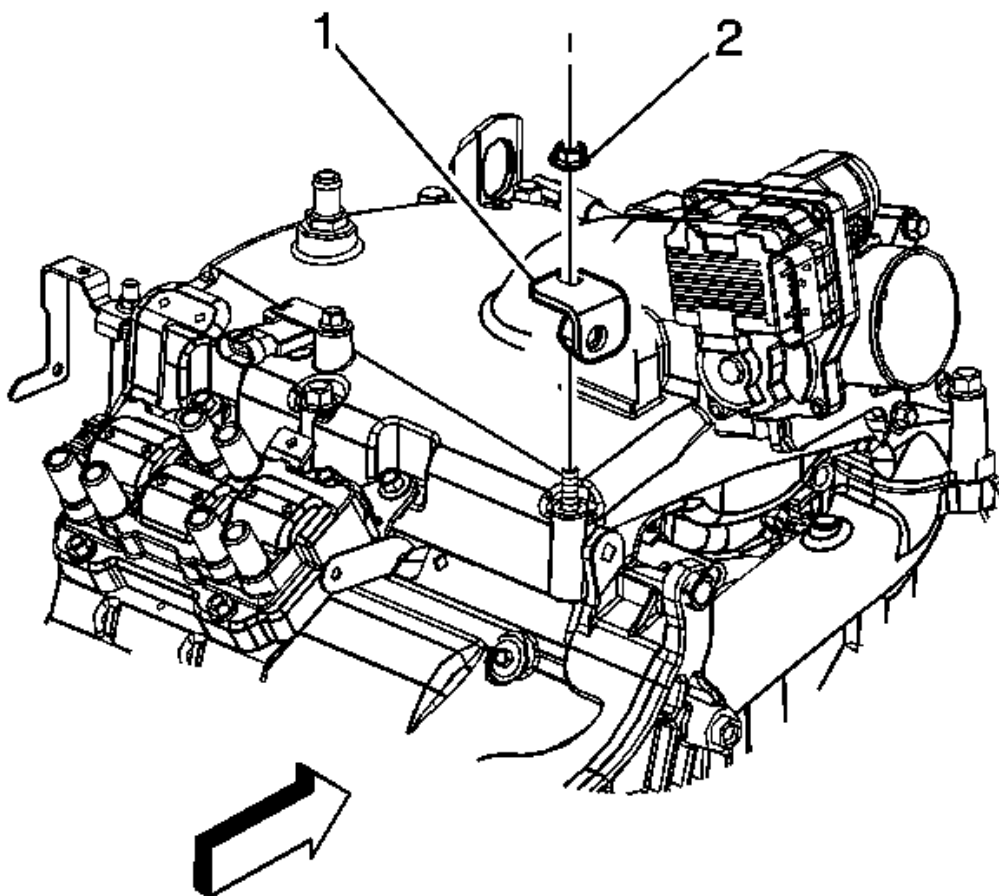


Fig. 89: View Of Generator Brace & Nut
Courtesy of GENERAL MOTORS CORP.

6. Install the generator brace (1).
7. Install the generator brace nut (2) and tighten to 25 N.m (18 lb ft).

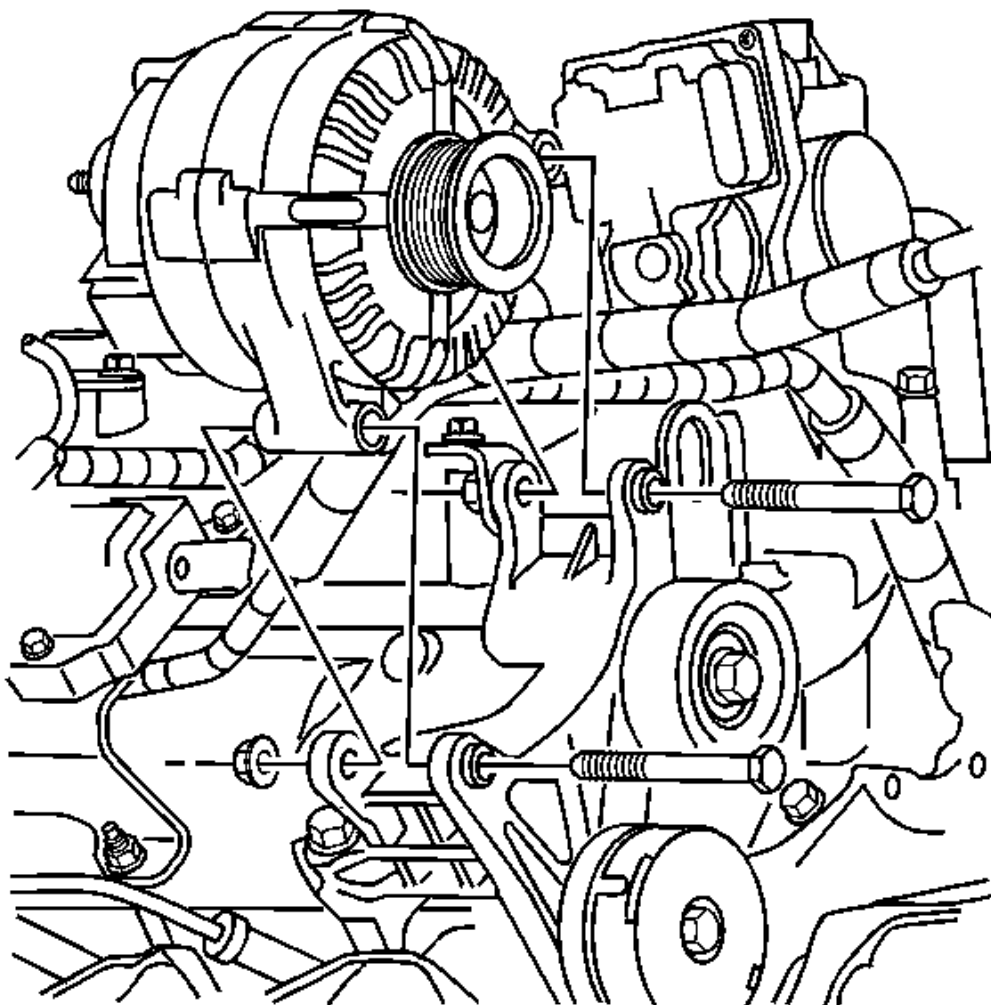


Fig. 90: View Of Generator & Bolts
Courtesy of GENERAL MOTORS CORP.

8. Fully insert the generator attachment bolt most near the intake manifold.

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

9. Install the PCV foul air hose. Refer to **Positive Crankcase Ventilation Hose/Pipe/Tube Replacement**.
10. Install the EGR pipe. Refer to **Exhaust Gas Recirculation Pipe Replacement**.

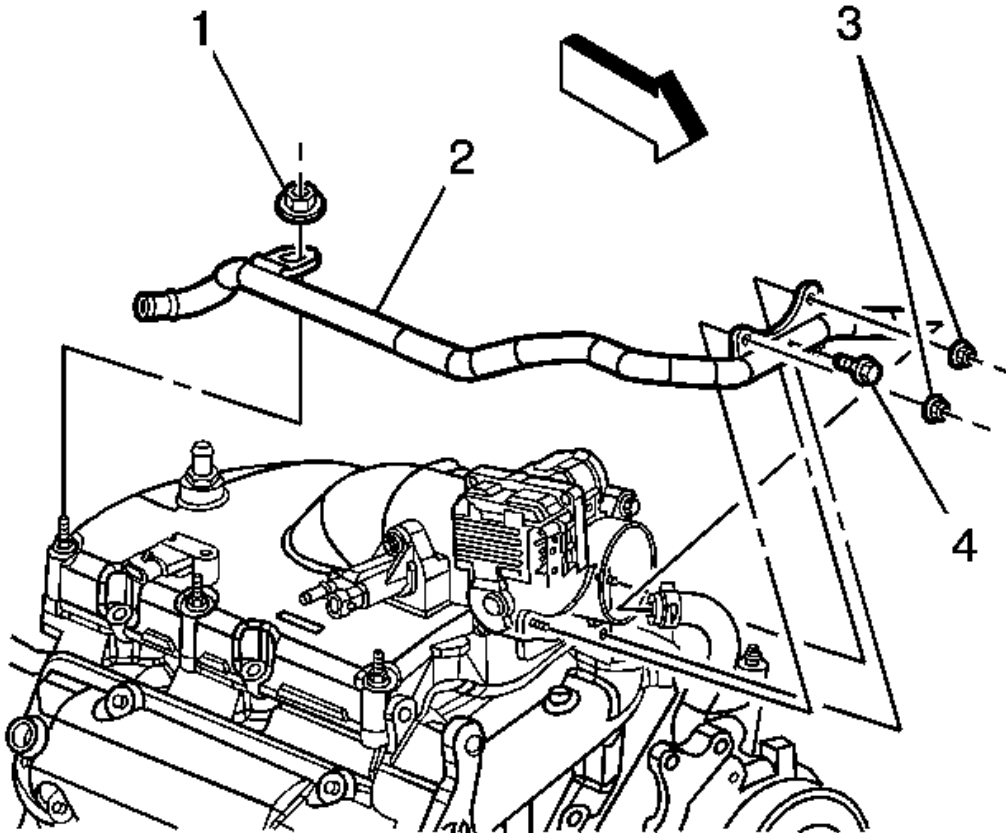


Fig. 91: View Of Heater Outlet Pipe, Nuts & Bolts
 Courtesy of GENERAL MOTORS CORP.

11. Position the heater outlet pipe to the throttle body and the upper intake manifold.
12. Install the heater outlet pipe nuts (2) to the throttle body and tighten the nut to 10 N.m (89 lb in).
13. Install the heater outlet pipe bolt (3) to the throttle body and tighten the bolt to 10 N.m (89 lb in).
14. Install the heater outlet pipe nut (4) to the upper intake manifold and tighten the nut to 25 N.m (18 lb ft).
15. Install the air cleaner intake duct. Refer to **Air Cleaner Inlet Duct Replacement**.
16. Install the ignition control module bracket. Refer to **Ignition Control Module Bracket Replacement**.

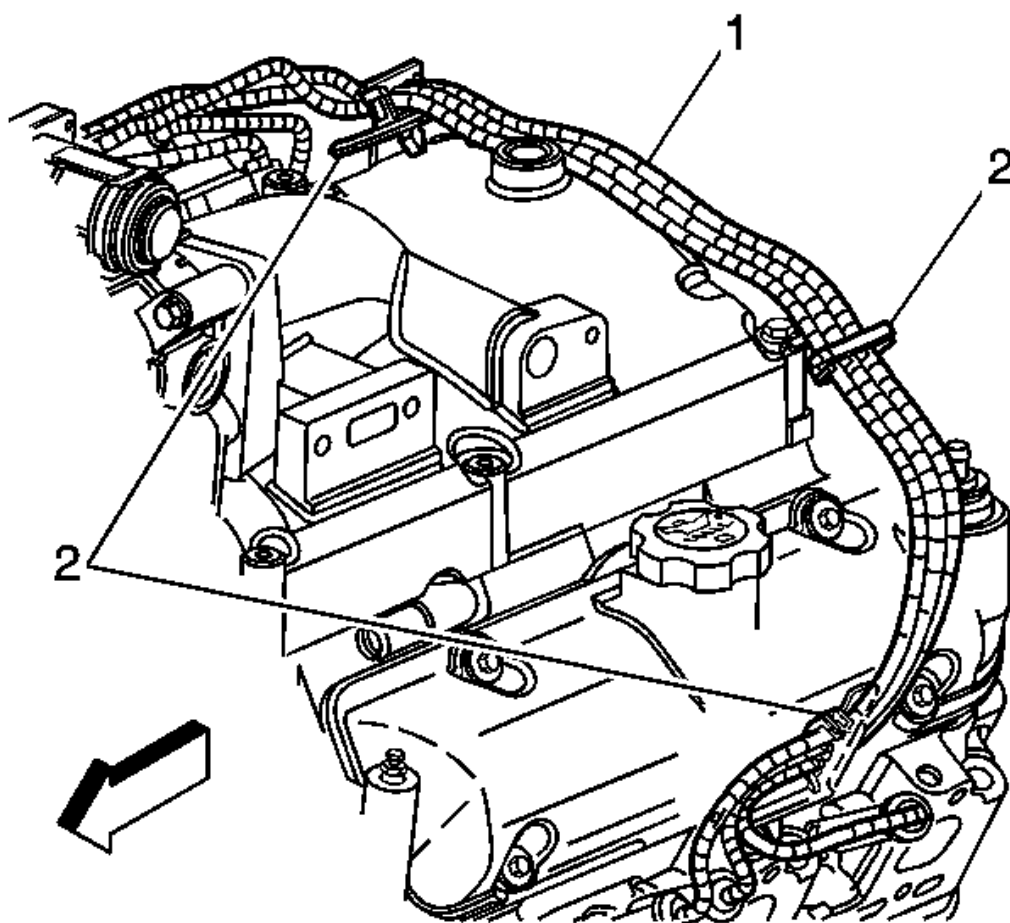


Fig. 92: View Of Left Side Spark Plug Wires & Retainers
Courtesy of GENERAL MOTORS CORP.

17. Connect the left side spark plug wires (1) to the spark plugs and to the spark plug wire retainers. Refer to **Spark Plug Wire Replacement** .

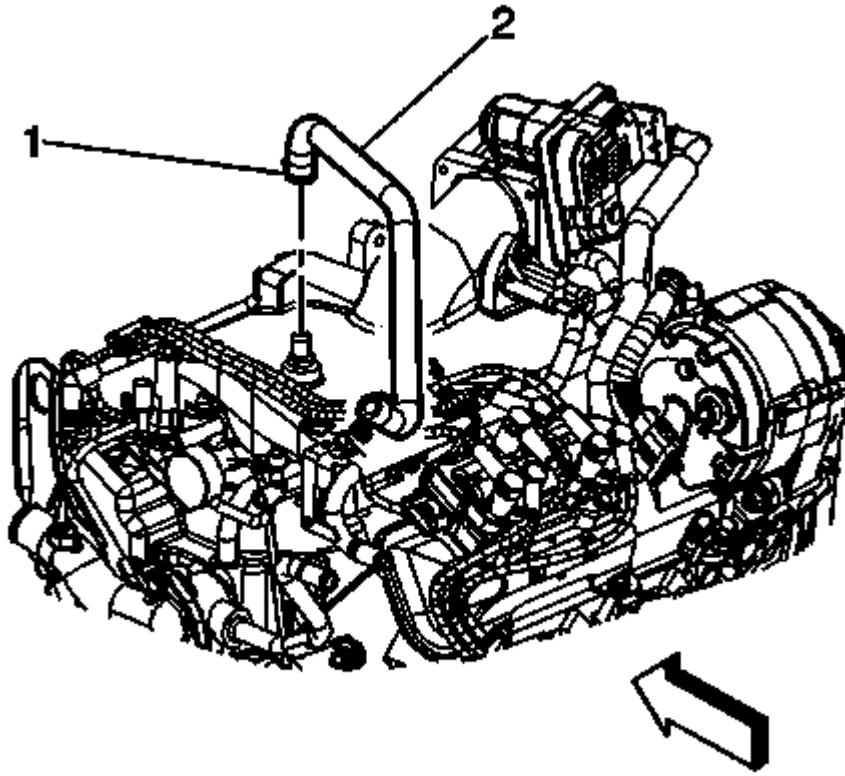


Fig. 93: View Of Brake Booster Vacuum Hose
Courtesy of GENERAL MOTORS CORP.

18. Connect the brake booster vacuum hose (2) to the intake manifold.
19. Install the clamp (1) to the brake booster vacuum hose connection.
20. Install the fuel injector sight shield. Refer to **Fuel Injector Sight Shield Replacement**.

LOWER INTAKE MANIFOLD REPLACEMENT

Removal Procedure

1. Drain the cooling system. Refer to **Cooling System Draining and Filling (LNJ GE 47716 Fill)** or **Cooling System Draining and Filling (LNJ Static Fill)**.
2. Remove the upper intake manifold. Refer to **Fuel Injector Sight Shield Replacement**.
3. Remove the heater inlet pipe. Refer to **Heater Inlet Pipe Replacement (LNJ)**.
4. Disconnect the radiator inlet hose from the thermostat housing. Refer to **Radiator Inlet Hose Replacement (LNJ Chevrolet)** or **Radiator Inlet Hose Replacement (LNJ Pontiac)**.
5. Remove the fuel rail assembly. Refer to **Fuel Injection Fuel Rail Assembly Replacement**.

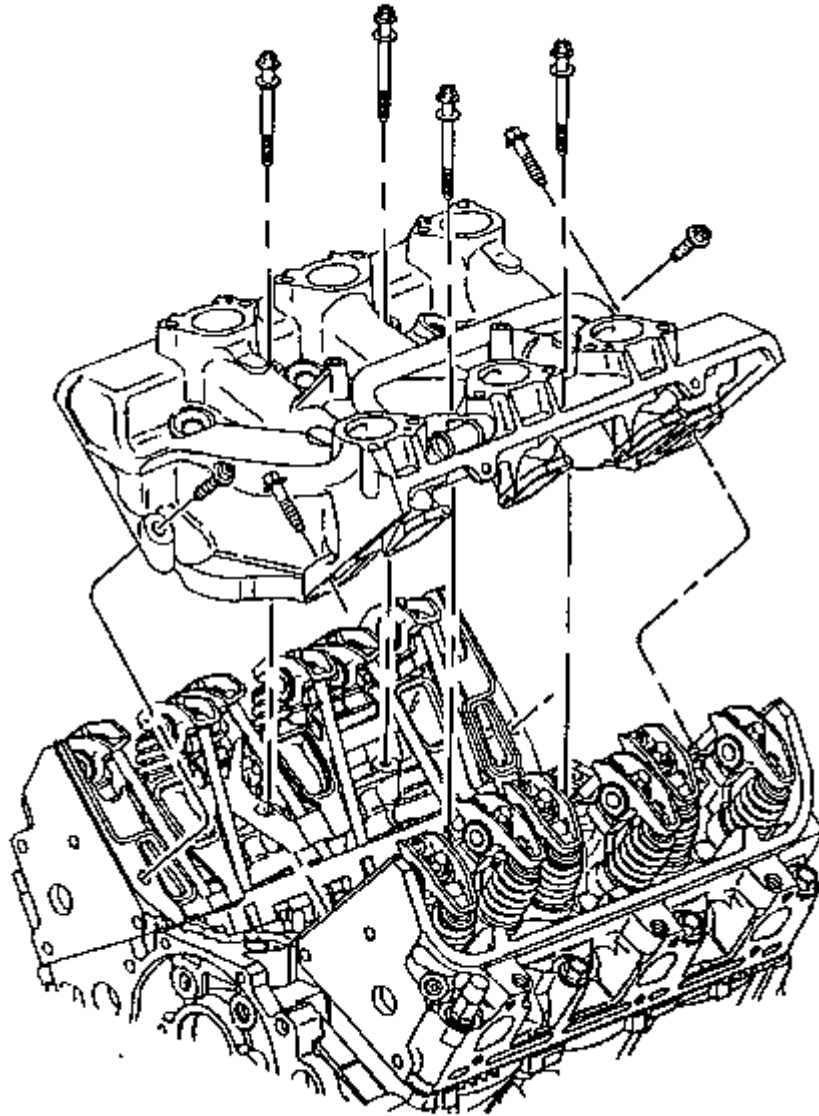


Fig. 94: View Of Lower Intake Manifold & Bolts
Courtesy of GENERAL MOTORS CORP.

6. Remove the lower intake manifold bolts.
7. Remove the lower intake manifold from the engine.
8. If replacing the lower intake manifold, remove the thermostat and housing. Refer to **Engine Coolant Thermostat Replacement (LNJ)** .

9. Remove the rocker arms and push rods. Refer to **Valve Rocker Arm and Push Rod Replacement**.

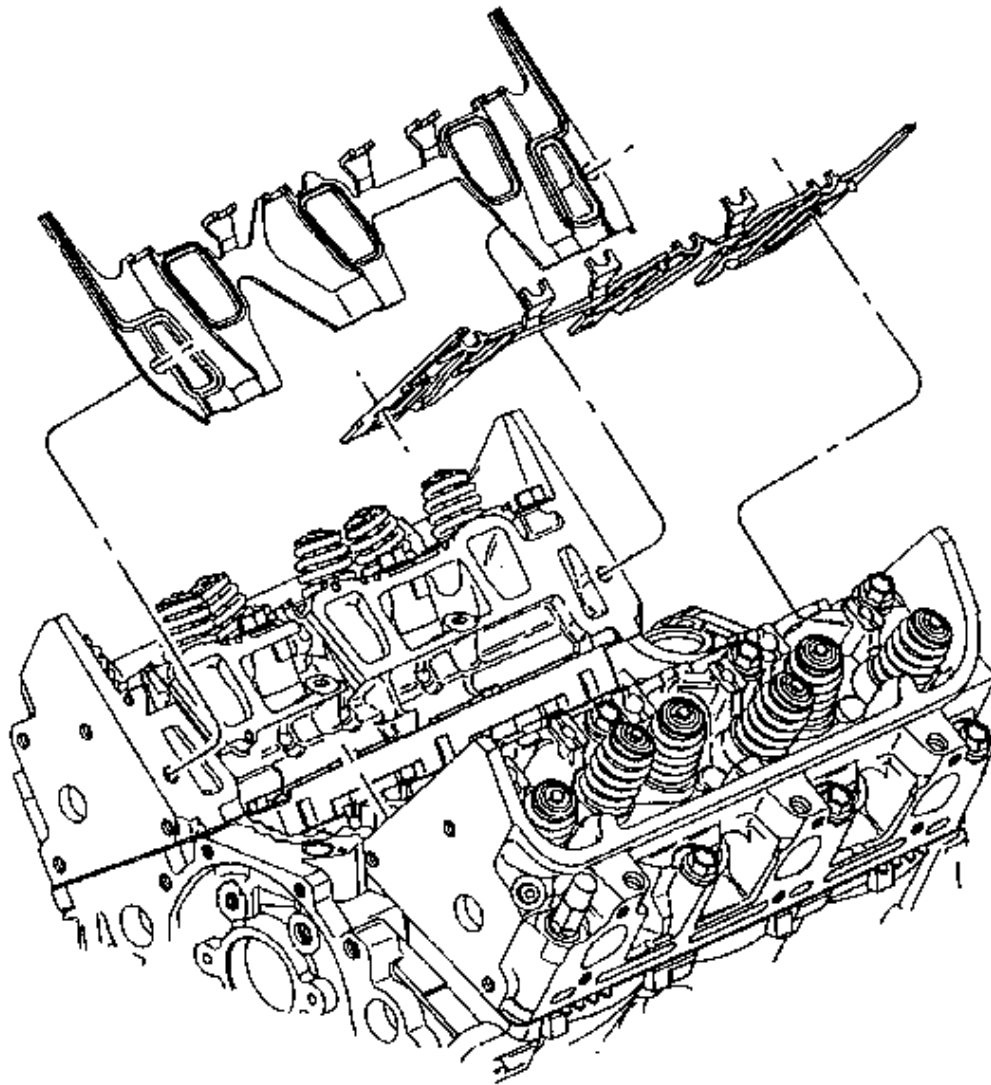


Fig. 95: View Of Intake Manifold Gaskets
Courtesy of GENERAL MOTORS CORP.

10. Remove the lower intake manifold gaskets.

Installation Procedure

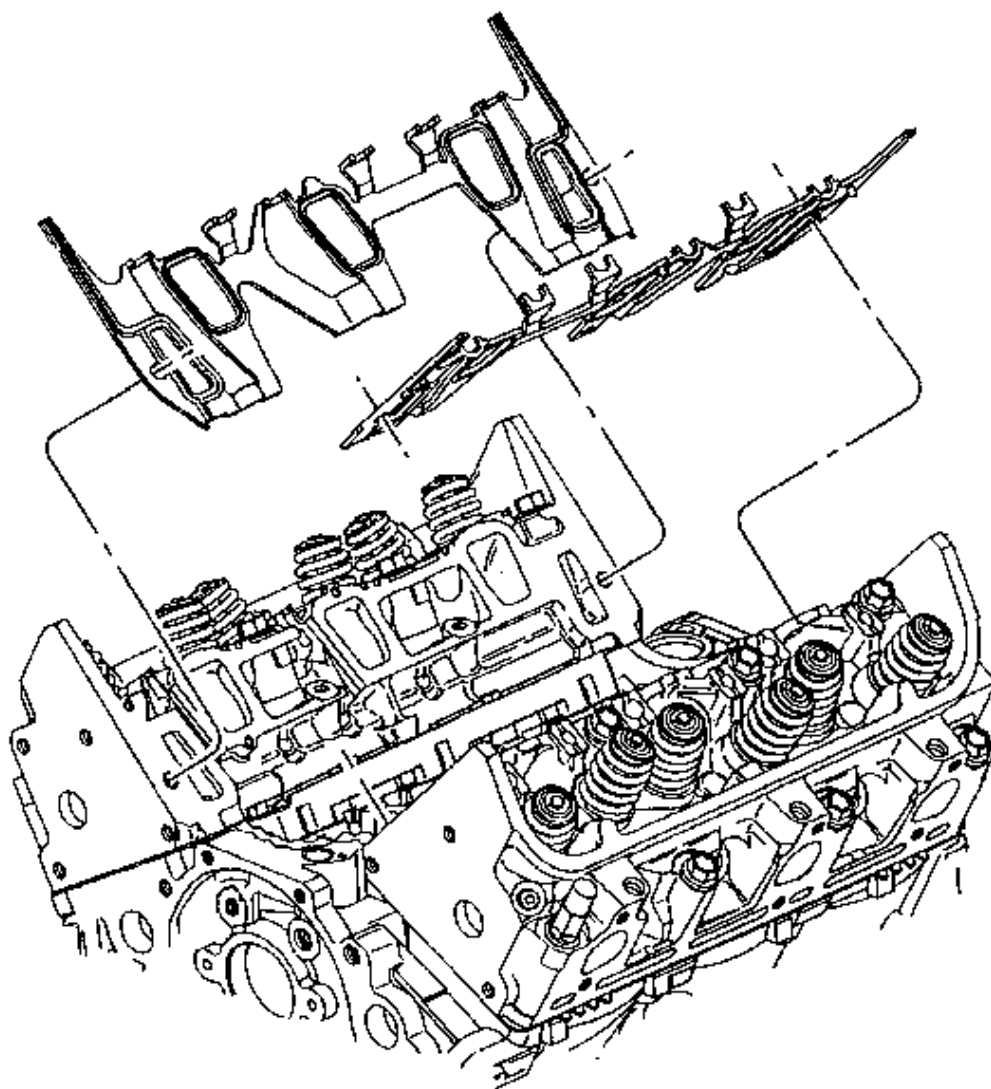


Fig. 96: View Of Intake Manifold Gaskets
Courtesy of GENERAL MOTORS CORP.

NOTE:

- All gasket mating surfaces must remain free of oil and foreign material. Refer to Adhesives, Fluids, Lubricants, and Sealers for the correct part number to use to clean surfaces.
- Do not apply room temperature vulcanizing (RTV) sealer to the engine block prior to the installation of the manifold gaskets. RTV sealer is not to be placed under the lower intake manifold gaskets.

1. Install the lower intake manifold gaskets.
2. Install the rocker arms and push rods. Refer to **Valve Rocker Arm and Push Rod Replacement**.

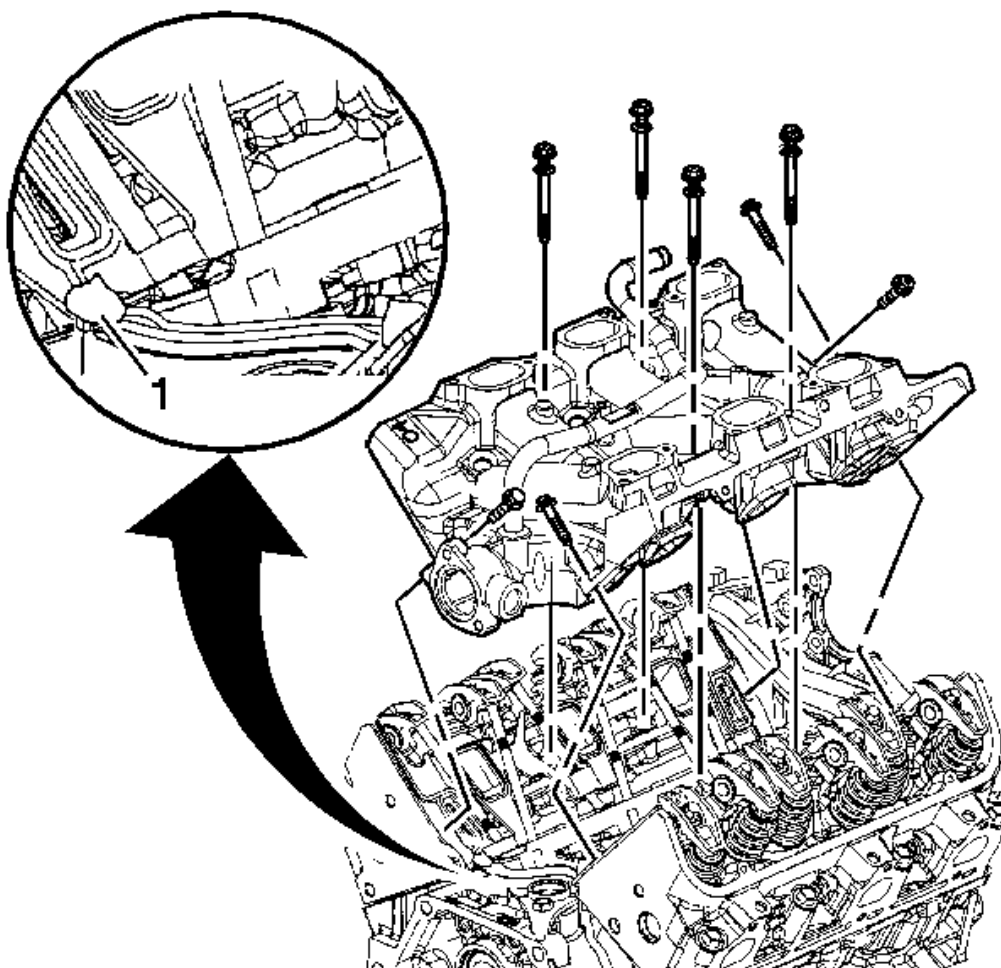


Fig. 97: View Of Lower Intake Manifold
Courtesy of GENERAL MOTORS CORP.

3. Install the lower intake manifold seals.
4. With the seals in place, apply a small drop 8-10 mm (0.31-0.39 in) of RTV sealer (1). Refer to **Adhesives, Fluids, Lubricants, and Sealers** for the correct part number.
5. Install the lower intake manifold to the engine.

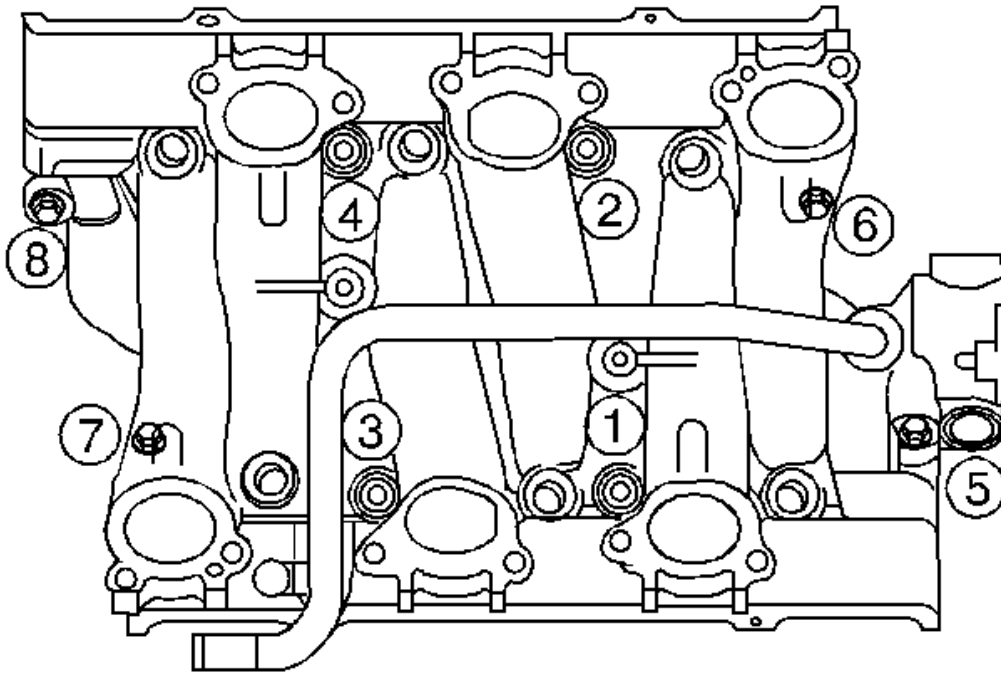


Fig. 98: Lower Intake Manifold Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

CAUTION: Maximum gasket performance is achieved when using new fasteners, which contain a thread-locking patch. If the fasteners are not replaced, a thread locking chemical must be applied to the fastener threads. Failure to replace the fasteners or apply a thread-locking chemical **MAY** reduce gasket sealing capability.

CAUTION: Refer to Fastener Caution .

NOTE:

- All lower intake manifold bolts need to be clean, free of foreign materials, and reused only if new bolts are unavailable. Refer to Adhesives, Fluids, Lubricants, and Sealers for the correct part number. Apply to the old intake manifold bolt threads.
- Manufacturer recommends the center bolts be fully torqued before the diagonal bolts to assure proper torque distribution.
- Lower intake manifold bolts in locations (6) and (7) should be torqued to specification using a crows foot type tool.

6. Install the lower intake manifold bolts.
 - Tighten the lower intake manifold bolts in sequence to 13 N.m (115 lb in) on the first pass.
 - Tighten the lower intake manifold bolts (1, 2, 3, 4) in sequence to 20 N.m (15 lb ft) on the final pass.
 - Tighten the lower intake manifold bolts (5, 6, 7, 8) in sequence to 25 N.m (18 lb ft) on the final pass.
7. Install the fuel rail assembly. Refer to **Fuel Injection Fuel Rail Assembly Replacement** .
8. Connect the radiator inlet hose to the thermostat housing. Refer to **Radiator Inlet Hose Replacement (LNJ Chevrolet)** or **Radiator Inlet Hose Replacement (LNJ Pontiac)** .
9. Install the heater inlet pipe. Refer to **Heater Inlet Pipe Replacement (LNJ)** .
10. Install the upper intake manifold. Refer to **Fuel Injector Sight Shield Replacement**.
11. Fill the cooling system. Refer to **Cooling System Draining and Filling (LNJ GE 47716 Fill)** or **Cooling System Draining and Filling (LNJ Static Fill)** .

POSITIVE CRANKCASE VENTILATION VALVE REPLACEMENT

Removal Procedure

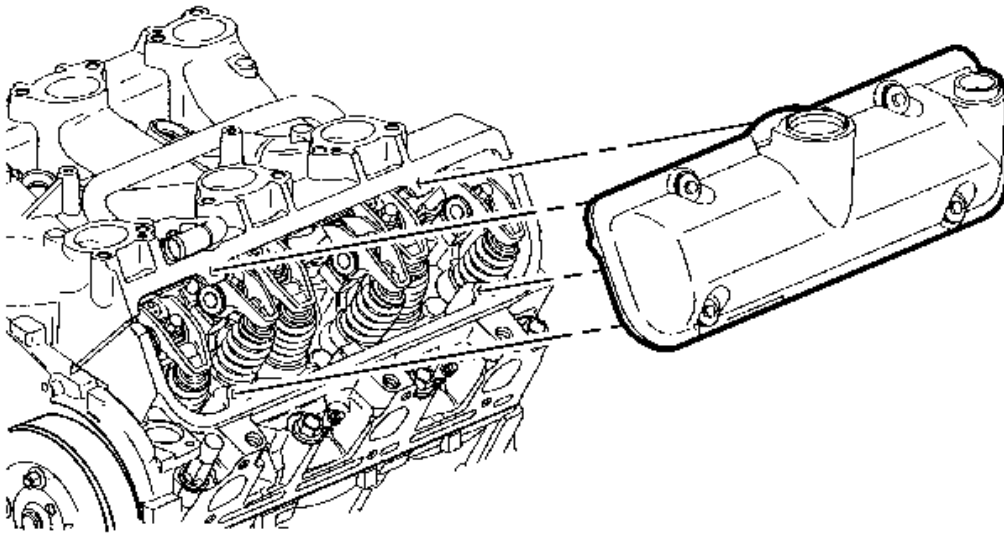


Fig. 99: View Of Valve Rocker Arm Cover - Left
Courtesy of GENERAL MOTORS CORP.

NOTE: The PCV valve is not removable from the valve rocker arm cover. The PCV valve and rocker arm cover must be replaced as an assembly.

1. Remove the left valve rocker arm cover. Refer to [Valve Rocker Arm Cover Removal - Left Side](#).

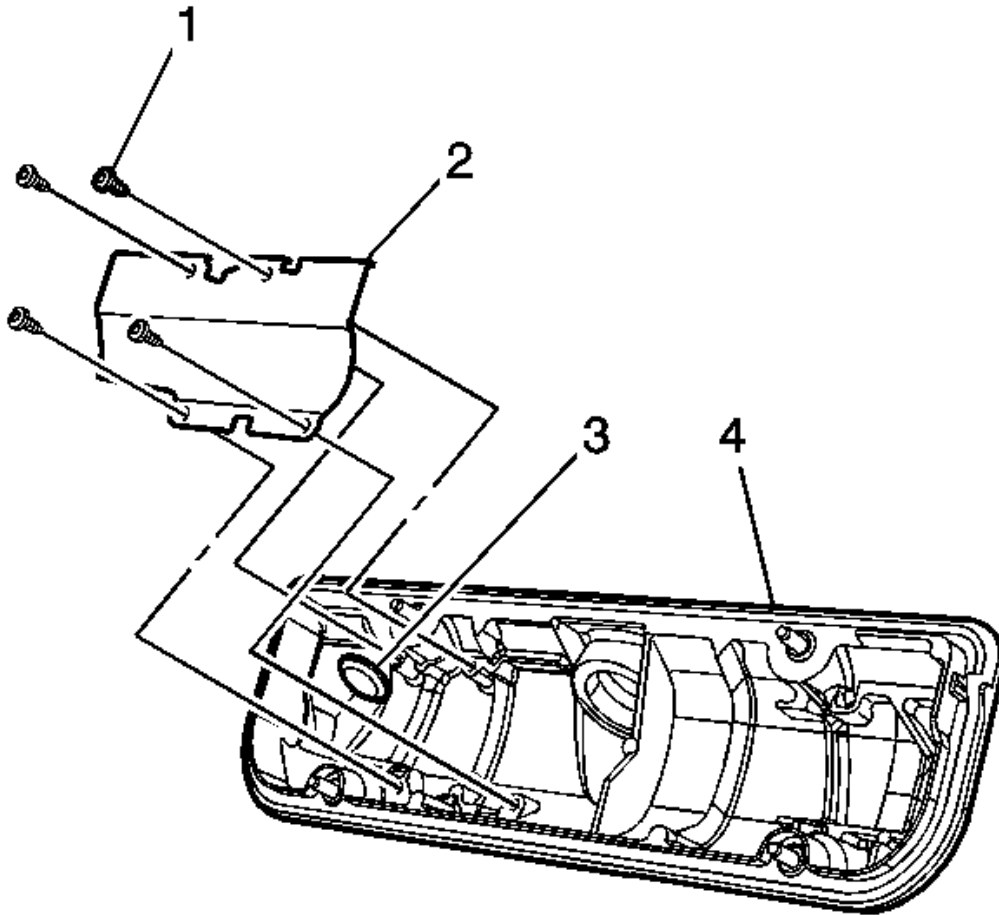


Fig. 100: View Of PCV Baffle, Screws, PCV Valve & Valve Cover
Courtesy of GENERAL MOTORS CORP.

2. Remove the screws (1) from the PCV baffle.
3. Remove the PCV baffle (2).
4. Clean the PCV valve (3) or replace the valve cover (4).

Installation Procedure

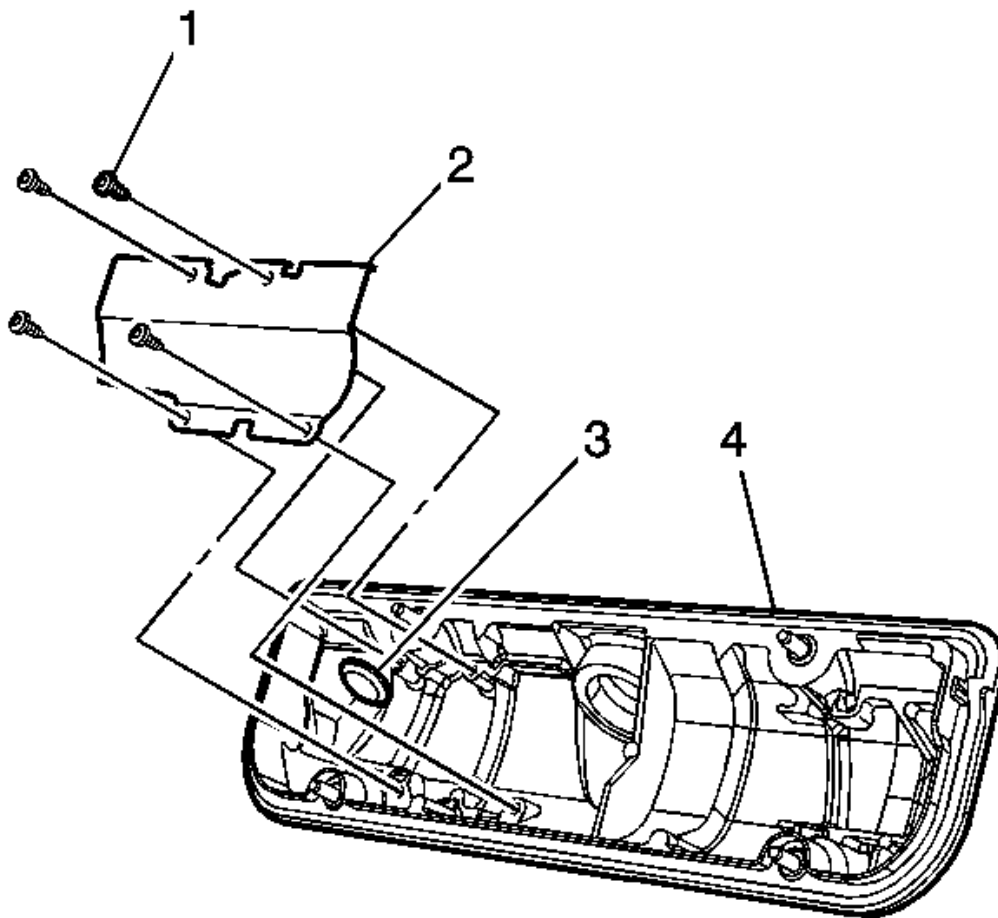


Fig. 101: View Of PCV Baffle, Screws, PCV Valve & Valve Cover
Courtesy of GENERAL MOTORS CORP.

1. Install the PCV baffle (2).

CAUTION: Refer to Fastener Caution .

2. Install the PCV baffle screws (1) and tighten to 6 N.m (53 lb in).

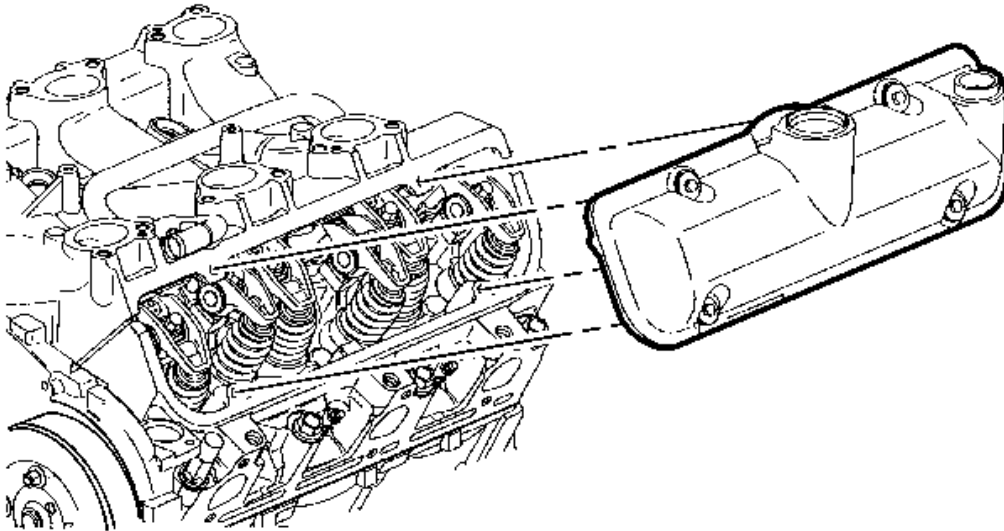


Fig. 102: View Of Valve Rocker Arm Cover - Left
Courtesy of GENERAL MOTORS CORP.

3. Install the left valve rocker arm cover. Refer to **Valve Rocker Arm Cover Removal - Left Side**.

POSITIVE CRANKCASE VENTILATION HOSE/PIPE/TUBE REPLACEMENT

Removal Procedure

1. Remove the fuel injector sight shield. Refer to **Fuel Injector Sight Shield Replacement**.

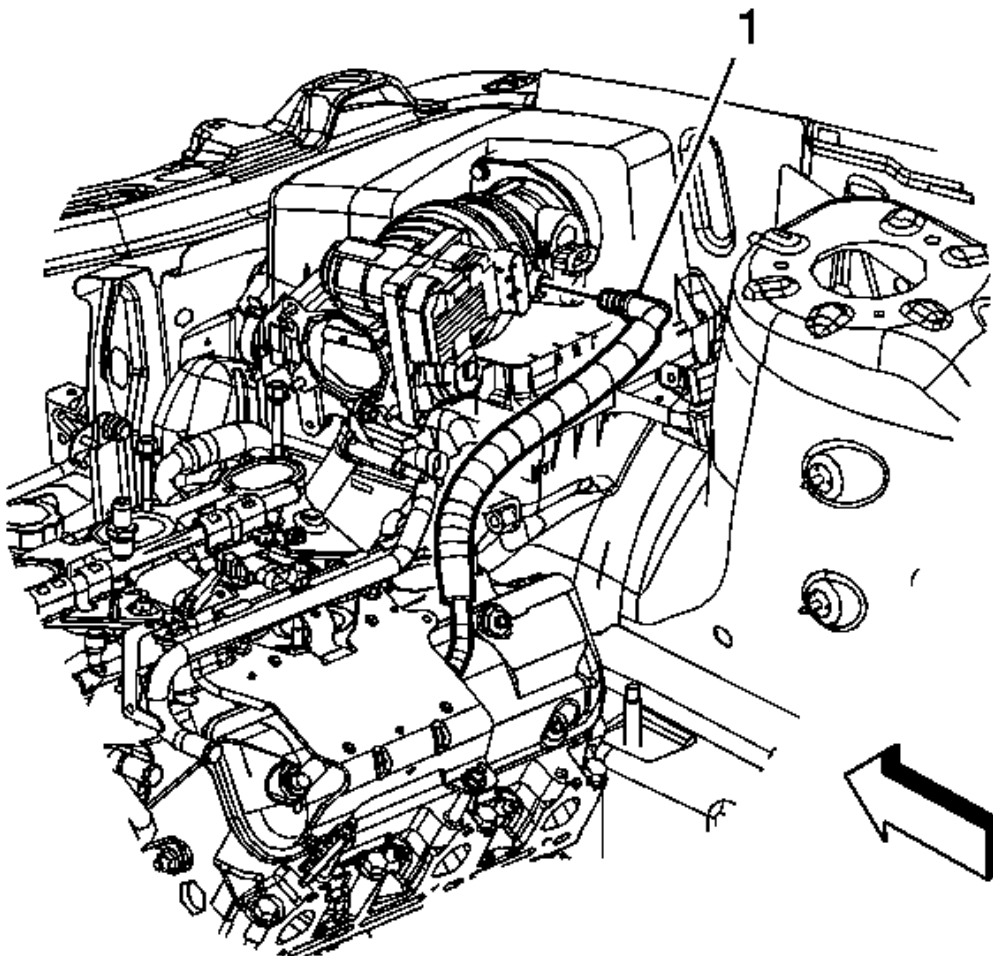


Fig. 103: View Of PCV Fresh Air Pipe At Air Cleaner Duct
Courtesy of GENERAL MOTORS CORP.

2. Disconnect the positive crankcase ventilation (PVC) fresh air pipe (1) from the air cleaner duct.

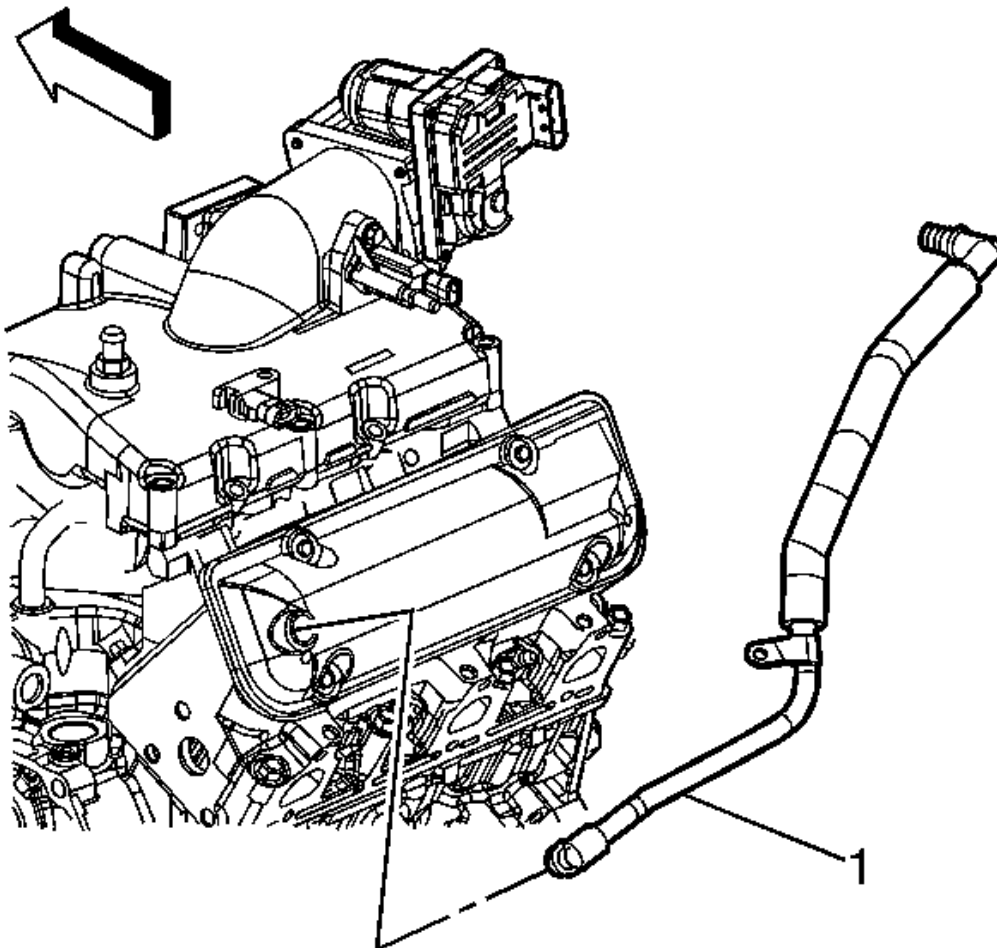


Fig. 104: Identifying PCV Fresh Air Pipe At Valve Cover
Courtesy of GENERAL MOTORS CORP.

3. Disconnect the PVC fresh air pipe (1) from the valve cover.

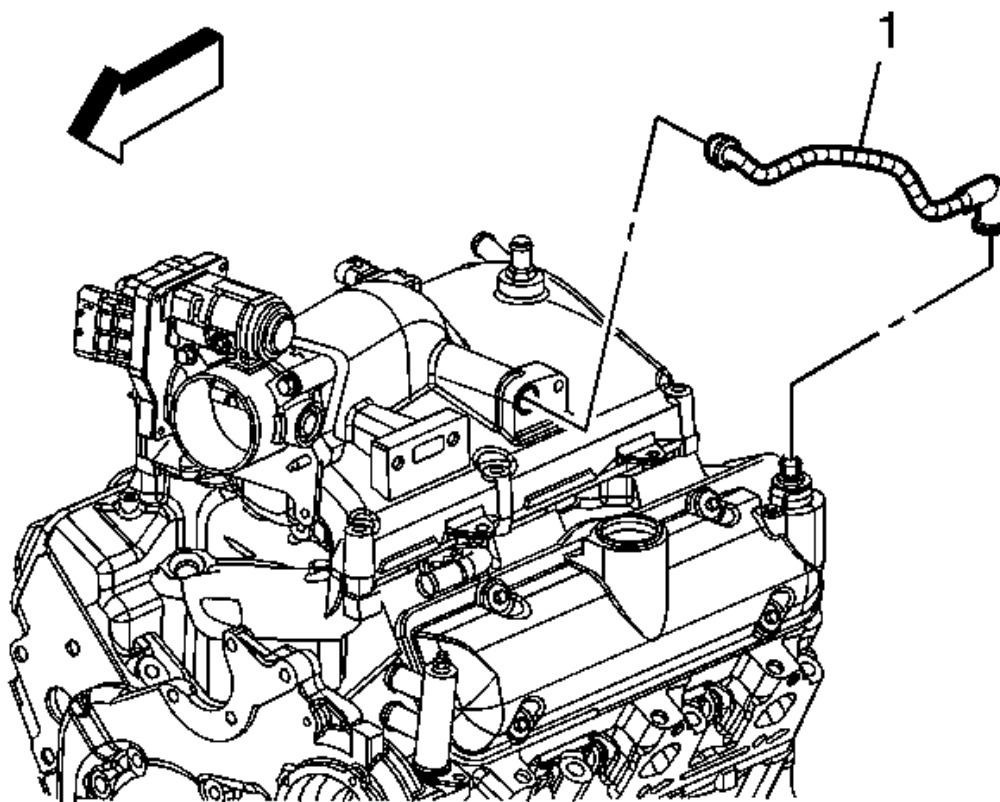


Fig. 105: Identifying PCV Foul Air Pipe
Courtesy of GENERAL MOTORS CORP.

4. Disconnect the PVC foul air pipe (1) from the intake manifold.

Installation Procedure

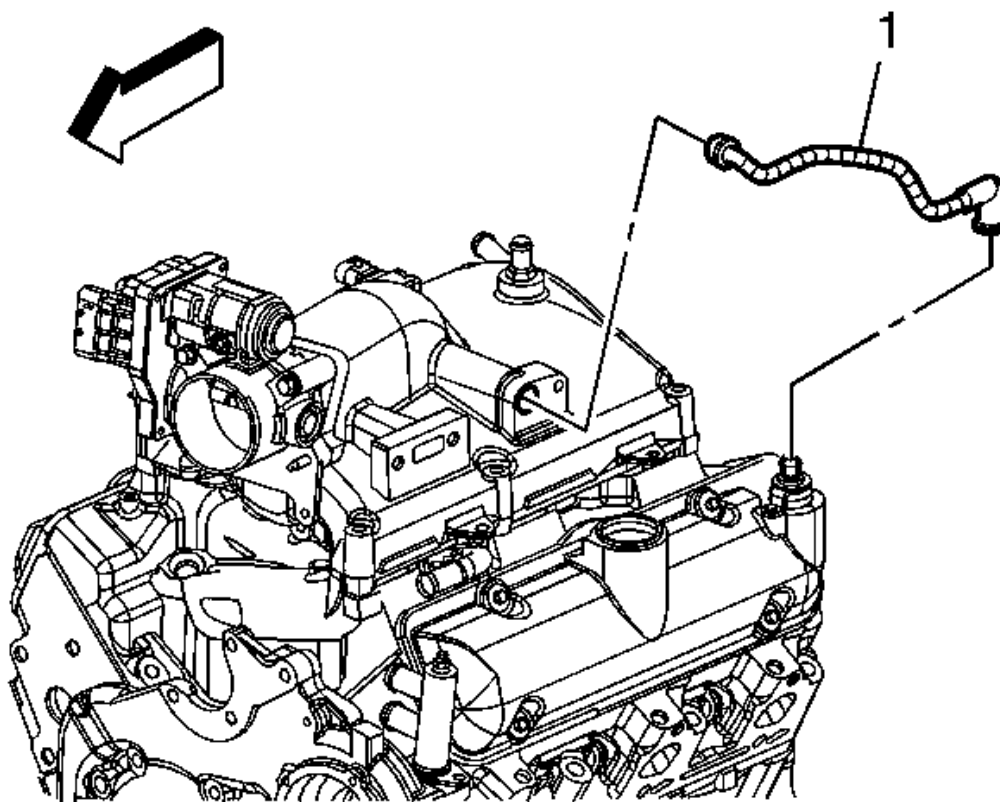


Fig. 106: Identifying PCV Foul Air Pipe
Courtesy of GENERAL MOTORS CORP.

1. Connect the PVC foul air pipe (1) to the PVC valve.

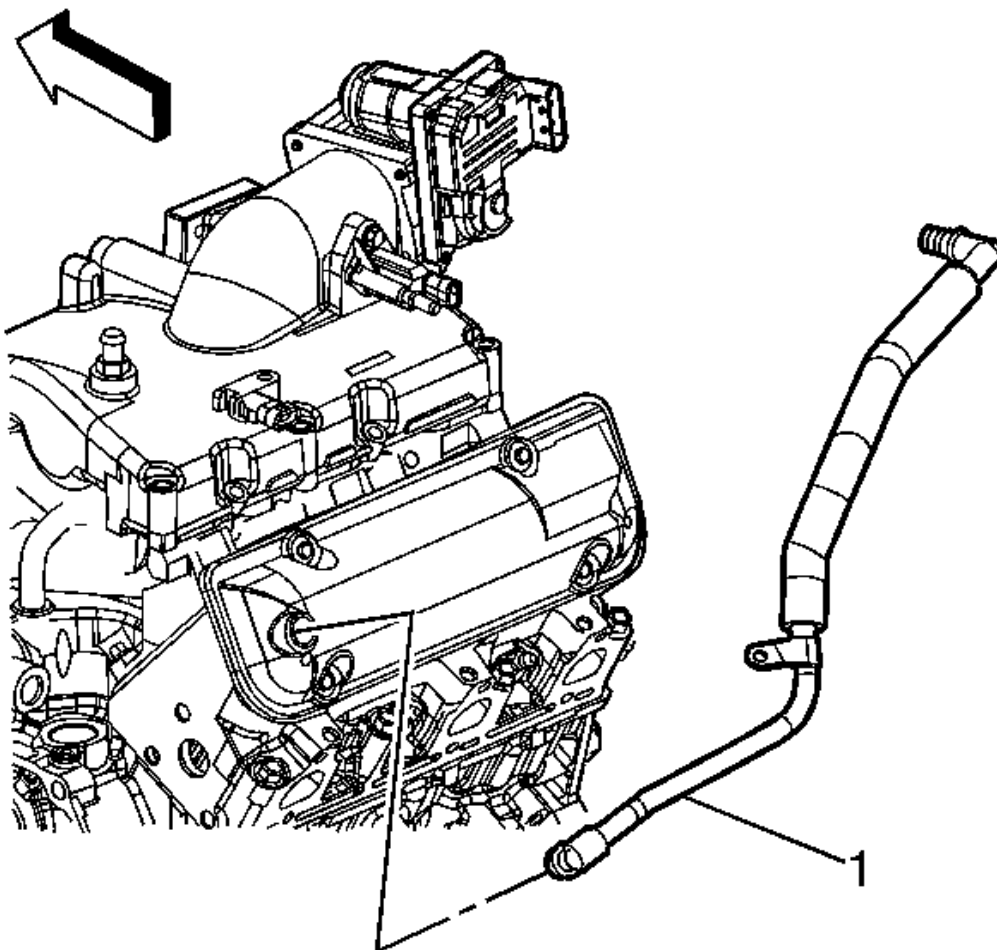


Fig. 107: Identifying PCV Fresh Air Pipe At Valve Cover
Courtesy of GENERAL MOTORS CORP.

2. Connect the PVC fresh air pipe (1) to the valve cover.

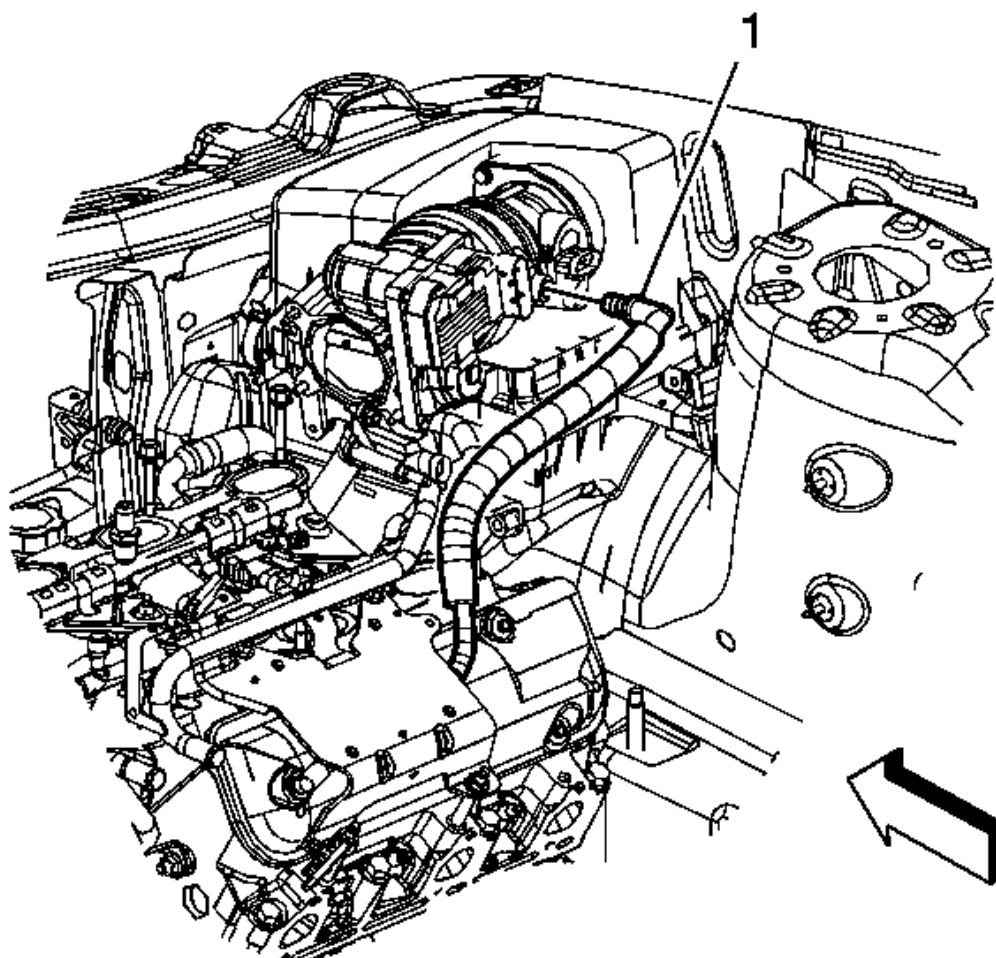


Fig. 108: View Of PCV Fresh Air Pipe At Air Cleaner Duct
Courtesy of GENERAL MOTORS CORP.

3. Connect the PVC fresh air pipe (1) to the air cleaner duct.
4. Install the fuel injector sight shield. Refer to **Fuel Injector Sight Shield Replacement**.

VALVE ROCKER ARM COVER REPLACEMENT - LEFT SIDE

Removal Procedure

1. Remove the fuel injector sight shield. Refer to **Fuel Injector Sight Shield Replacement**.

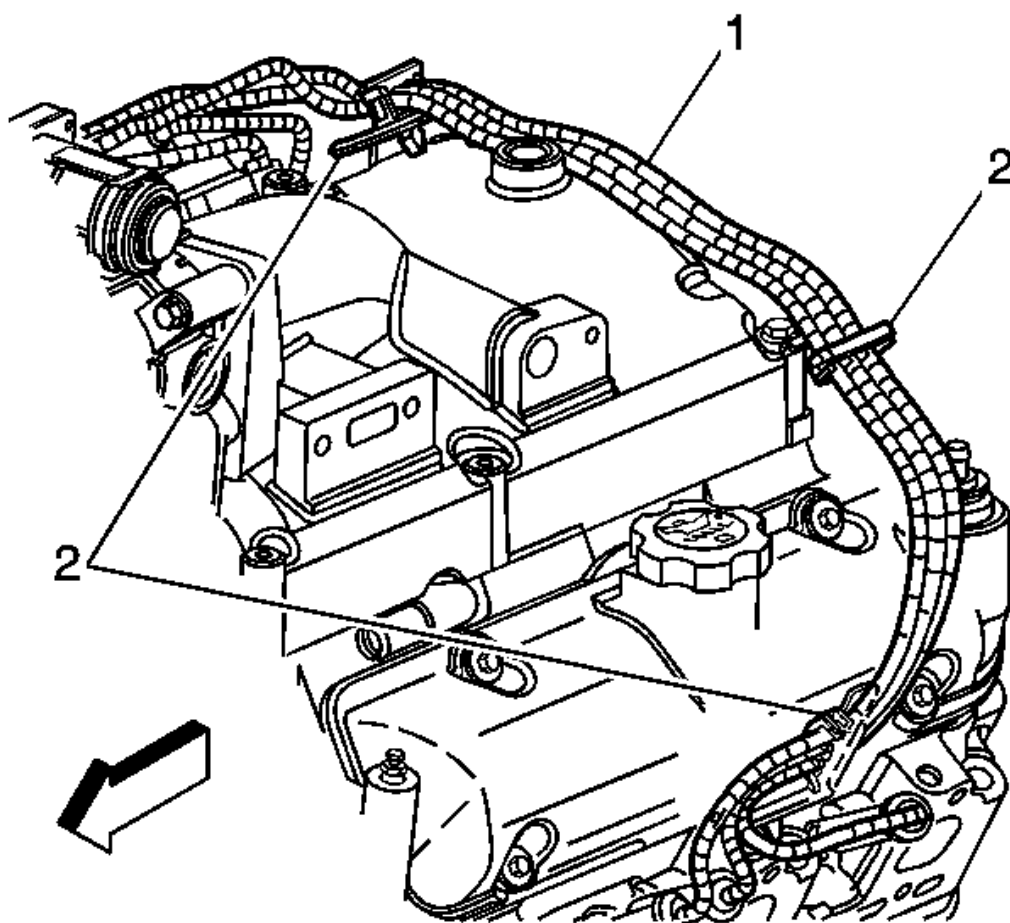


Fig. 109: View Of Left Side Spark Plug Wires & Retainers
Courtesy of GENERAL MOTORS CORP.

2. Disconnect the left side spark plug wires (1) from the retainers (2).

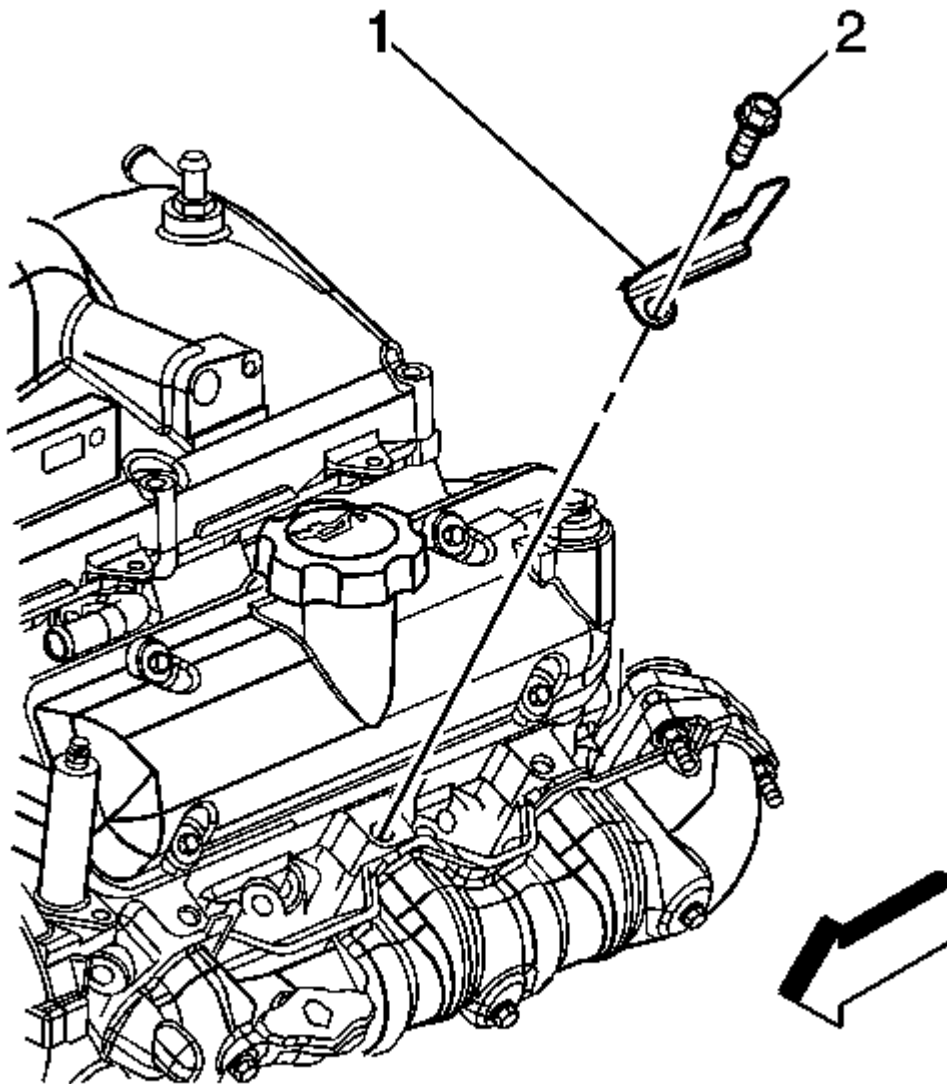


Fig. 110: View Of Spark Plug Wire Support & Bolt
Courtesy of GENERAL MOTORS CORP.

3. Remove the bolt (2) and the spark plug wire support (1).

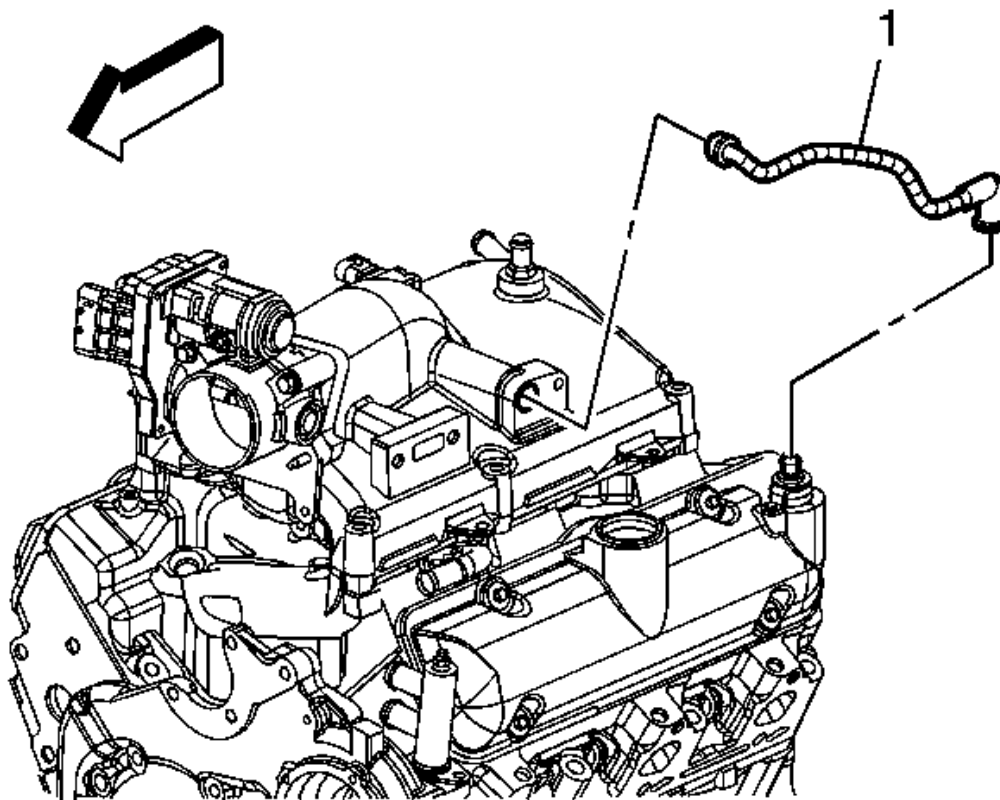


Fig. 111: Identifying PCV Foul Air Pipe
Courtesy of GENERAL MOTORS CORP.

4. Disconnect the positive crankcase ventilation (PCV) foul air pipe (1) from the PCV valve.

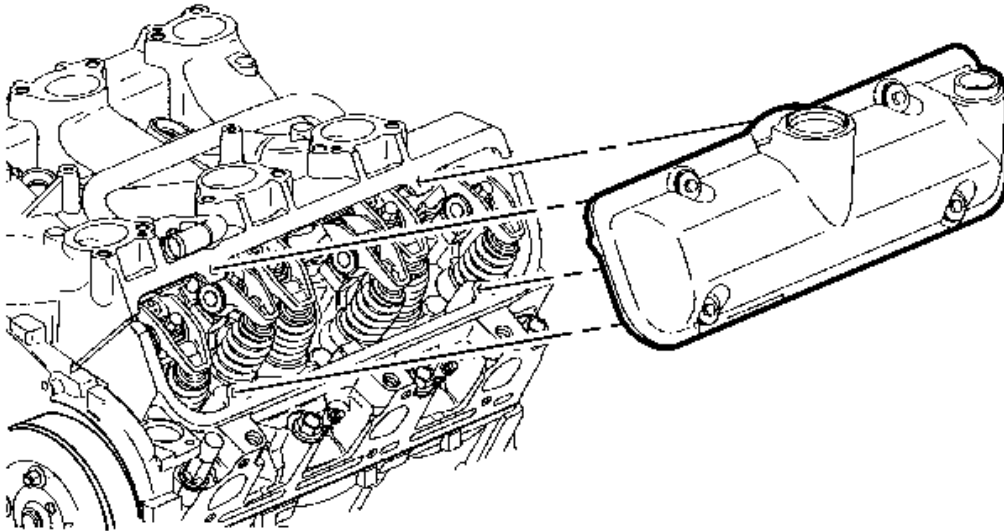


Fig. 112: View Of Valve Rocker Arm Cover - Left
Courtesy of GENERAL MOTORS CORP.

CAUTION: Valve rocker arm cover gasket and sealant must be carefully trimmed away from lower intake manifold gasket. Failure to do so will damage the lower intake manifold gasket, causing a severe oil leak.

5. Loosen the valve rocker arm cover bolts.

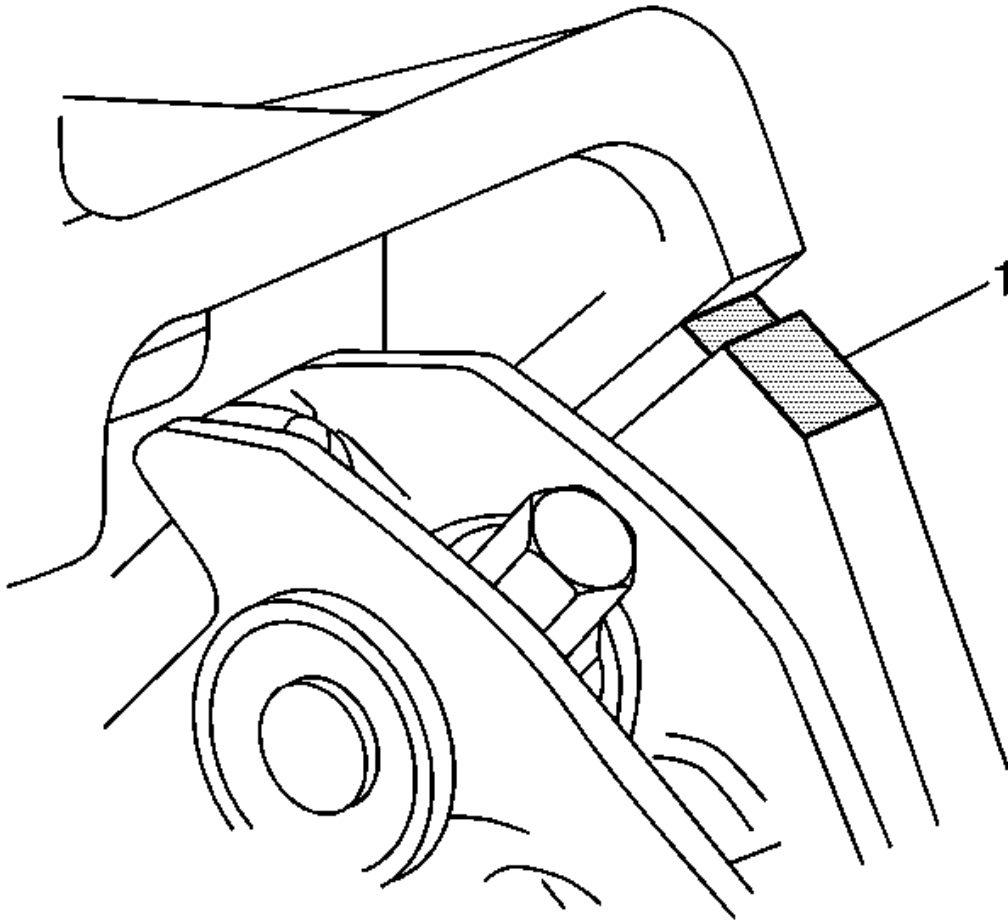


Fig. 113: Identifying Cylinder Head To Lower Intake Manifold Joint
Courtesy of GENERAL MOTORS CORP.

NOTE: When removing the valve rocker arm cover, ensure the gasket stays in place attached to the cylinder head.

6. Remove the valve rocker arm cover.

Bump the end of the valve rocker arm cover with the palm of your hand or a soft rubber mallet if the cover adheres to the cylinder head.

7. Trim the valve cover gasket and sealant away from the lower intake manifold gasket at the cylinder head to the lower intake manifold joints (1).
8. Remove the rocker arm cover gasket.

9. Clean the sealing surface on the cylinder head with degreaser.
10. Clean the valve rocker arm cover. Refer to Valve Rocker Arm Cover Cleaning and Inspection.

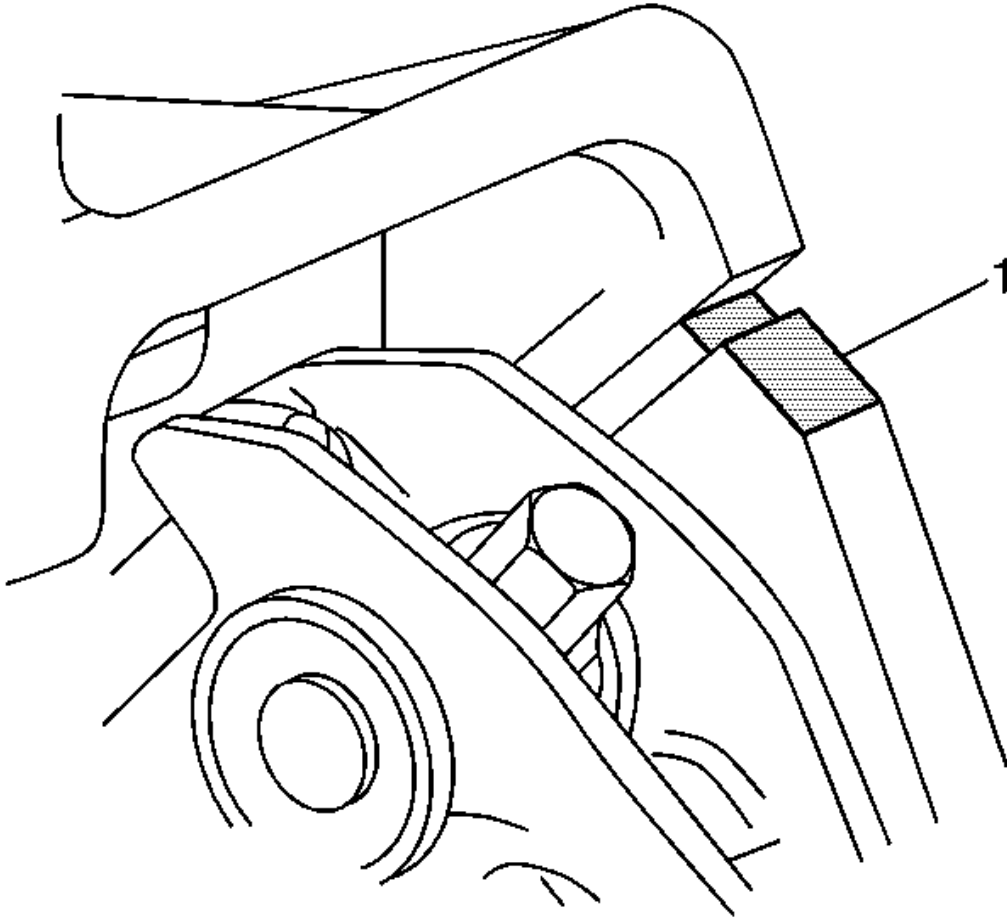
Installation Procedure

Fig. 114: Identifying Cylinder Head To Lower Intake Manifold Joint
Courtesy of GENERAL MOTORS CORP.

NOTE: All gasket mating surfaces need to be free of oil and foreign material. Refer to Adhesives, Fluids, Lubricants, and Sealers for the correct part number to use to clean surfaces.

NOTE: Apply sealant at the cylinder head to lower intake manifold joint. Refer to Adhesives, Fluids, Lubricants, and Sealers for the correct part number.

1. Apply sealant at the cylinder head to lower intake manifold joints (1).

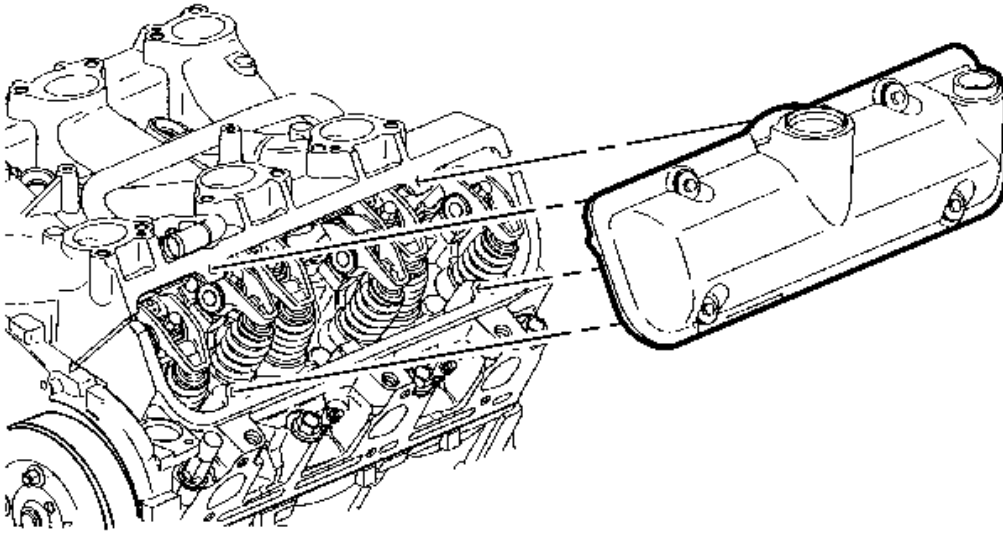


Fig. 115: View Of Valve Rocker Arm Cover - Left
Courtesy of GENERAL MOTORS CORP.

2. Install a new gasket to the valve rocker arm cover. Ensure the gasket is properly seated in the groove of the valve rocker arm cover.

CAUTION: Refer to Fastener Caution .

3. Install the valve rocker arm cover and tighten the bolts to 10 N.m (89 lb in).

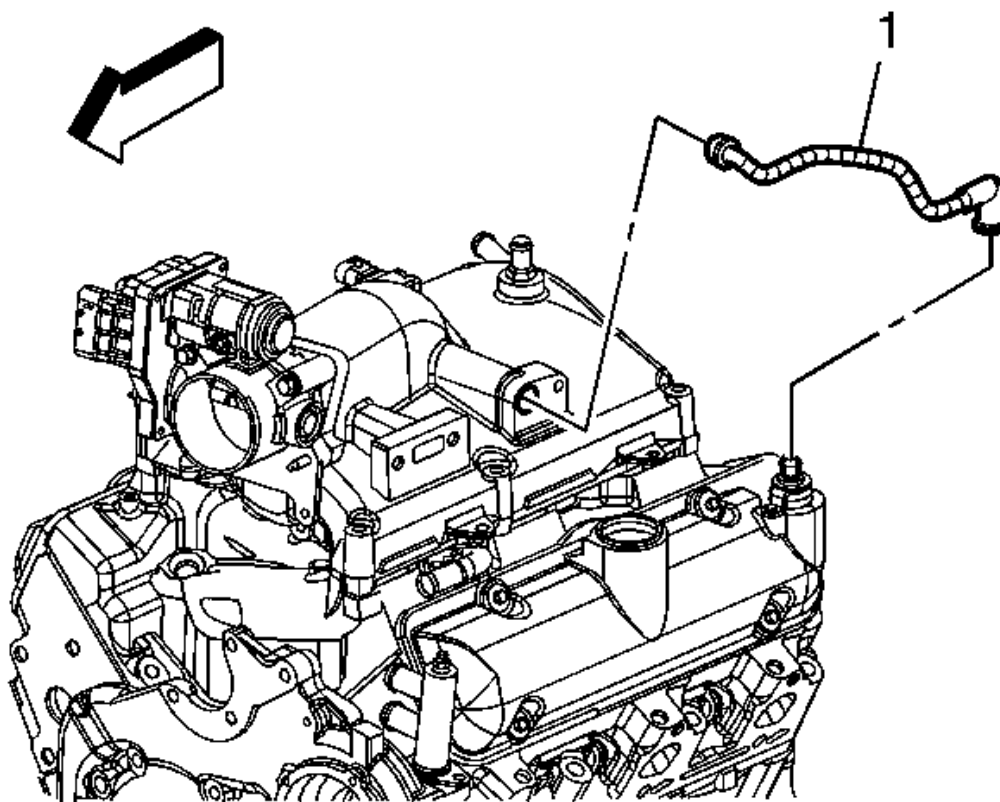


Fig. 116: Identifying PCV Foul Air Pipe
Courtesy of GENERAL MOTORS CORP.

4. Connect the PCV foul air pipe (1) to the PCV valve.

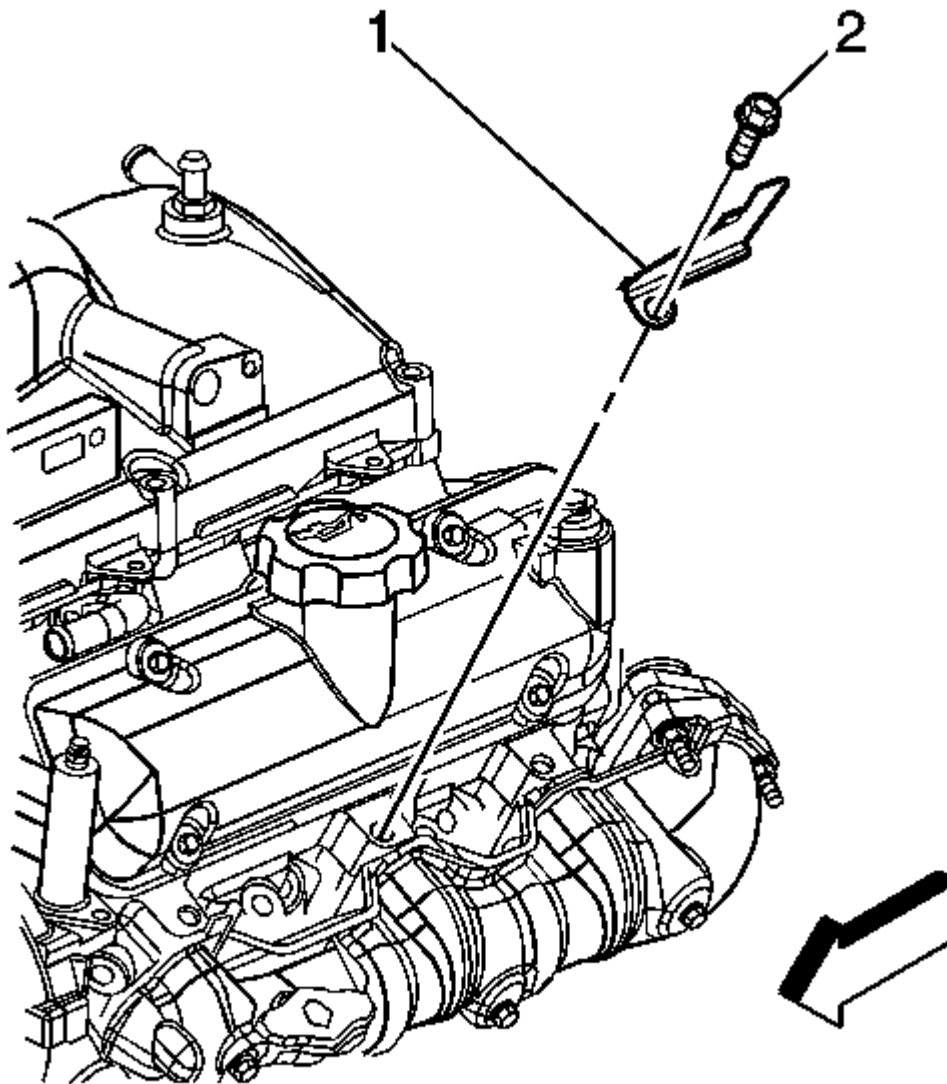


Fig. 117: View Of Spark Plug Wire Support & Bolt
Courtesy of GENERAL MOTORS CORP.

5. Install the spark plug wire support (1) and bolt (2) and tighten the bolt to 25 N.m (18 lb ft).

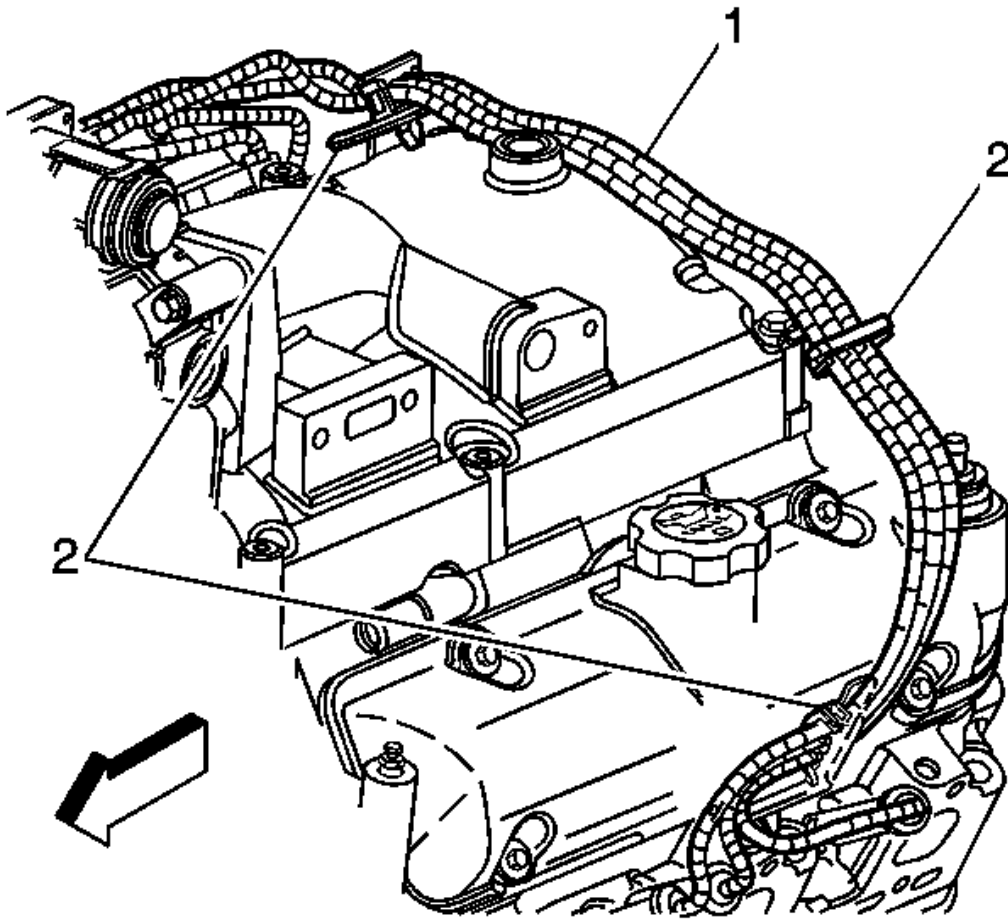


Fig. 118: View Of Left Side Spark Plug Wires & Retainers
Courtesy of GENERAL MOTORS CORP.

6. Connect the left side spark plug wires (1) to the spark plug wire retainers (2).
7. Install the fuel injector sight shield. Refer to **Fuel Injector Sight Shield Replacement**.

VALVE ROCKER ARM COVER REPLACEMENT - RIGHT SIDE

Removal Procedure

1. Remove the fuel injector sight shield. Refer to **Fuel Injector Sight Shield Replacement**.
2. Remove the generator bracket. Refer to **Generator Bracket and Engine Lift Bracket Replacement (LNJ)**.
3. Remove the ignition control module bracket from the engine with the ignition control module and spark

plug wires still attached. Position out of the way. Refer to **Ignition Control Module Bracket Replacement** .

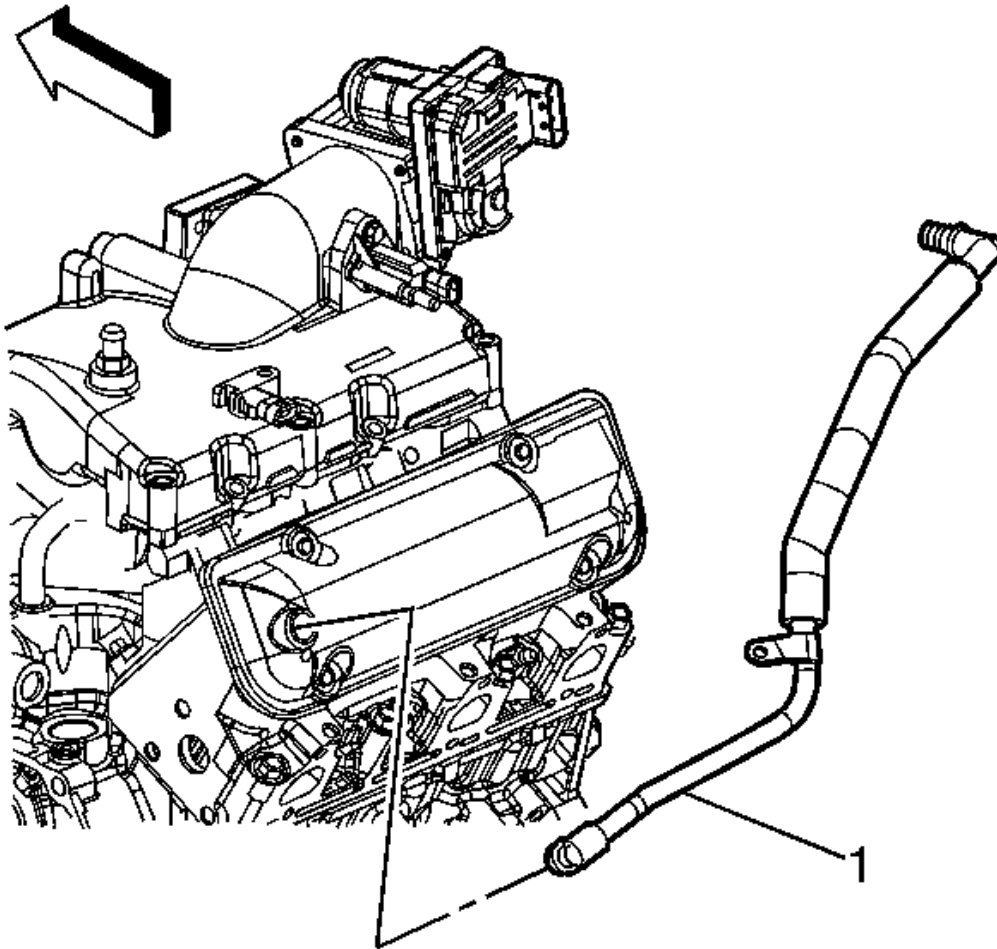


Fig. 119: Identifying PCV Fresh Air Pipe At Valve Cover
Courtesy of GENERAL MOTORS CORP.

4. Disconnect the positive crankcase ventilation (PCV) fresh air pipe (1) from the right valve rocker arm cover.

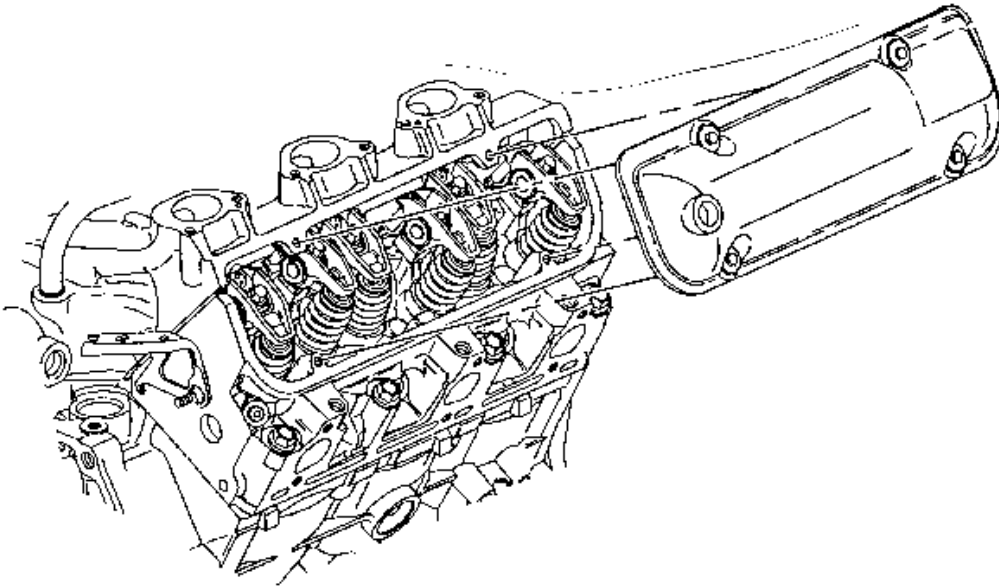


Fig. 120: View Of Valve Rocker Arm Cover - Right
Courtesy of GENERAL MOTORS CORP.

CAUTION: Valve rocker arm cover gasket and sealant must be carefully trimmed away from lower intake manifold gasket. Failure to do so will damage the lower intake manifold gasket, causing a severe oil leak.

5. Loosen the valve rocker arm cover bolts.

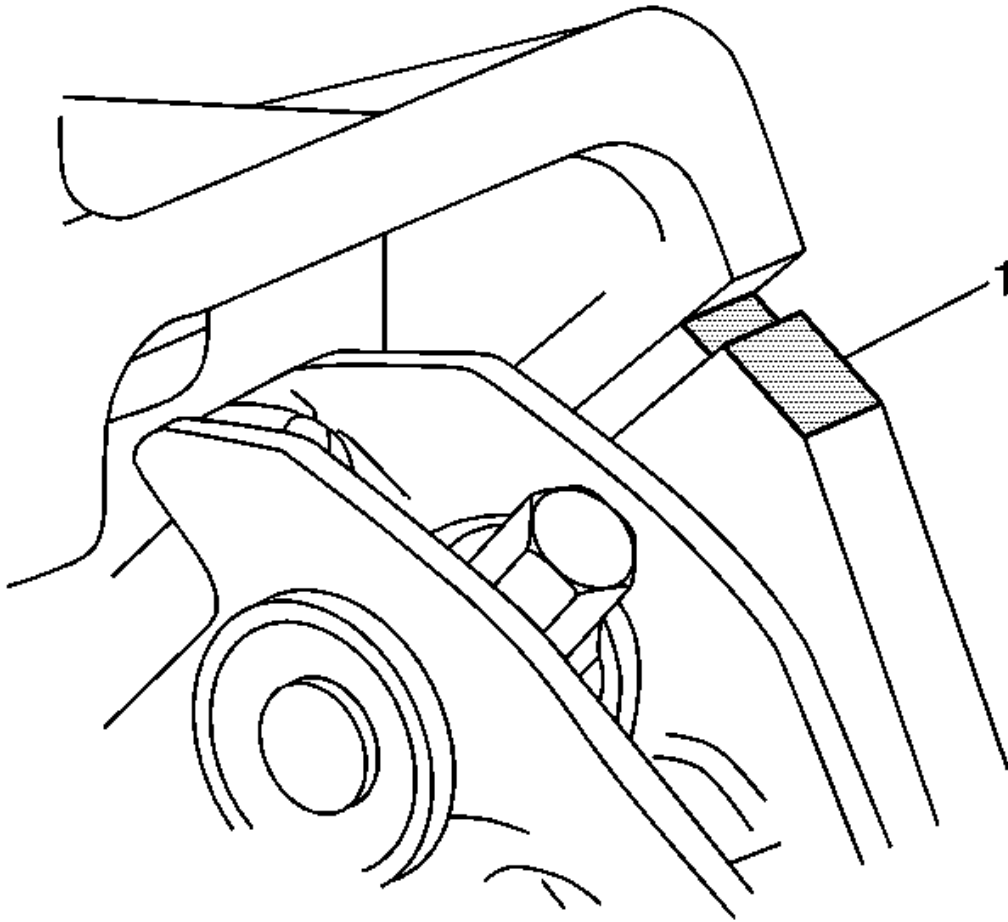


Fig. 121: Identifying Cylinder Head To Lower Intake Manifold Joint
Courtesy of GENERAL MOTORS CORP.

NOTE: When removing the valve rocker arm cover, ensure the gasket stays in place attached to the cylinder head.

6. Remove the valve rocker arm cover.

Bump the end of the valve rocker arm cover with the palm of your hand or a soft rubber mallet if the cover adheres to the cylinder head.

7. Trim the valve cover gasket and sealant away from the lower intake manifold gasket at the cylinder head to lower intake manifold joints (1).
8. Remove the valve rocker arm cover gasket.

9. Clean the sealing surface on the cylinder head with degreaser.
10. Clean the valve rocker arm cover. Refer to **Valve Rocker Arm Cover Cleaning and Inspection**.

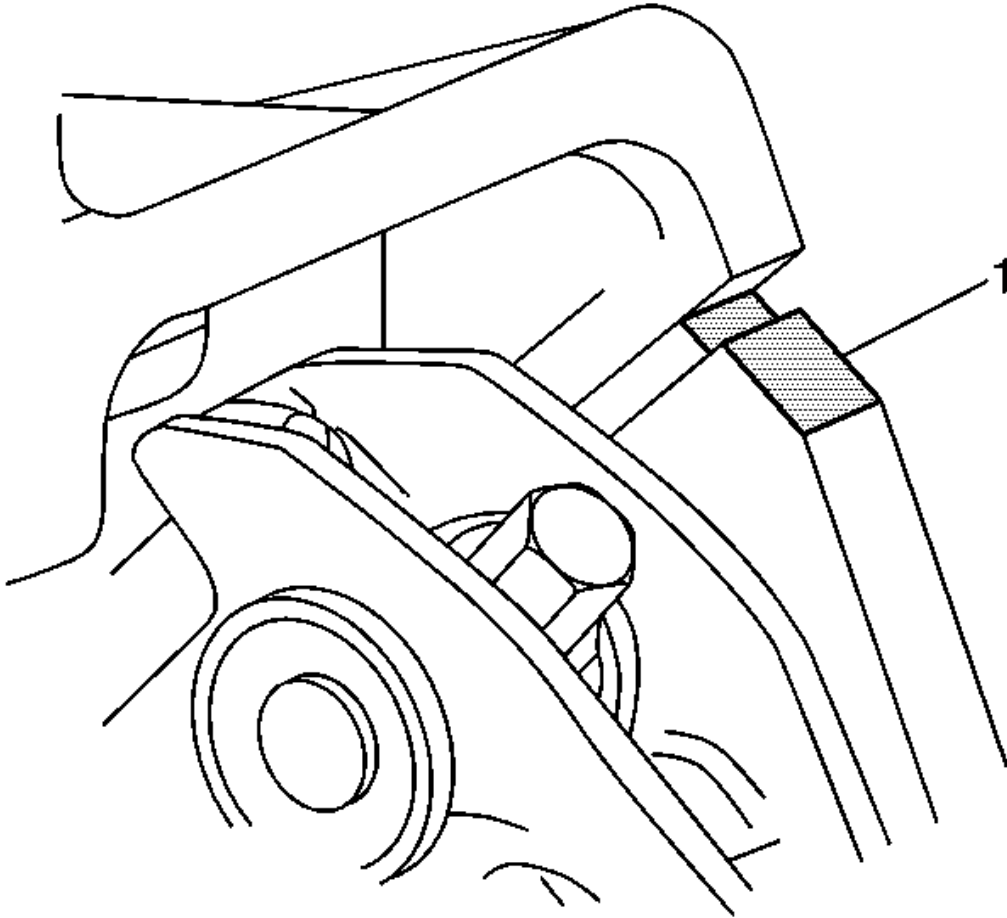
Installation Procedure

Fig. 122: Identifying Cylinder Head To Lower Intake Manifold Joint
Courtesy of GENERAL MOTORS CORP.

NOTE: All gasket mating surfaces need to be free of oil and foreign material. Refer to **Adhesives, Fluids, Lubricants, and Sealers** for the correct part number to use to clean surfaces.

NOTE: Apply sealer at the cylinder head to lower intake manifold joint. Refer to **Adhesives, Fluids, Lubricants, and Sealers** for the correct part number.

1. Apply sealant at the cylinder head to lower intake manifold joints (1).

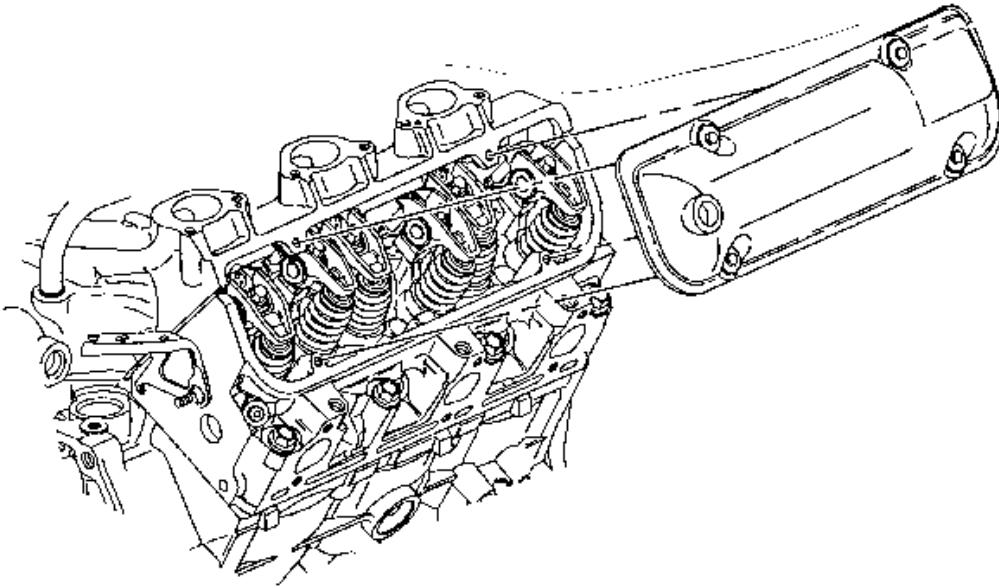


Fig. 123: View Of Valve Rocker Arm Cover - Right
Courtesy of GENERAL MOTORS CORP.

2. Install a new gasket to the valve rocker arm cover. Ensure the gasket is properly seated in the groove of the valve rocker arm cover.

CAUTION: Refer to Fastener Caution .

3. Install the valve rocker arm cover and tighten the bolts to 10 N.m (89 lb in).

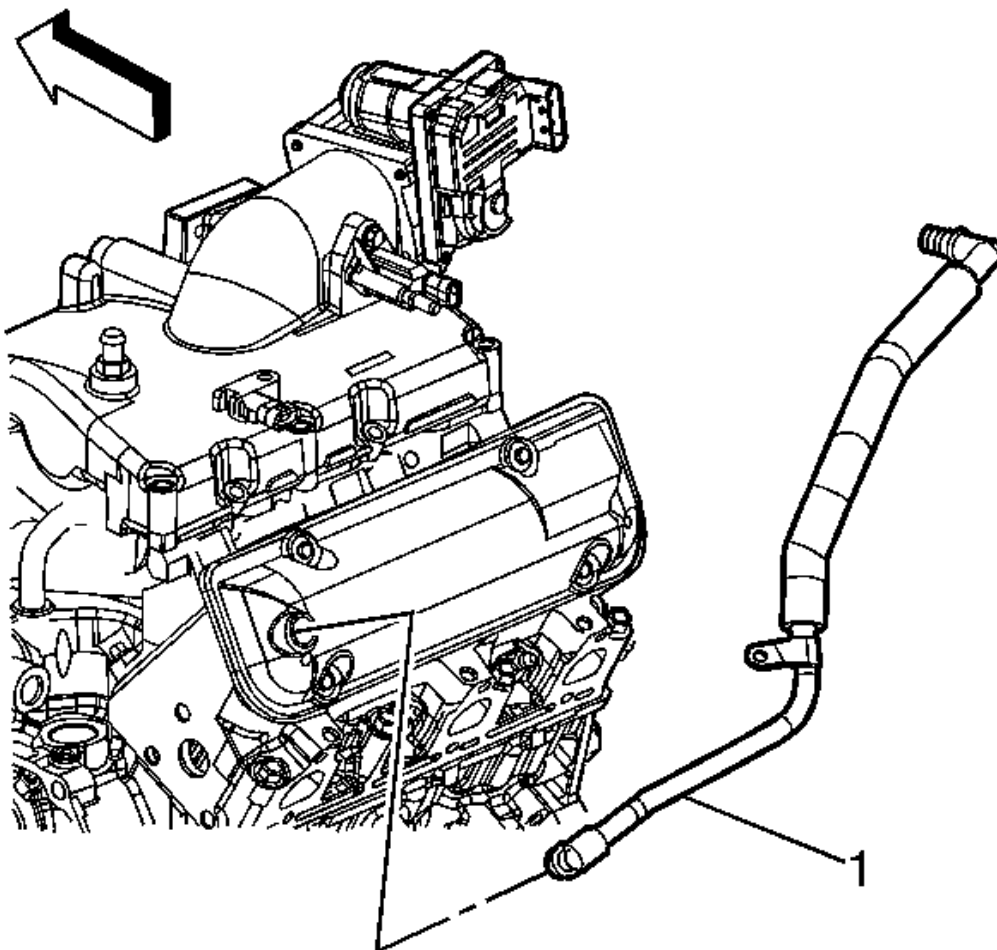


Fig. 124: Identifying PCV Fresh Air Pipe At Valve Cover
 Courtesy of GENERAL MOTORS CORP.

4. Connect the PCV fresh air pipe (1) to the right valve rocker arm cover.
5. Install the ignition control module bracket with the ignition control module and spark plug wired still attached. Refer to **Ignition Control Module Bracket Replacement** .
6. Install the generator bracket. Refer to **Generator Bracket and Engine Lift Bracket Replacement (LNJ)** .
7. Install the fuel injector sight shield. Refer to **Fuel Injector Sight Shield Replacement**.

VALVE ROCKER ARM AND PUSH ROD REPLACEMENT

Removal Procedure

1. Remove the valve rocker arm cover(s). Refer to **Valve Rocker Arm Cover Replacement - Left Side** and/or **Valve Rocker Arm Cover Replacement - Right Side**.

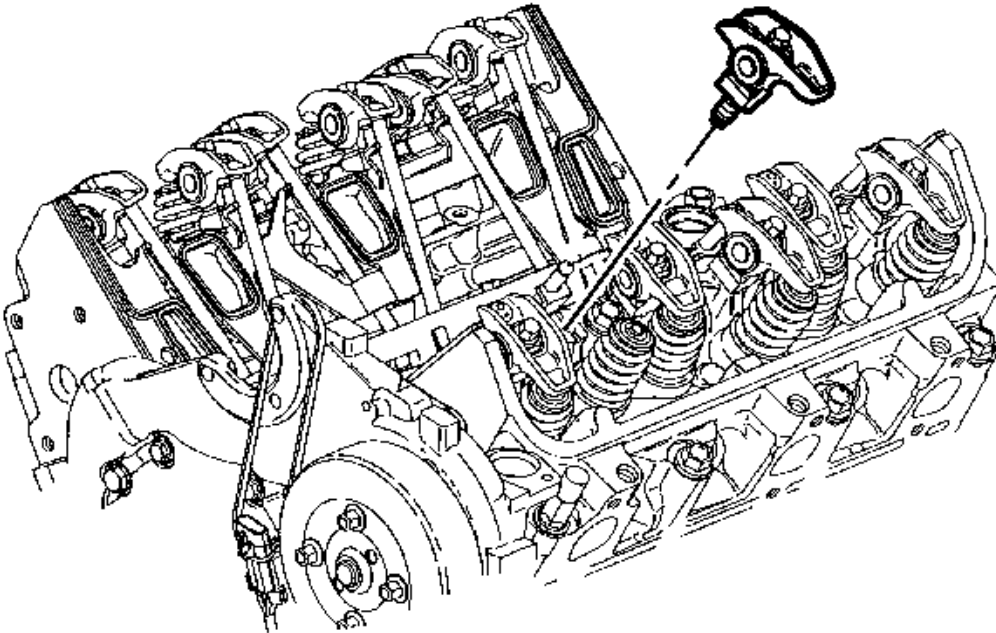


Fig. 125: View Of Valve Rocker Arm
Courtesy of GENERAL MOTORS CORP.

2. Remove the rocker arm bolt(s).
3. Remove the valve rocker arm(s) and the pushrod(s).

Installation Procedure

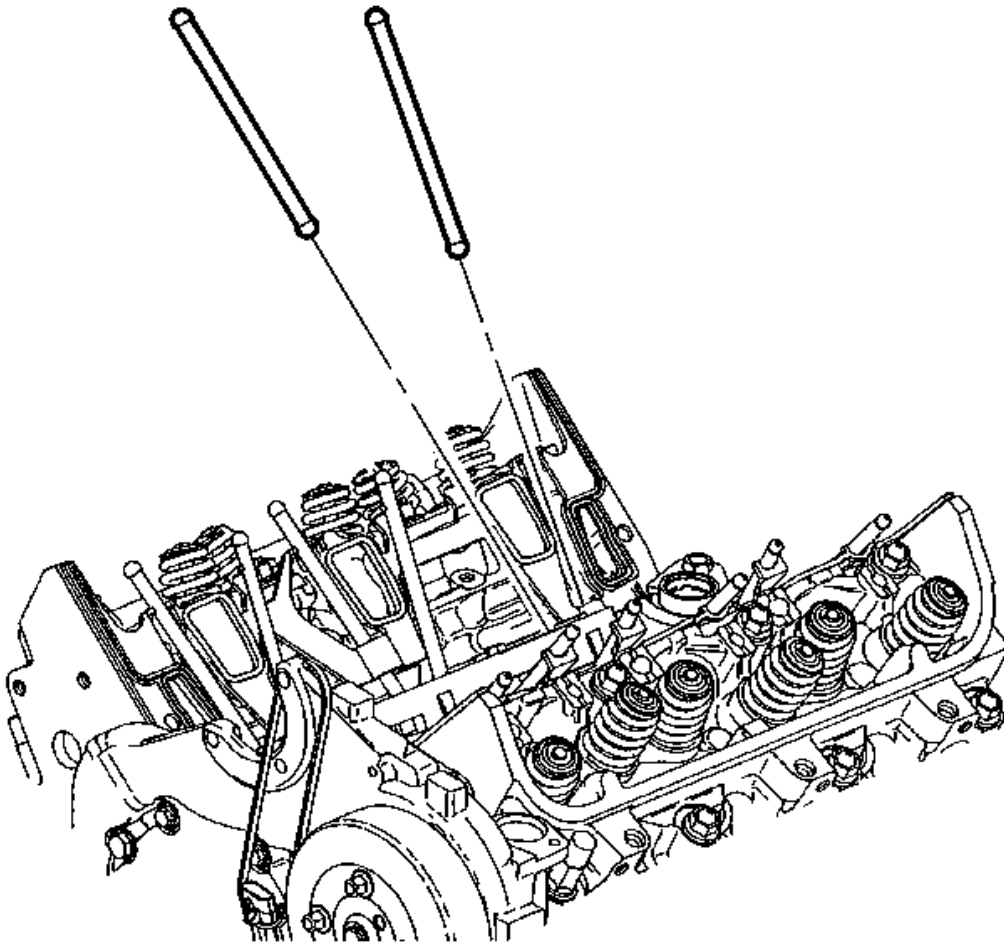


Fig. 126: Removing/Installing Push Rods
Courtesy of GENERAL MOTORS CORP.

1. Coat the ends of the push rods using prelube GM P/N 1052367 (Canadian P/N 992869) or the equivalent.

NOTE: **The intake valve push rods measure 146.0 mm (5.75 in) in length. The exhaust valve push rods measure 152.5 mm (6.0 in) in length.**

2. Install the push rods in their original location.

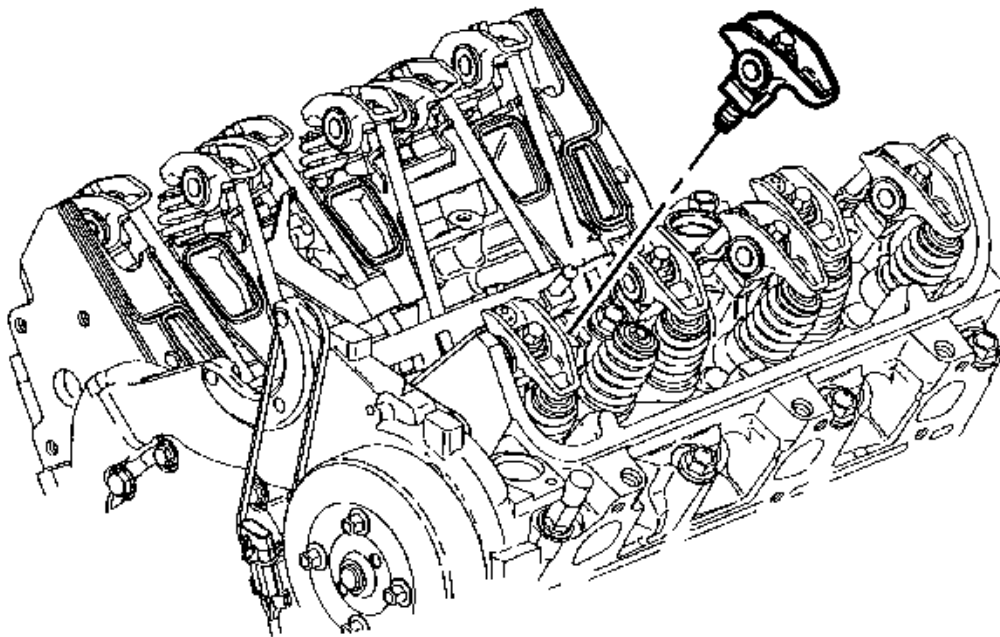


Fig. 127: View Of Valve Rocker Arm
Courtesy of GENERAL MOTORS CORP.

3. Coat the rocker arm friction surfaces using prelude GM P/N 1052367 (Canadian P/N 992869) or the equivalent.

NOTE: Shims may be required under the valve rocker arm pedestals if reconditioning has been performed on the cylinder head or its components.

4. Install the valve rocker arms in their original positions.

CAUTION: Refer to Fastener Caution .

5. Install the valve rocker arm bolts and tighten to 32 N.m (24 lb ft).
6. Install the valve rocker arm cover(s). Refer to Valve Rocker Arm Cover Replacement - Left Side and/or Valve Rocker Arm Cover Replacement - Right Side.

VALVE STEM OIL SEAL AND VALVE SPRING REPLACEMENT

Tools Required

- **J 22794** Spark Plug Port Adapter. See Special Tools.
- **J 38606** Valve Spring Compressor. See Special Tools.

Removal Procedure

1. Remove the rocker arm. Refer to Valve Rocker Arm and Push Rod Removal.
2. Remove the spark plug. Refer to Spark Plug Replacement.

IMPORTANT: Before you remove the valve keys, rotate the engine so that the piston in the cylinder you are working on is at (TDC) top dead center. This will eliminate the possibility of the valve accidentally falling inside the cylinder.

3. Install the **J 22794** into the spark plug port. See Special Tools. Apply compressed air in order to hold the valves in place.

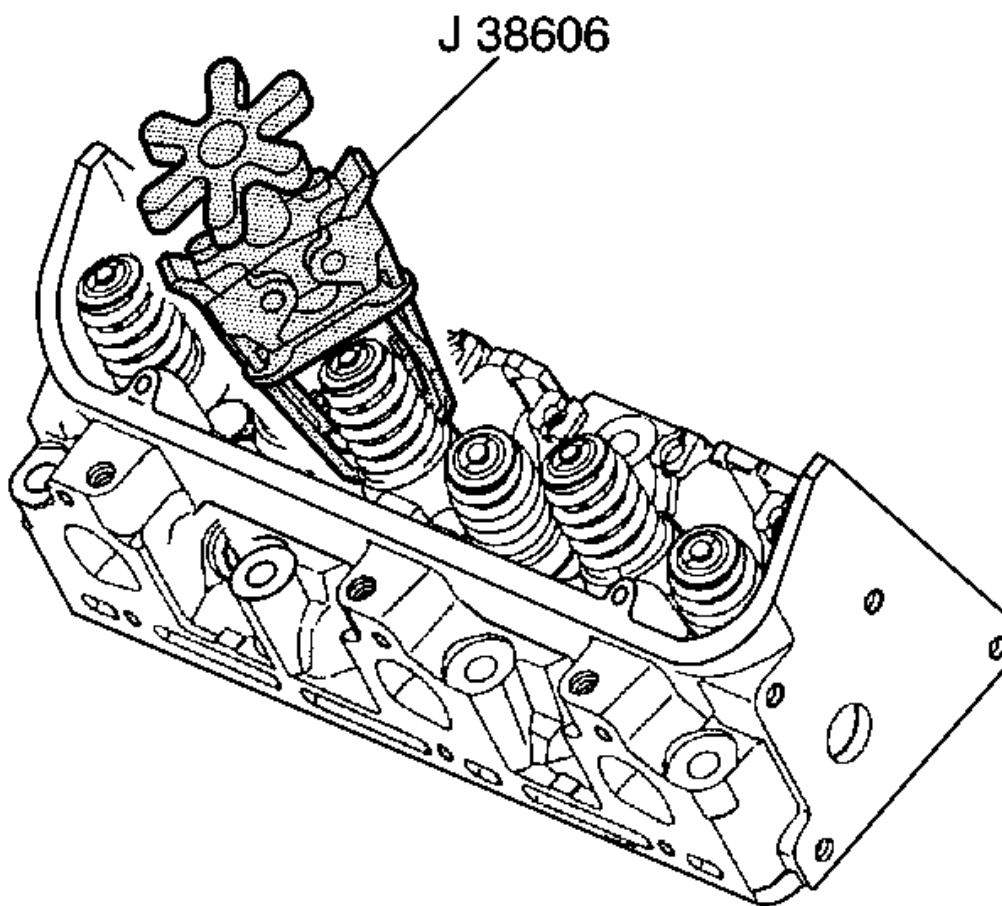


Fig. 128: Compressing Valve Springs
Courtesy of GENERAL MOTORS CORP.

4. Compress the valve spring with the **J 38606** . See **Special Tools**.

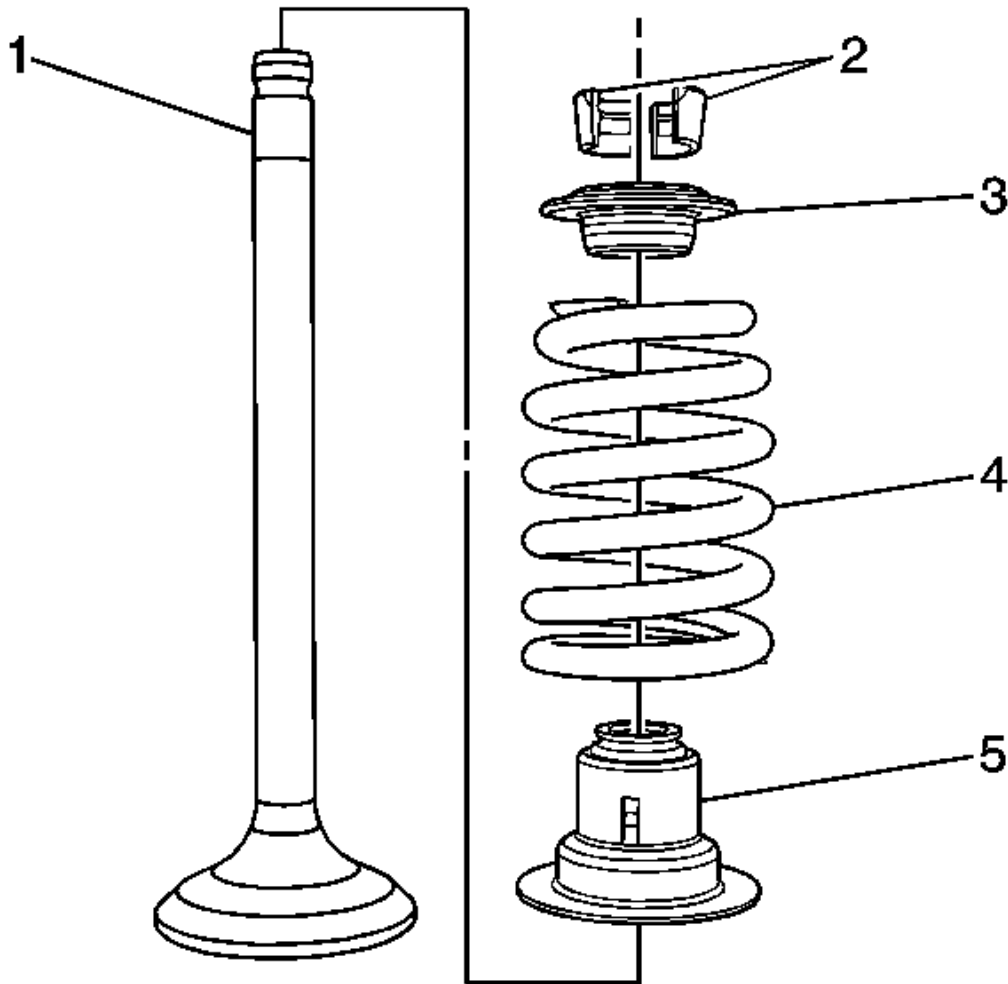


Fig. 129: View Of Valve, Keys, Spring, Spring Cap & Valve Stem Oil Seal
Courtesy of GENERAL MOTORS CORP.

5. Remove the valve keys (2).
6. Remove the valve spring cap (3).
7. Remove the valve spring (4).
8. Inspect the valve spring for damage. Replace the spring if it is damaged.
9. Remove the spring seat/valve stem oil seal (5).

Installation Procedure

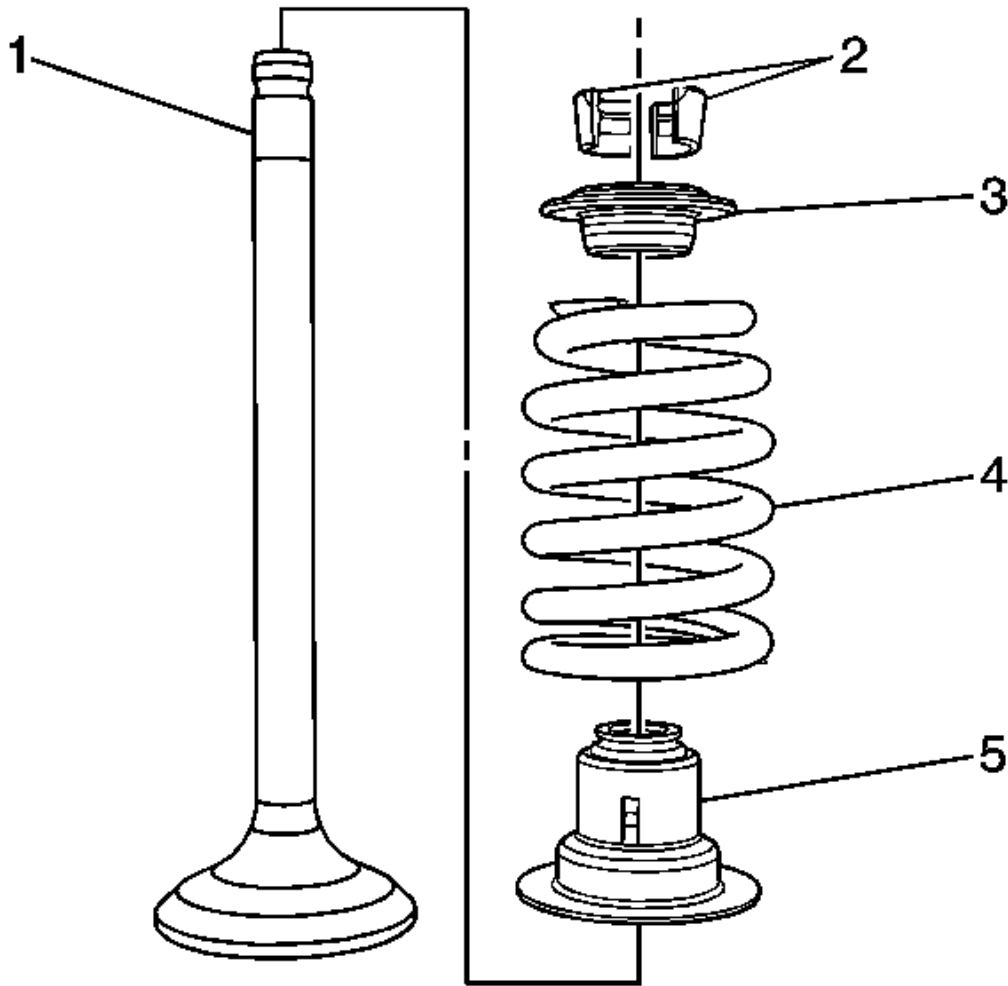


Fig. 130: View Of Valve, Keys, Spring, Spring Cap & Valve Stem Oil Seal
Courtesy of GENERAL MOTORS CORP.

1. Install the valve stem oil seal/spring seat (5).
 - Use a suitable driver.
 - Press over the valve guide boss.
2. Install the valve spring (4).
3. Install the valve spring cap (3).

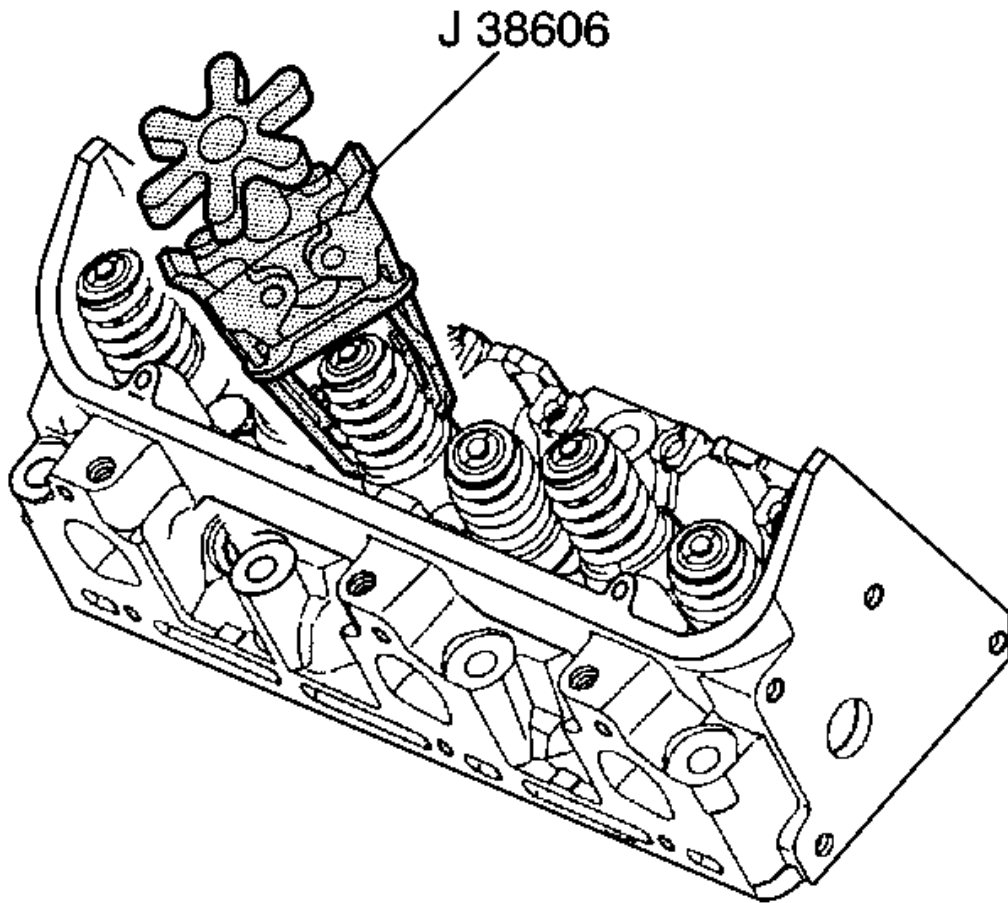


Fig. 131: Compressing Valve Springs
Courtesy of GENERAL MOTORS CORP.

4. Compress the valve spring using the **J 38606** .
5. Install the valve keys. If necessary, hold the valve keys in place with grease.
6. Remove the **J 38606** in order to release the valve spring.
7. Ensure that the valve keys are seated.
8. Release the air pressure and remove the **J 22794** . See Special Tools.
9. Install the valve rocker arm. Refer to Valve Rocker Arm and Push Rod Removal.
10. Install the spark plug. Refer to Spark Plug Replacement .

VALVE LIFTER REPLACEMENT

Removal Procedure

1. Remove the valve rocker arm cover. Refer to **Valve Rocker Arm Cover Replacement - Left Side** or **Valve Rocker Arm Cover Replacement - Right Side**.
2. Remove the lower intake manifold. Refer to **Lower Intake Manifold Replacement**.
3. Remove the valve rocker arms and pushrods. Refer to **Valve Rocker Arm and Push Rod Replacement**.

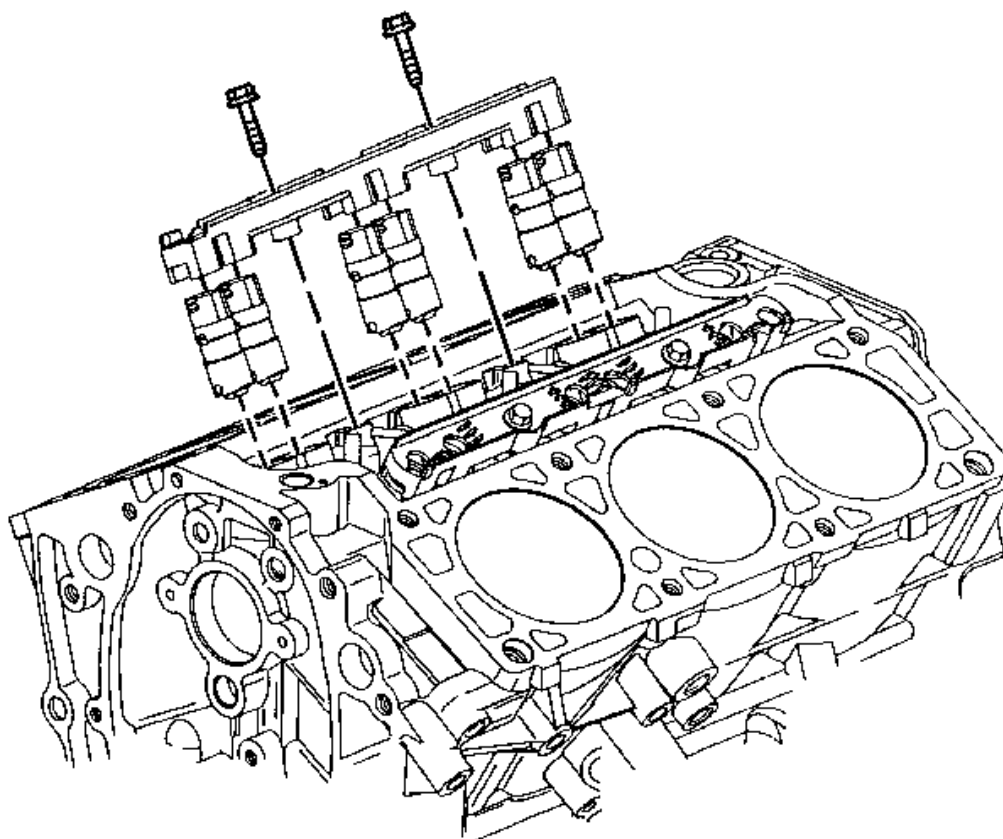


Fig. 132: View Of Lifter Guide

Courtesy of GENERAL MOTORS CORP.

4. Remove the lifter guide bolts.
5. Remove the lifter guide.

NOTE: Place the valve lifters in an organized order to ensure that they are installed in the same location from which they were removed.

6. Remove the lifters.

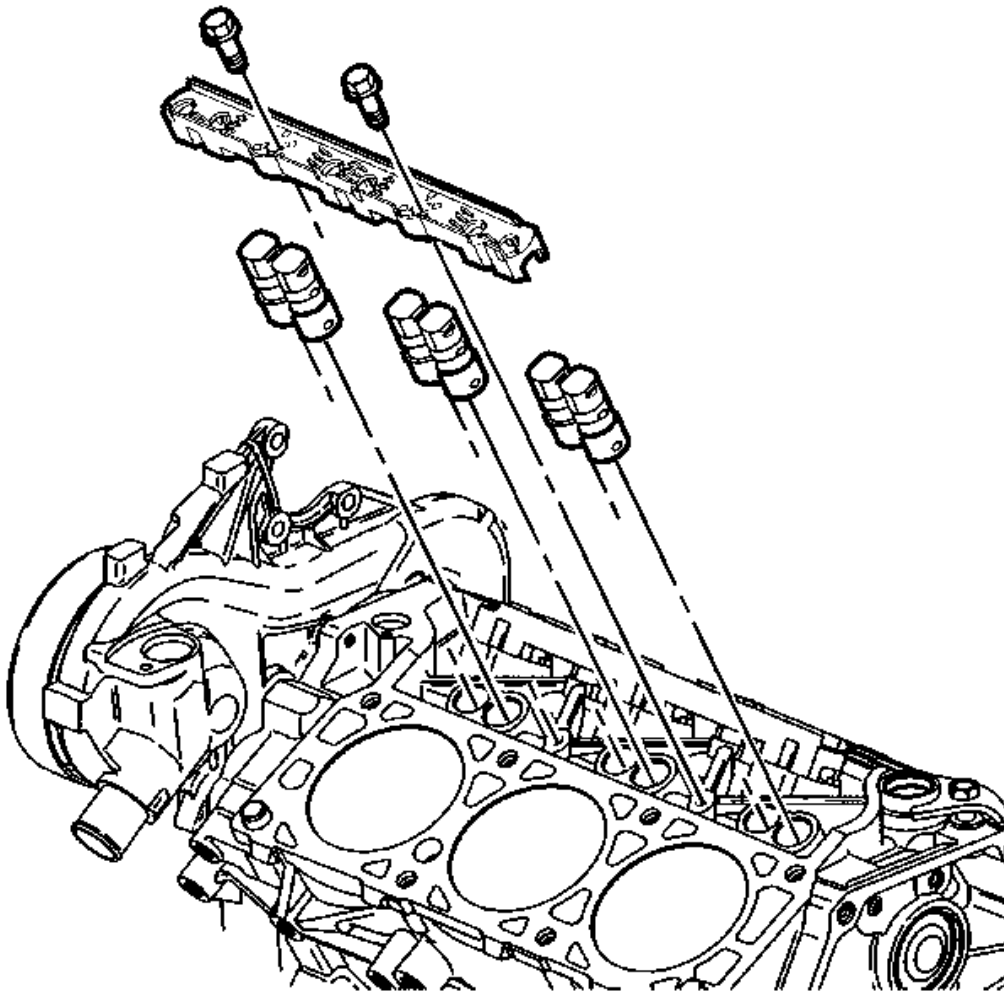
Installation Procedure

Fig. 133: View Of Valve Lifters & Lifter Guides
Courtesy of GENERAL MOTORS CORP.

1. Coat the valve lifters using prelube GM P/N 1052367 (Canadian P/N 992869) or the equivalent.
2. Install the valve lifters in their original locations.
3. Install the lifter guide.

CAUTION: Refer to Fastener Caution .

4. Apply threadlock GM P/N 12345382 (Canadian P/N 10953489) or the equivalent to the lifter guide bolt threads and install the bolts. Tighten the bolts to 10 N.m (89 lb in).
5. Install the valve rocker arms and pushrods. Refer to **Valve Rocker Arm and Push Rod Replacement**.
6. Install the lower intake manifold. Refer to **Lower Intake Manifold Replacement**.
7. Install the valve rocker arm cover. Refer to **Valve Rocker Arm Cover Replacement - Left Side** or **Valve Rocker Arm Cover Replacement - Right Side**.
8. Inspect for leaks.

CRANKSHAFT BALANCER REPLACEMENT

Special Tools

- **EN-49010** Flywheel Holding Tool. See **Special Tools**.
- **EN 46359** Puller End Protector. See **Special Tools**.
- **J 29113** Balancer and Crank Sprocket Puller. See **Special Tools**.
- **J 39914** Serpentine Belt Tensioner Unloader
- **J 41816-A** Crankshaft Balancer Remover. See **Special Tools**.
- **J 45059** Angle Meter

Removal Procedure

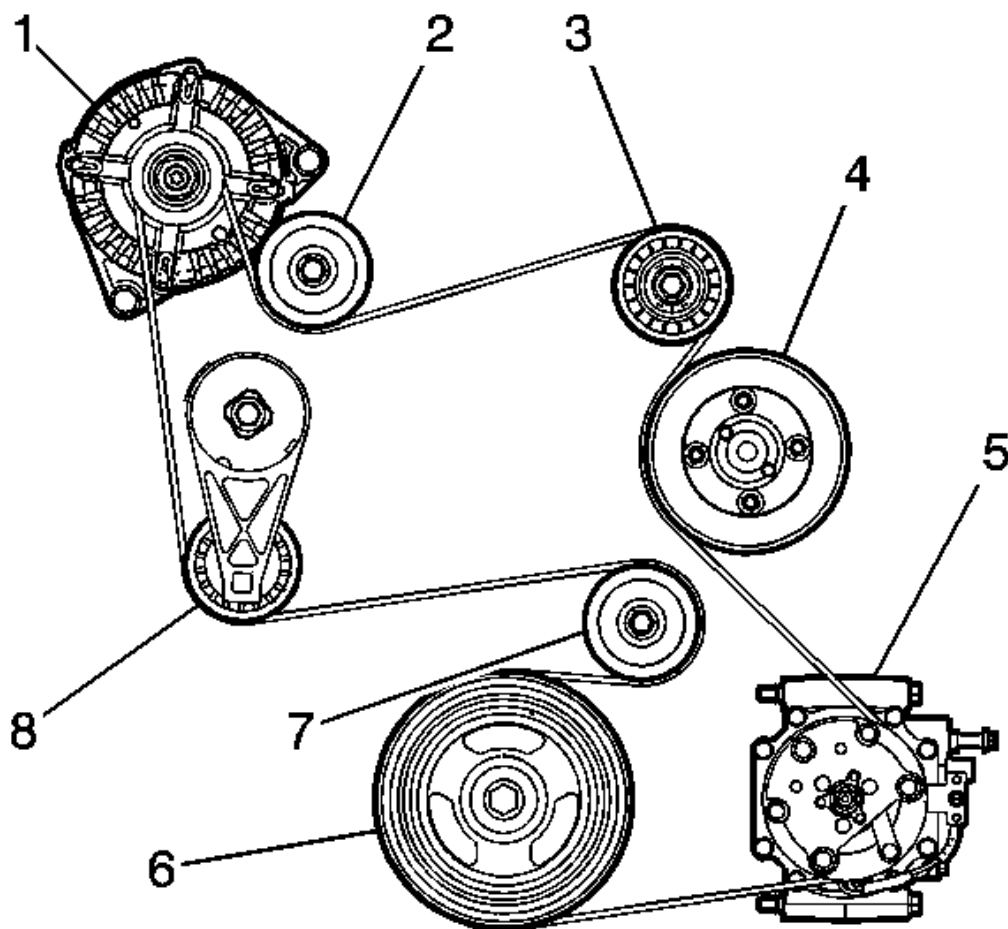


Fig. 134: View Of Drive Belt Routing
Courtesy of GENERAL MOTORS CORP.

1. Using **J 39914** rotate the drive belt tensioner (8) to release the tension on the drive belt.
2. Remove the drive belt from the right idler pulley (2).
3. Carefully release **J 39914** to relieve the drive belt tensioner spring tension.
4. Remove **J 39914** from the drive belt tensioner (8).
5. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .
6. Remove the right front wheel. Refer to **Tire and Wheel Removal and Installation** .
7. Remove the wheelhouse liner. Refer to **Engine Splash Shield Replacement** .

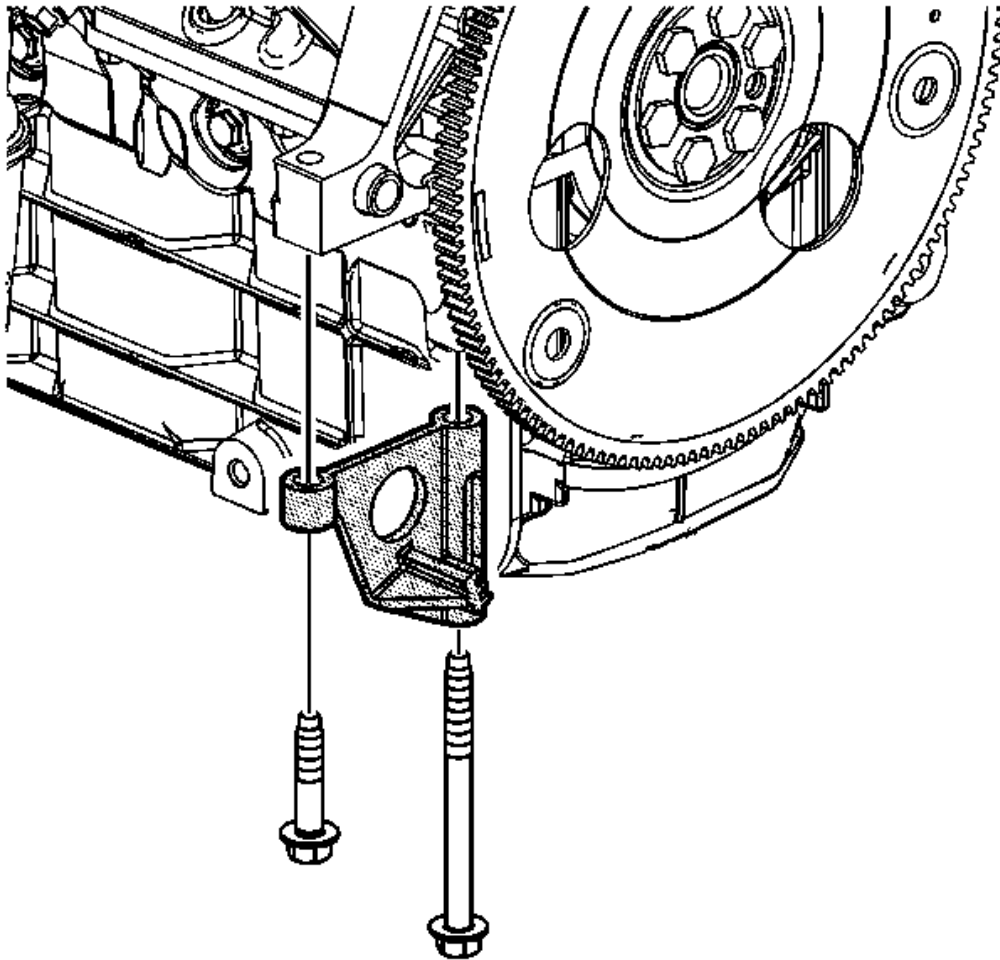


Fig. 135: Identifying EN-49010 At Starter Mounting Holes
Courtesy of GENERAL MOTORS CORP.

8. Remove the starter. Refer to **Starter Replacement (LNJ)** .
9. Install the **EN-49010** to the starter mounting holes. See **Special Tools**.

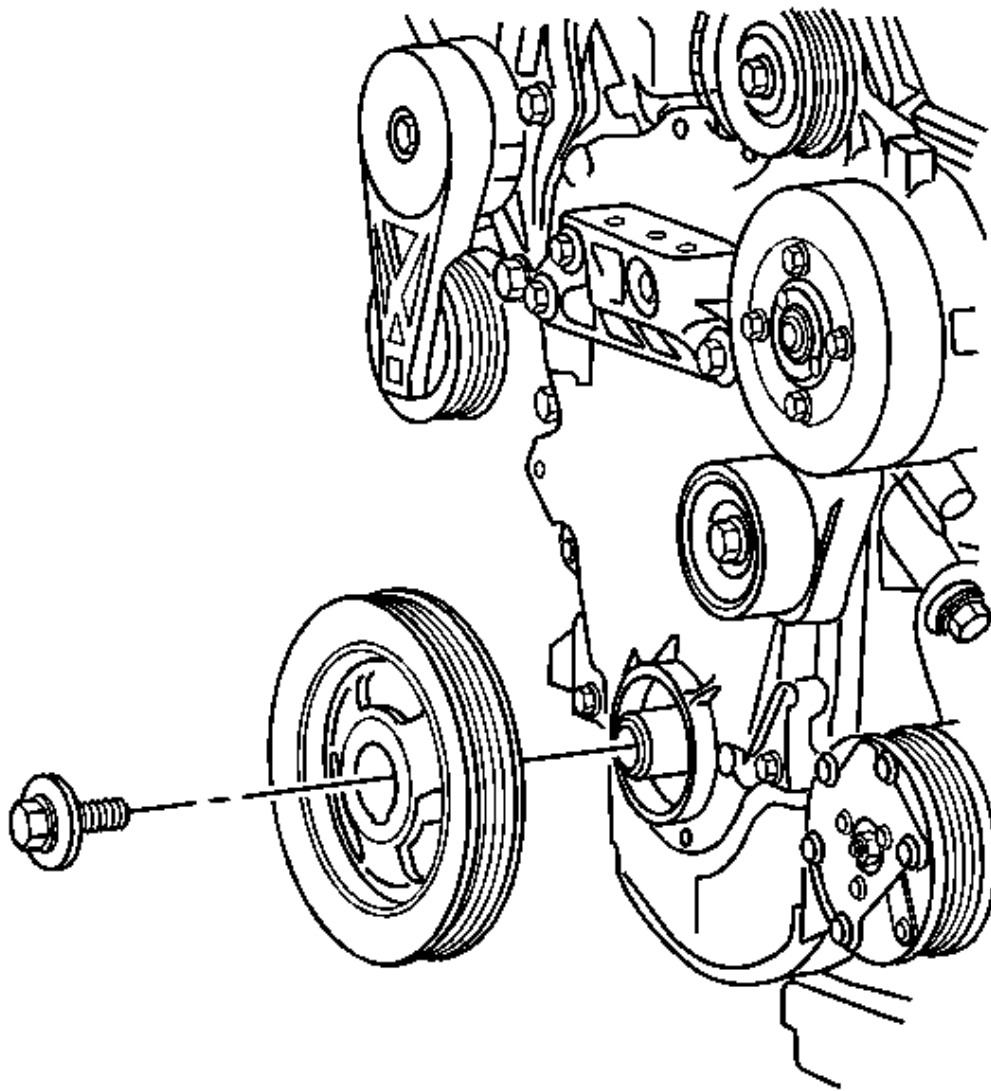


Fig. 136: View Of Crankshaft Balancer, Bolt & Washer
Courtesy of GENERAL MOTORS CORP.

10. Remove the crankshaft balancer bolt and washer.

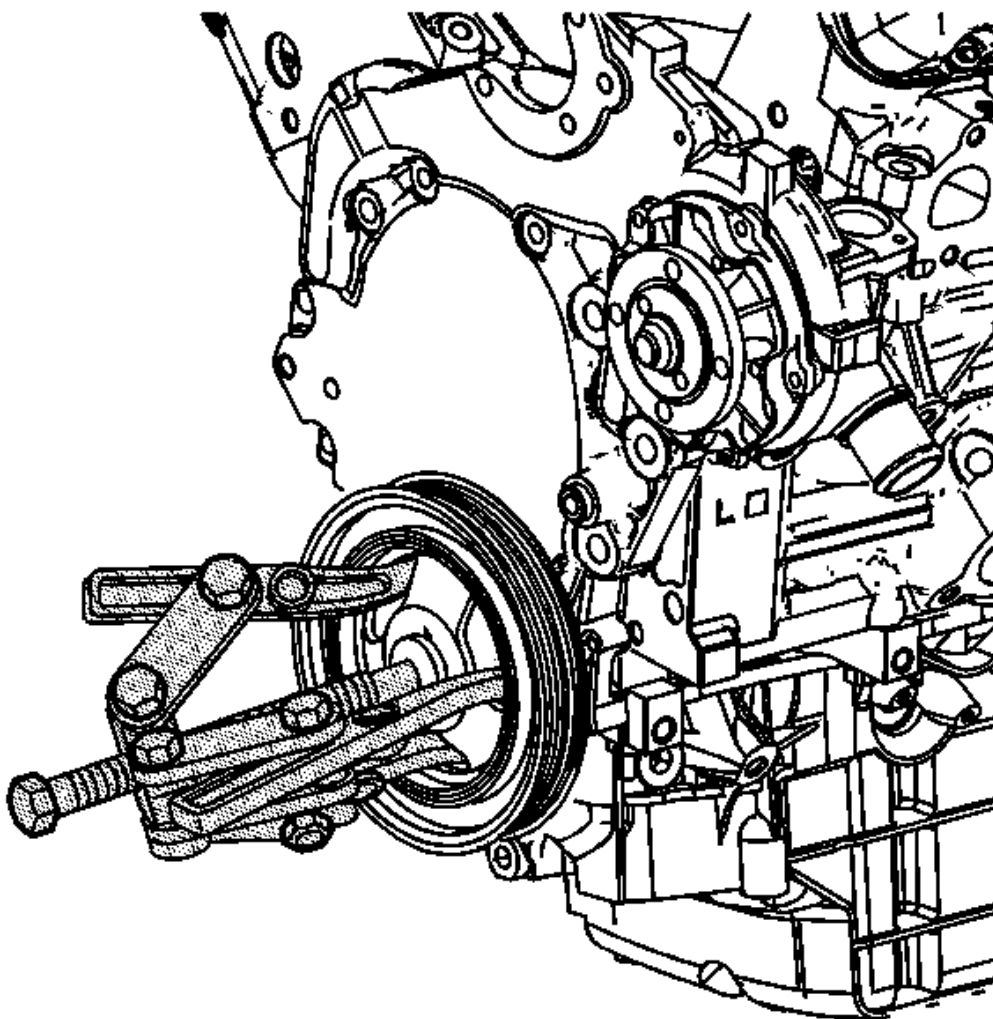


Fig. 137: View Of Crankshaft Balancer
Courtesy of GENERAL MOTORS CORP.

CAUTION: The inertial weight section of the crankshaft balancer is assembled to the hub with a rubber type material. The correct installation procedures (with the proper tool) must be followed or movement of the inertial weight section of the hub will destroy the tuning of the crankshaft balancer.

CAUTION: Do NOT use a power-assisted tool with the special tool in order to remove or install this component. You cannot properly control the

alignment of this component using a power-assisted tool, and this can damage the component.

11. Remove the crankshaft balancer using the **J 41816-A** along with **EN 46359** . See Special Tools.

Installation Procedure

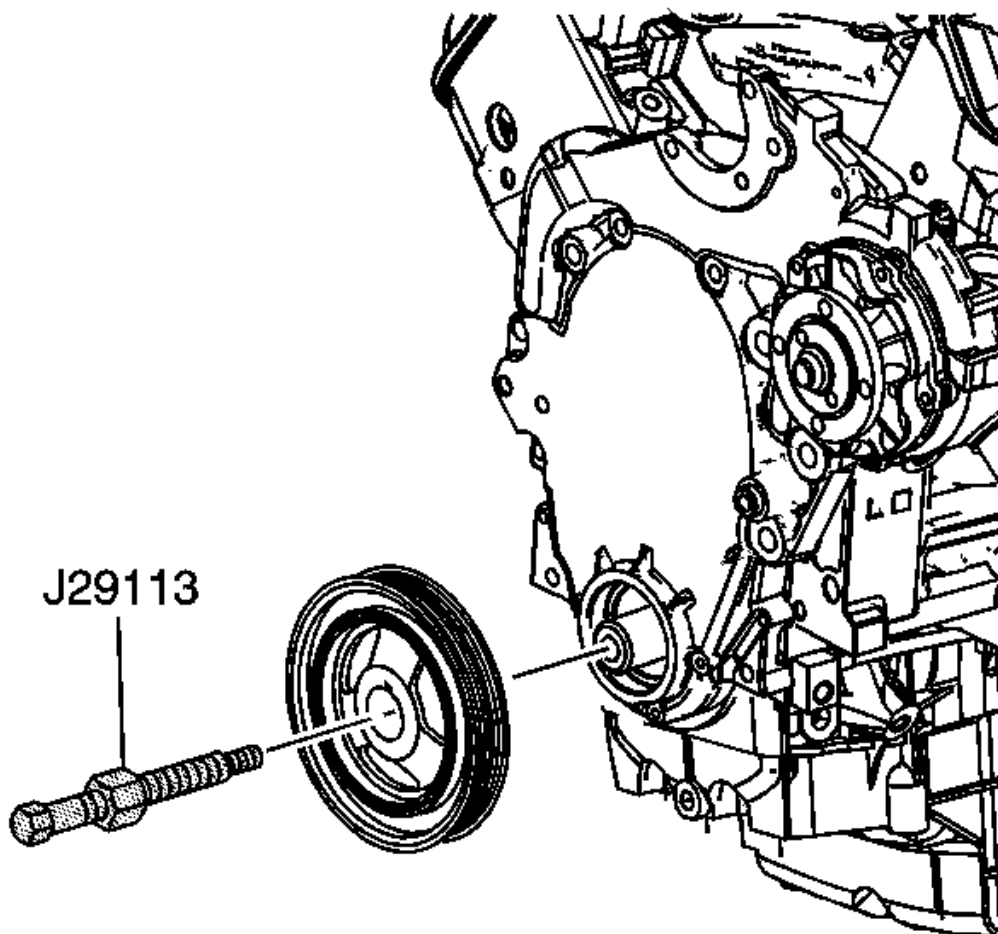


Fig. 138: Installing J 29113 Onto Crankshaft
Courtesy of GENERAL MOTORS CORP.

1. Apply sealer GM P/N 12378521 (Canadian P/N 88901148) or the equivalent, to the keyway of the crankshaft balancer.
2. Place the crankshaft balancer into position over the key in the crankshaft.

CAUTION: Do NOT use a power-assisted tool with the special tool in order to remove or install this component. You cannot properly control the alignment of this component using a power-assisted tool, and this can damage the component.

3. Install the **J 29113** onto the crankshaft. See Special Tools.
4. Rotate the hex nut on the **J 29113** to install the crankshaft balancer onto the crankshaft. See Special Tools.
5. Remove the **J 29113** from the crankshaft. See Special Tools.

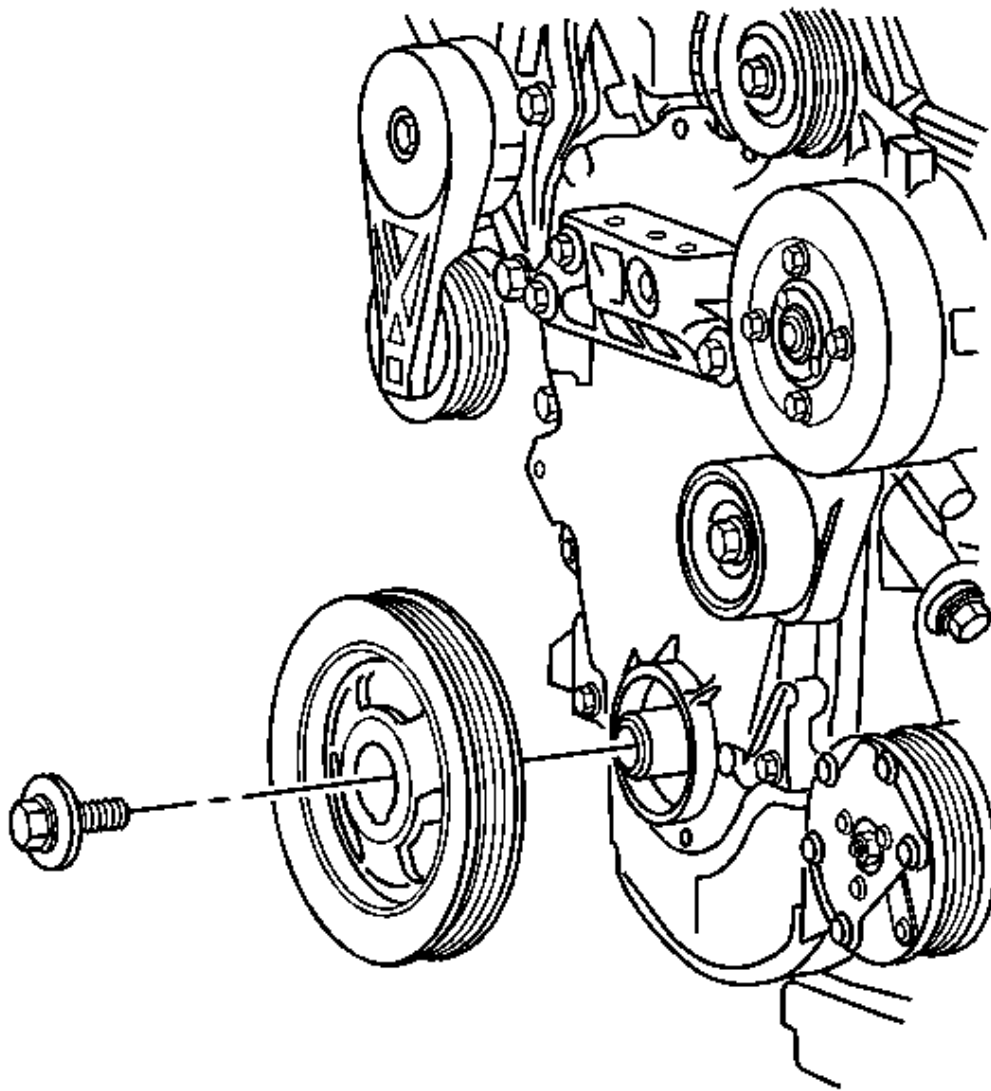


Fig. 139: View Of Crankshaft Balancer, Bolt & Washer
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

6. Install the used crankshaft balancer bolt and tighten to 125 N.m (92 lb ft).
7. Remove the used crankshaft balancer bolt.

8. Install a NEW crankshaft balancer bolt.
 1. Tighten the crankshaft balancer bolt a first pass to 125 N.m (92 lb ft).
 2. Tighten the crankshaft balancer bolt a final pass to 130 degrees using the **J 45059** .

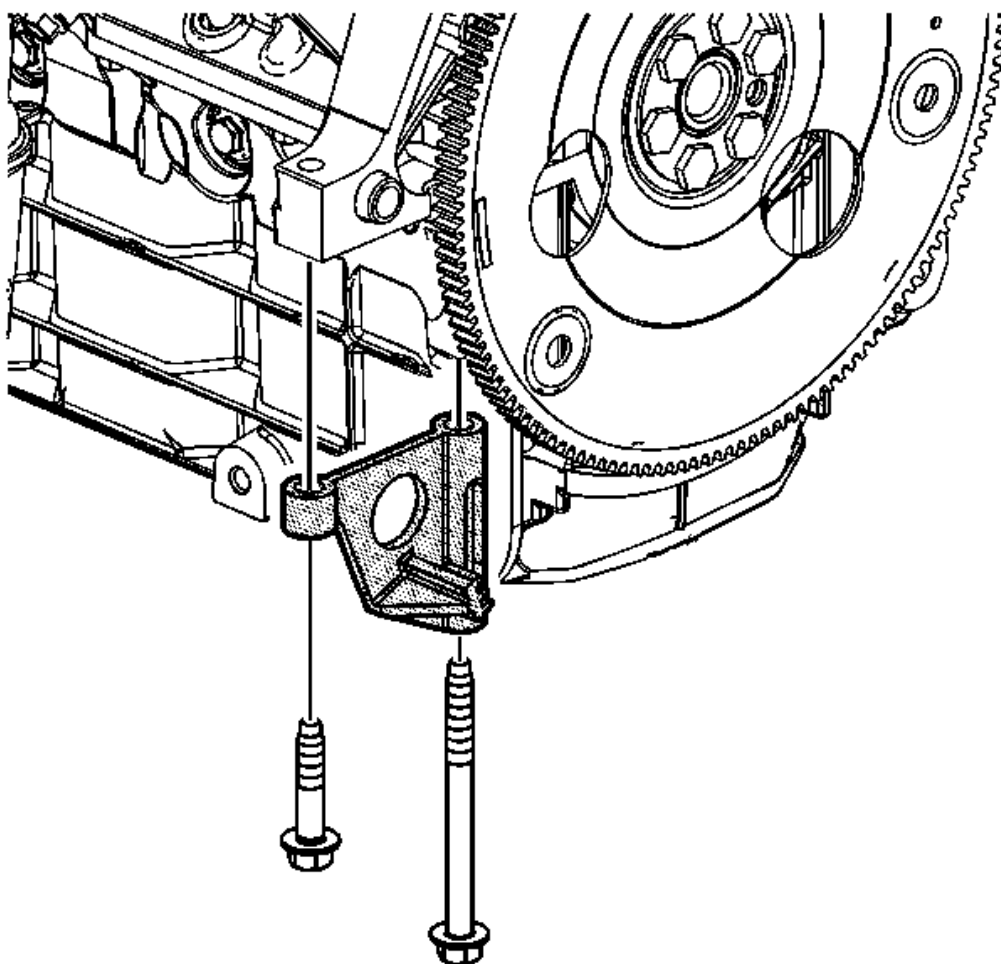


Fig. 140: Identifying EN-49010 At Starter Mounting Holes
Courtesy of GENERAL MOTORS CORP.

9. Remove the **EN-49010** from the starter mounting holes. See **Special Tools**.
10. Install the starter. Refer to **Starter Replacement (LNJ)** .
11. Install the wheelhouse liner. Refer to **Engine Splash Shield Replacement** .
12. Install the right front wheel. Refer to **Tire and Wheel Removal and Installation** .
13. Lower the vehicle.

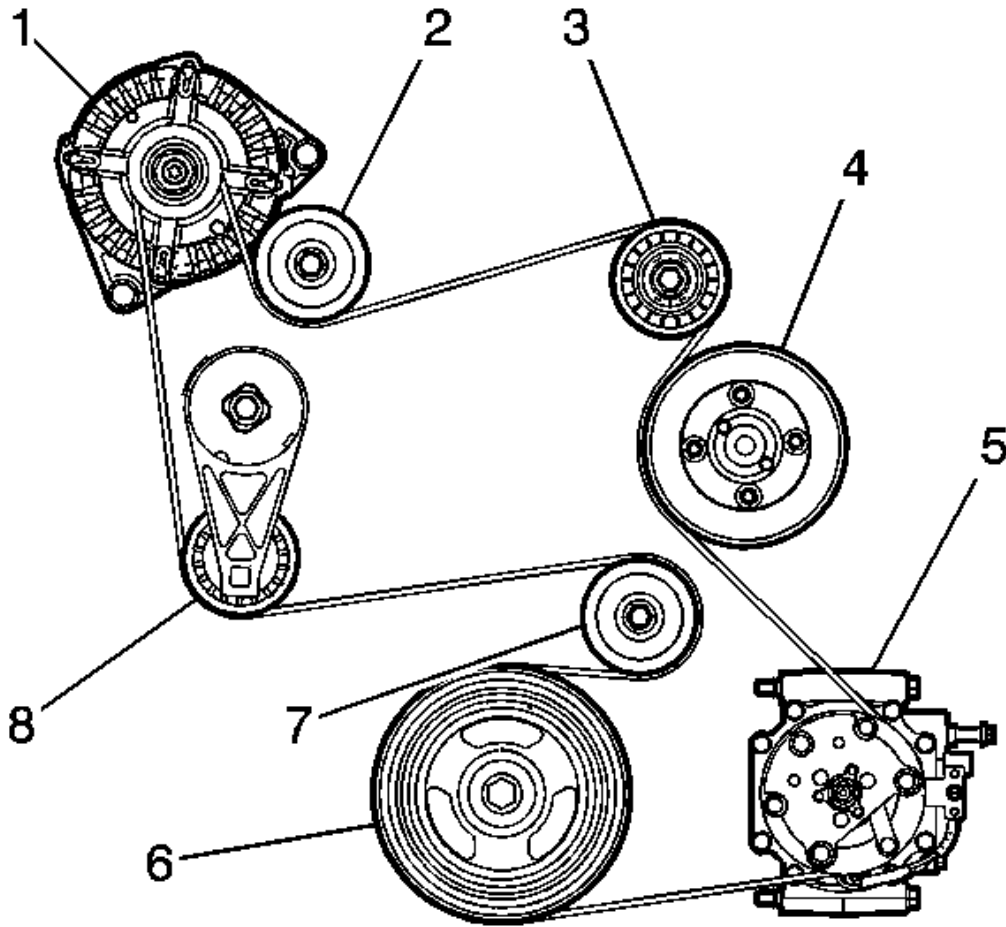


Fig. 141: View Of Drive Belt Routing
Courtesy of GENERAL MOTORS CORP.

14. Ensure the drive belt is properly centered on all the pulleys except the right idler pulley (3).
15. Using **J 39914** rotate the drive belt tensioner away from the drive belt.
16. Install the drive belt to the right idler pulley (2).
17. Carefully release **J 39914** allowing the drive belt tensioner (8) to come in contact with the drive belt.
18. Remove **J 39914** from the drive belt tensioner (8).
19. Inspect the drive belt to insure the belt is properly centered on all the pulleys (1-8).

OIL PAN REPLACEMENT

Special Tools

J 39505 Torque Wrench Adapter. See Special Tools.

Removal Procedure

1. Disconnect the battery negative cable. Refer to Battery Negative Cable Disconnection and Connection .
2. Install the engine support fixture. Refer to Engine Support Fixture.
3. Raise and support the vehicle. Refer to Lifting and Jacking the Vehicle .
4. Remove the air conditioning (A/C) compressor. Refer to Air Conditioning Compressor Replacement (LNJ) .

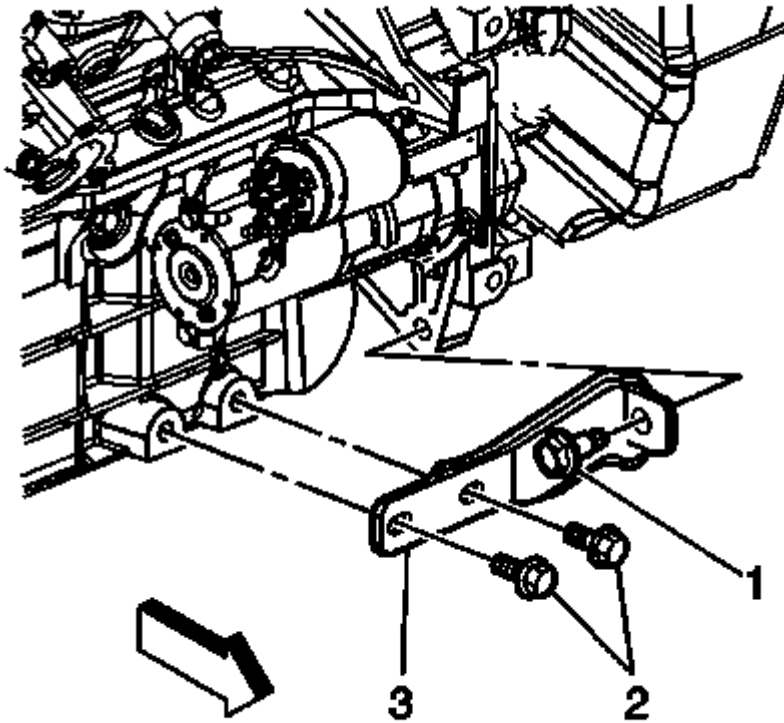


Fig. 142: View Of Engine-To-Transaxle Brace & Bolts
Courtesy of GENERAL MOTORS CORP.

5. Remove the engine-to-transaxle brace bolts (1, 2).
6. Remove the engine-to-transaxle brace (3).
7. Remove the starter. Refer to Starter Replacement (LNJ) .
8. If equipped with all wheel drive (AWD), remove the transfer case. Refer to Transfer Case Replacement
9. If equipped with front wheel drive (FWD), remove the intermediate shaft. Refer to Intermediate Shaft Replacement .

10. Drain the engine oil and remove the oil filter. Refer to **Engine Oil and Oil Filter Replacement**.
11. Lower the vehicle.
12. Remove the engine mount retaining nuts. Refer to **Engine Front Mount Replacement** and **Engine Mount Replacement - Right Side**.
13. Using the engine support fixture. Raise the engine approximately 2 inches.
14. Raise the vehicle.

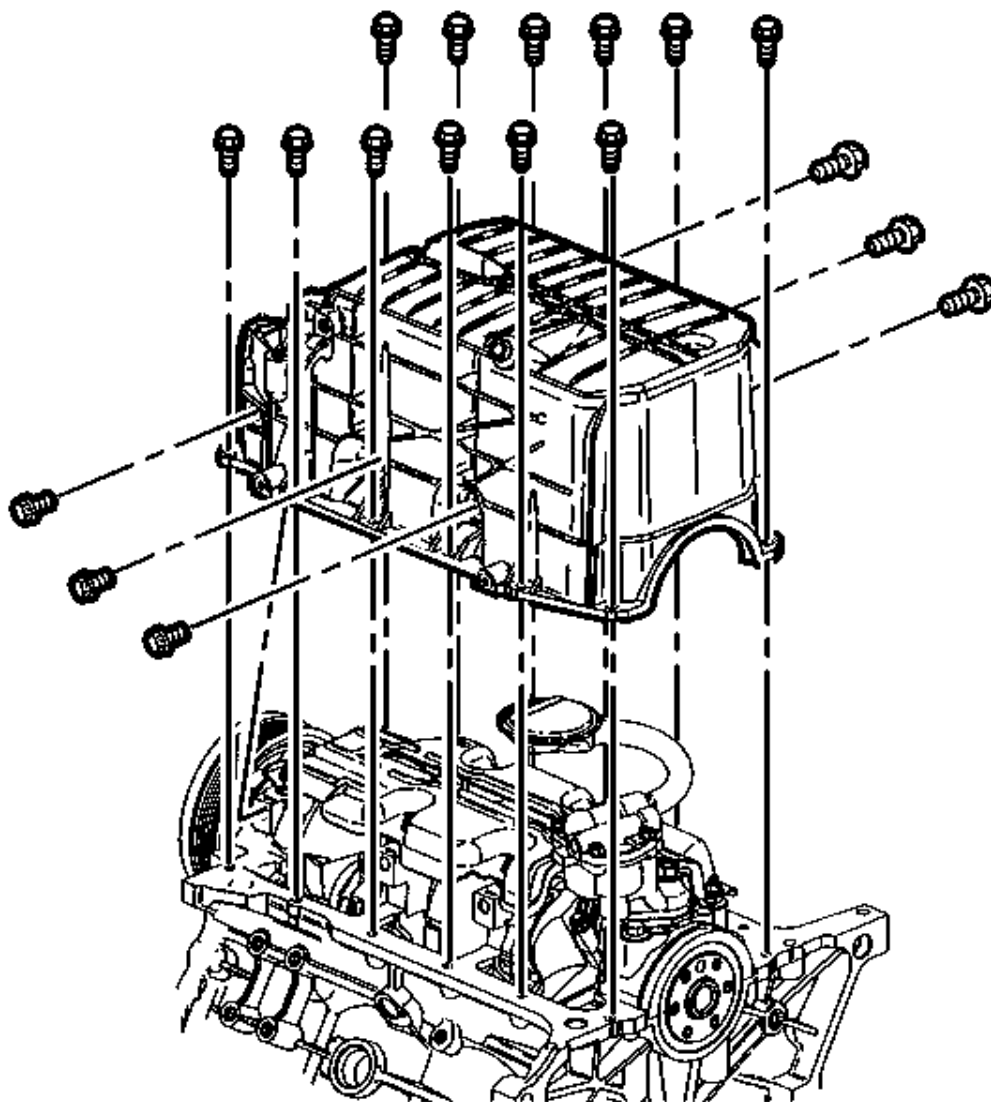
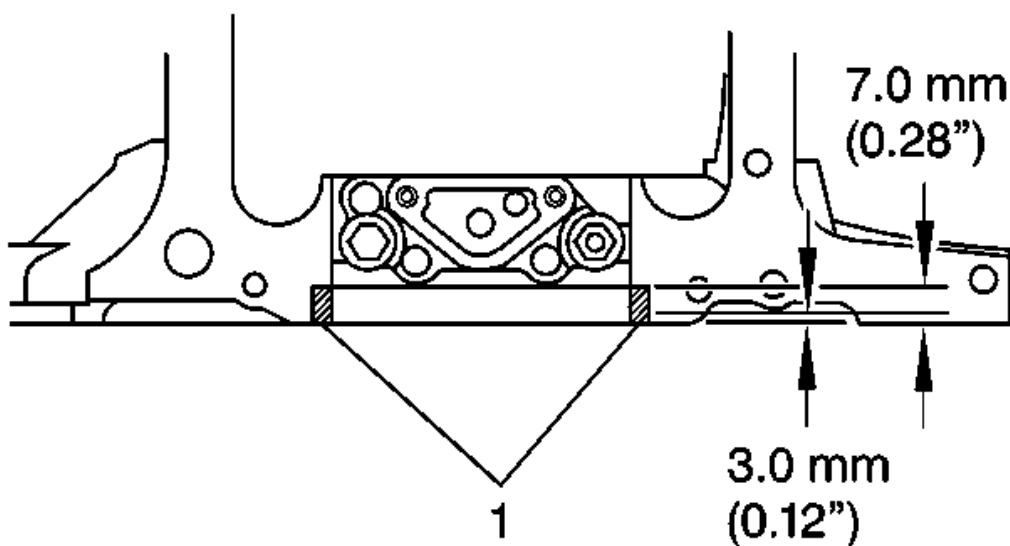


Fig. 143: View Of Oil Pan & Bolts

Courtesy of GENERAL MOTORS CORP.

15. Remove the oil pan side bolts.
16. Remove the oil pan sealing surface bolts.
17. Remove the oil pan.
18. Clean the oil pan and the engine block gasket surface.

Installation Procedure**Fig. 144: Illustrating Proper Sealer Application****Courtesy of GENERAL MOTORS CORP.**

NOTE: Provided the rear main bearing cap and engine front cover have not been removed and provided the sealant on either side of the rear main bearing cap and engine front cover has not been disturbed, it may not be necessary to apply additional sealant in these locations.

1. Apply sealer to both sides of the crankshaft rear main bearing cap (1) and where the engine front cover meets the engine block. Refer to **Adhesives, Fluids, Lubricants, and Sealers** for the correct part number. Press the sealer into the gap using a putty knife.

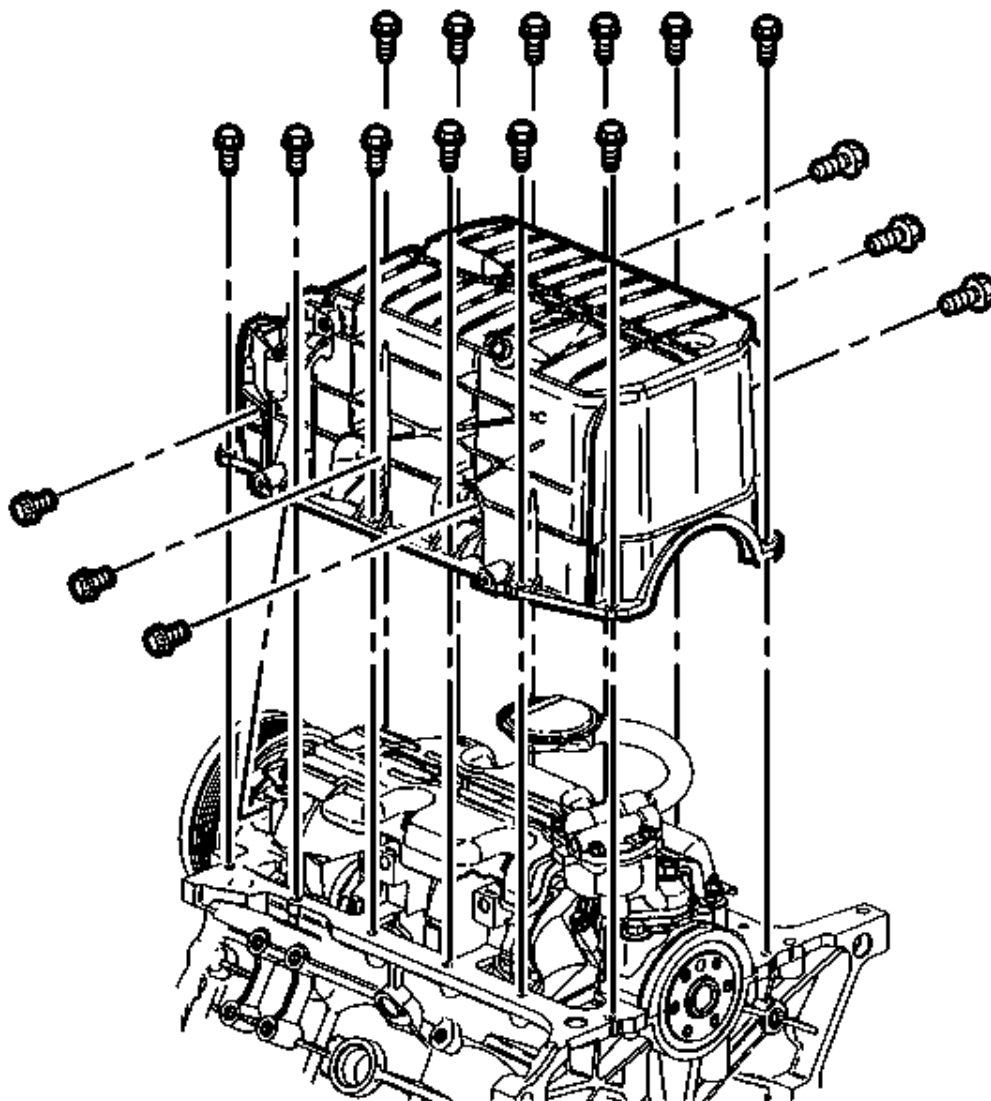


Fig. 145: View Of Oil Pan & Bolts
Courtesy of GENERAL MOTORS CORP.

2. Install the oil pan gasket.
3. Install the oil pan.

CAUTION: Refer to Fastener Caution .

4. Install the oil pan flange bolts and tighten to 25 N.m (18 lb ft).
5. Install the oil pan side bolts. Using the **J 39505** torque the bolts to 50 N. See **Special Tools.m** (37 lb ft).
6. Install a NEW oil filter. Refer to **Engine Oil and Oil Filter Replacement**.
7. If equipped with FWD, install the intermediate shaft. Refer to **Intermediate Shaft Replacement**.
8. If equipped with AWD, install the transfer case. Refer to **Transfer Case Replacement**.
9. Install the starter. Refer to **Starter Replacement (LNJ)**.

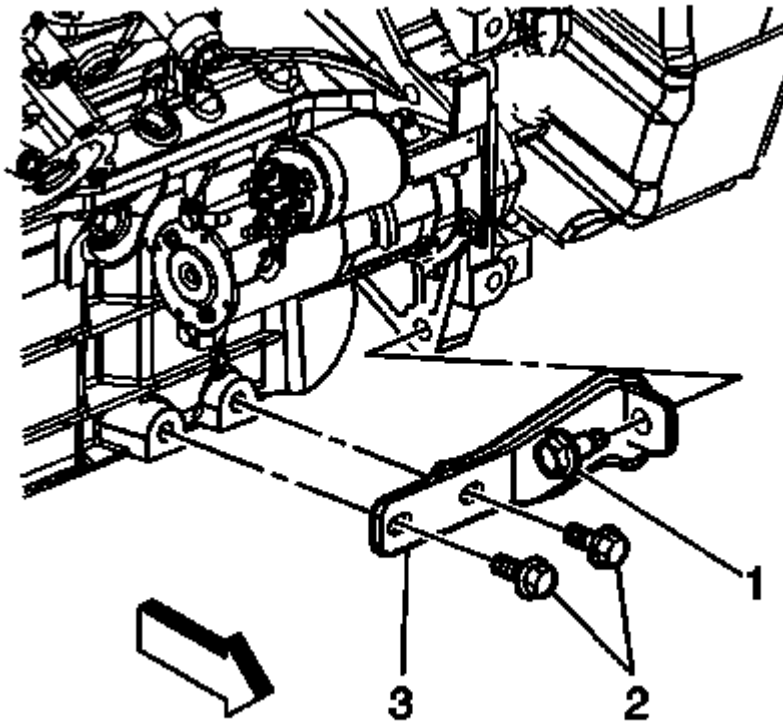


Fig. 146: View Of Engine-To-Transaxle Brace & Bolts
 Courtesy of GENERAL MOTORS CORP.

10. Install the engine-to-transaxle brace (3).
11. Install the engine-to-transaxle brace bolts (1, 2) and tighten the bolts to 50 N.m (37 lb ft).
12. Install the A/C compressor. Refer to **Air Conditioning Compressor Replacement (LNJ)**.
13. Lower the vehicle.
14. Using the engine support fixture, lower the engine.
15. Install the engine mount retaining nuts. Refer to **Engine Front Mount Replacement** and **Engine Mount Replacement - Right Side**.
16. Remove the engine support fixture.

17. Connect the negative battery cable. Refer to **Battery Negative Cable Disconnection and Connection** .
18. Fill the engine with new engine oil. Refer to **Approximate Fluid Capacities** , **Fluid and Lubricant Recommendations** , and **Maintenance Schedule (North American Emissions)** .

ENGINE OIL PRESSURE SENSOR AND/OR SWITCH REPLACEMENT

Removal Procedure

1. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .

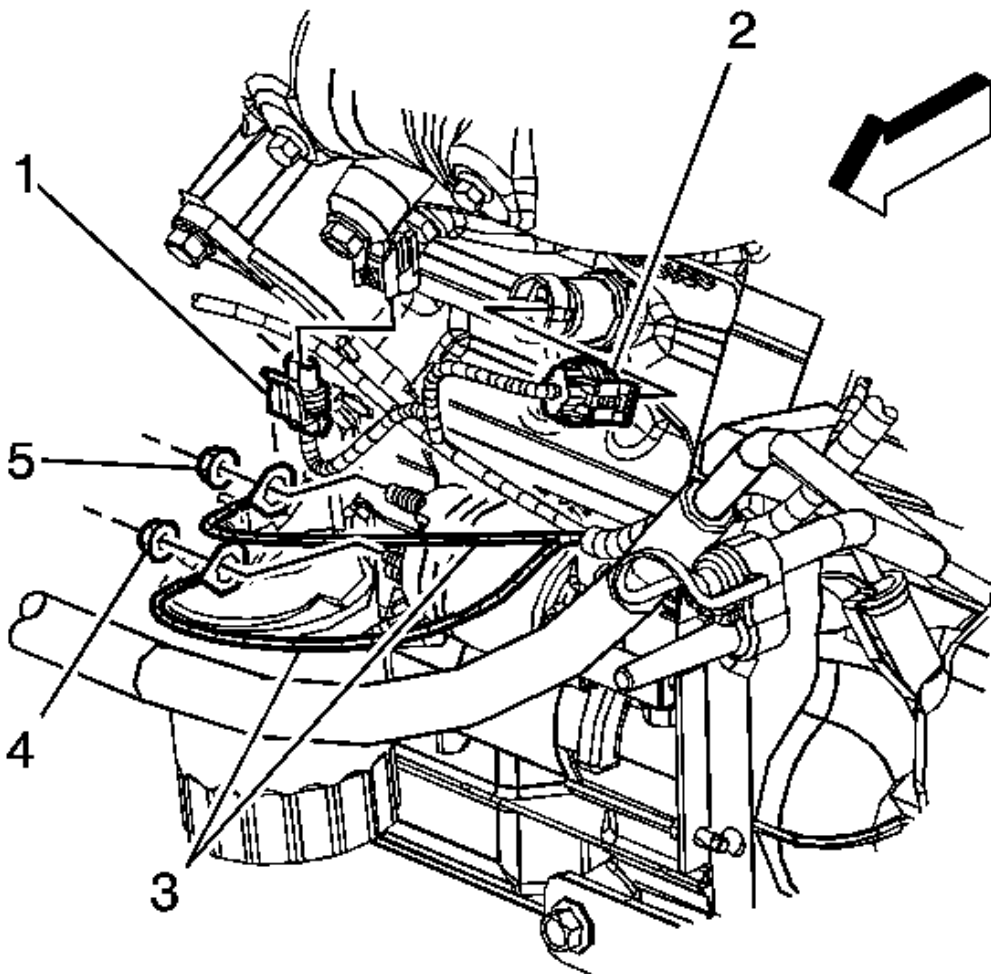


Fig. 147: View Of Knock Sensor & Oil Pressure Indicator Switch Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

2. Disconnect the oil pressure indicator switch electrical connector (2).

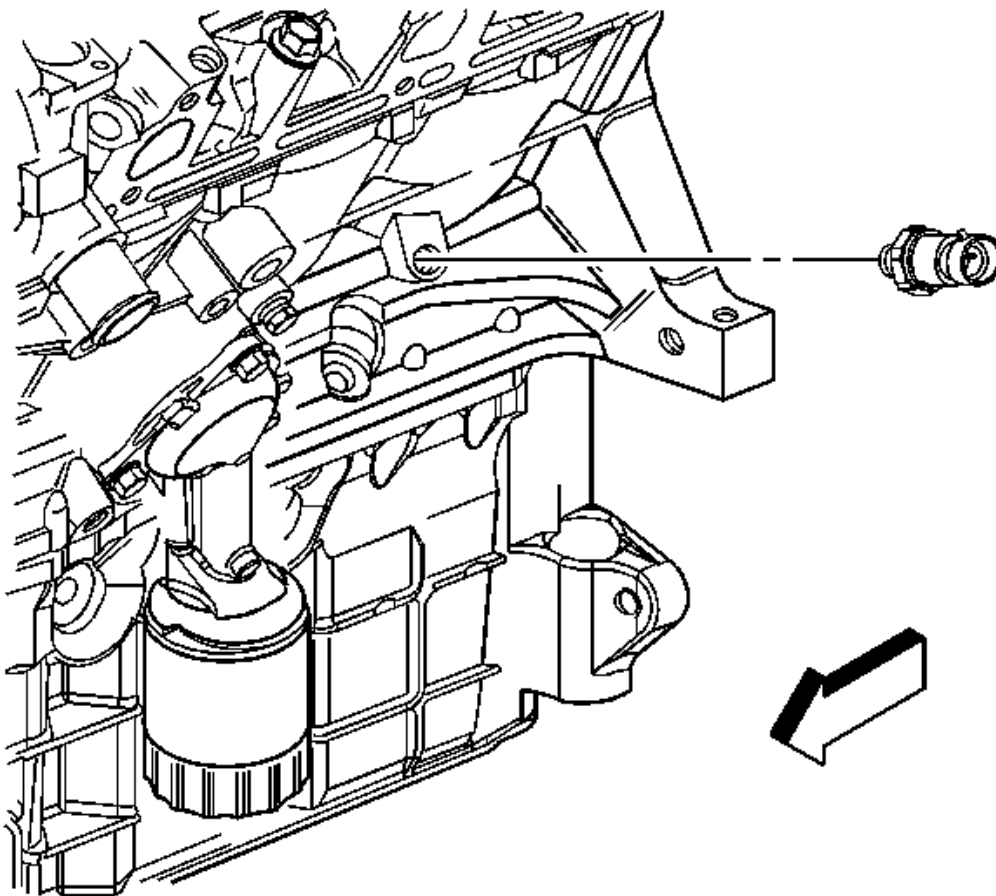


Fig. 148: View Of Oil Pressure Indicator Switch
Courtesy of GENERAL MOTORS CORP.

3. Remove the oil pressure indicator switch from the engine block.

Installation Procedure

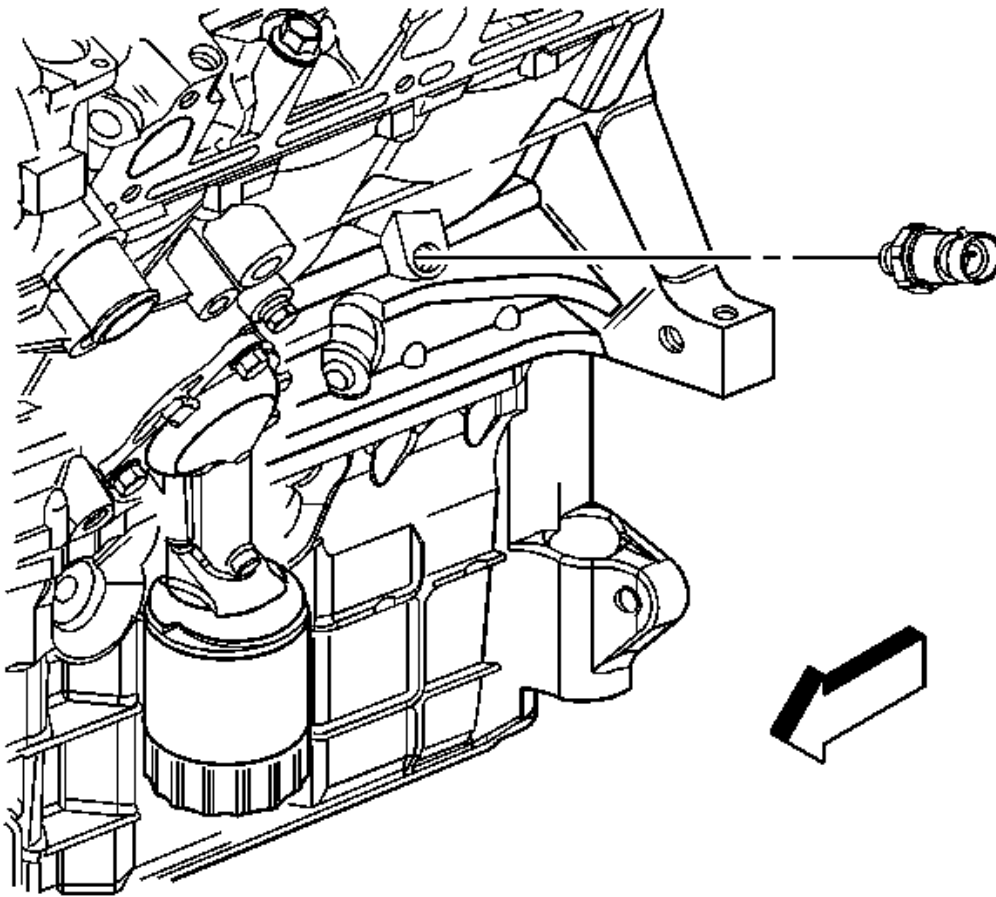


Fig. 149: View Of Oil Pressure Indicator Switch
Courtesy of GENERAL MOTORS CORP.

1. Apply sealer to the oil pressure indicator switch threads. Refer to **Adhesives, Fluids, Lubricants, and Sealers** for the correct part number.

CAUTION: Refer to Component Fastener Tightening Caution .

2. Install the oil pressure indicator switch and tighten to 16 N.m (12 lb ft).

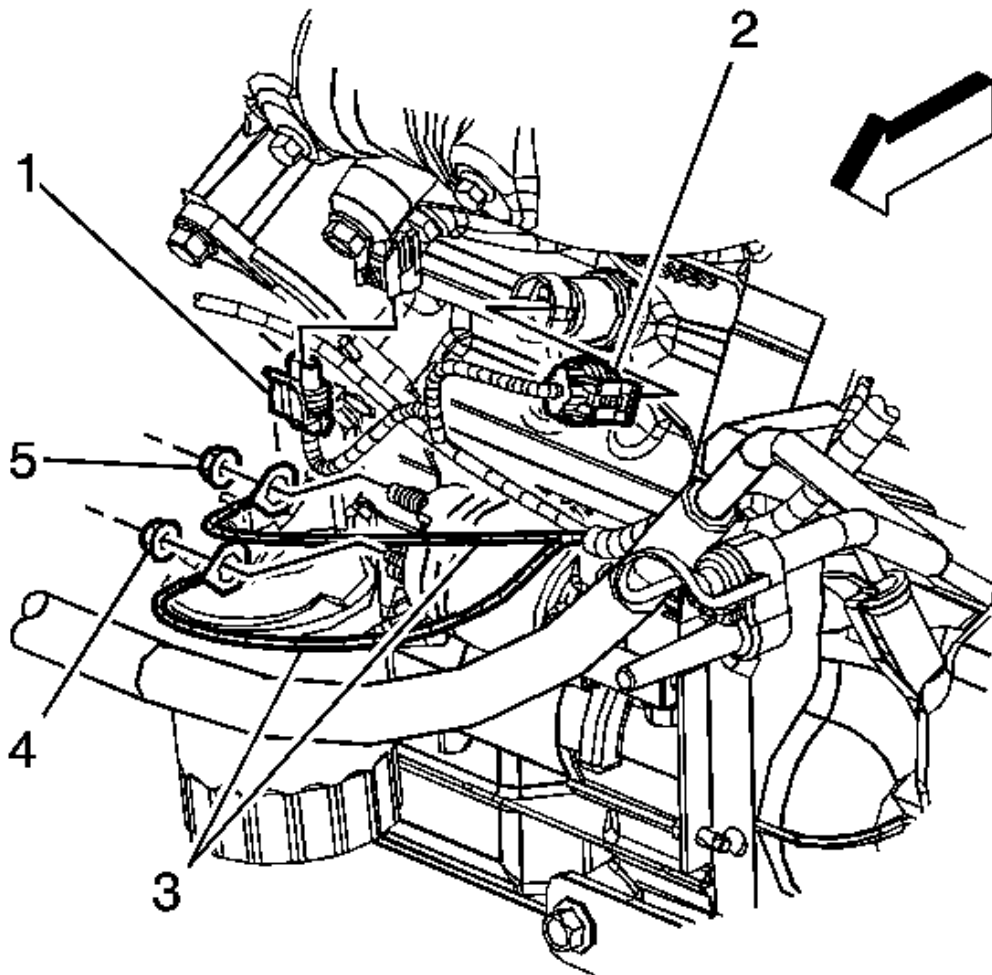


Fig. 150: View Of Knock Sensor & Oil Pressure Indicator Switch Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

3. Connect the oil pressure indicator switch electrical connector (2).
4. Lower the vehicle.

OIL PUMP REPLACEMENT

Removal Procedure

1. Remove the oil pan. Refer to **Oil Pan Replacement**.

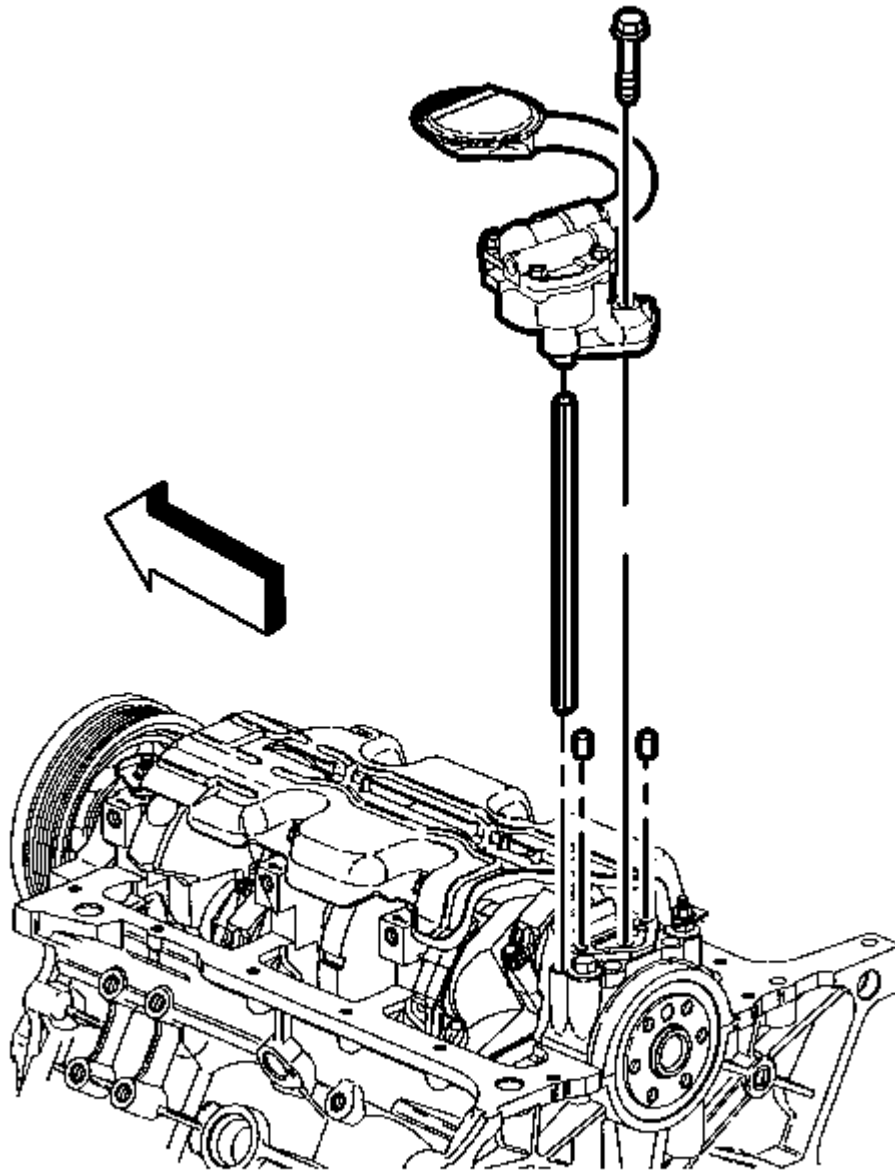


Fig. 151: View Of Oil Pump & Oil Pump Drive Shaft
Courtesy of GENERAL MOTORS CORP.

2. Remove the oil pump bolt.
3. Remove the oil pump and oil pump drive shaft.
4. Inspect the oil pump driveshaft at both ends for rounding of the corners.

Installation Procedure

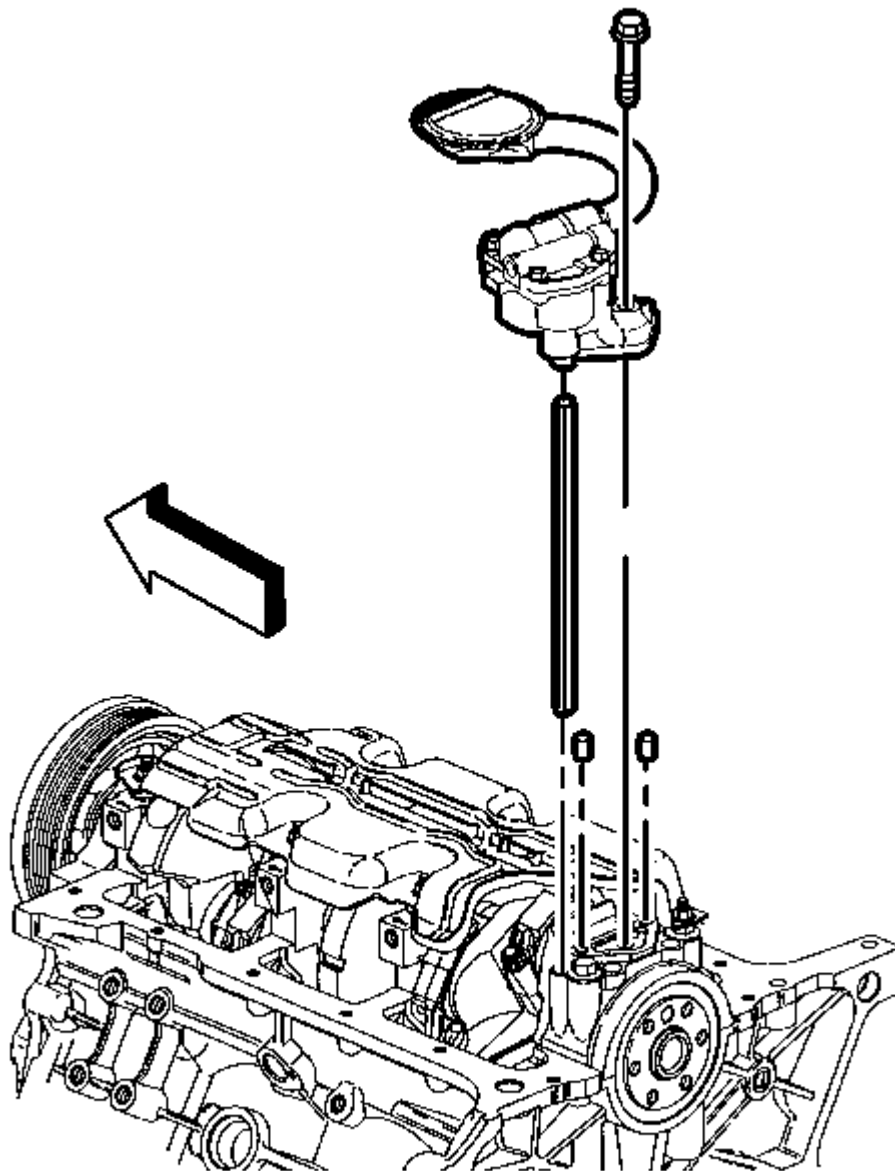


Fig. 152: View Of Oil Pump & Oil Pump Drive Shaft
Courtesy of GENERAL MOTORS CORP.

NOTE: Rotate the oil pump driveshaft as necessary in order to obtain the

engagement with the oil pump drive.

1. Install the oil pump and oil pump drive shaft.

CAUTION: Refer to Fastener Caution .

2. Install the oil pump bolt and tighten to 41 N.m (30 lb ft).
3. Install the oil pan. Refer to **Oil Pan Replacement**.

OIL PUMP DRIVE REPLACEMENT**Removal Procedure**

1. Remove the lower intake manifold. Refer to **Lower Intake Manifold Replacement**.

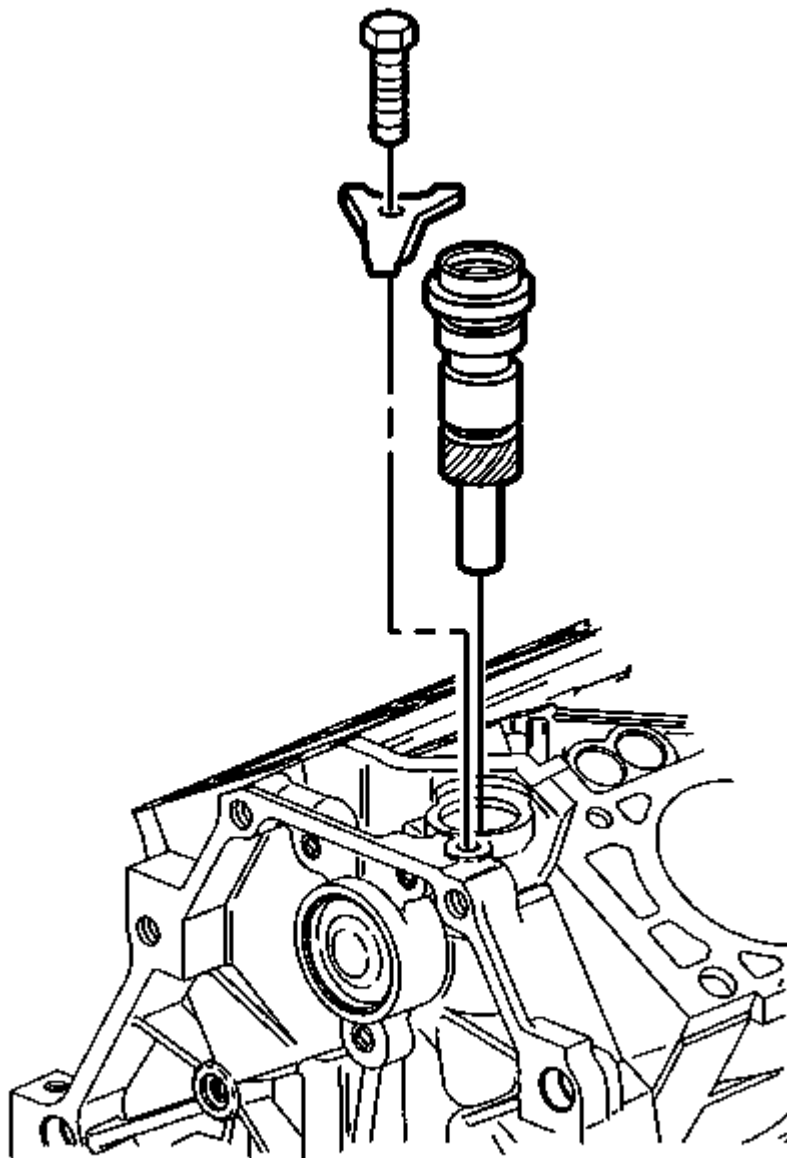


Fig. 153: View Of Oil Pump Drive
Courtesy of GENERAL MOTORS CORP.

2. Remove the oil pump drive clamp bolt.
3. Remove the oil pump drive clamp.
4. Remove the oil pump drive.

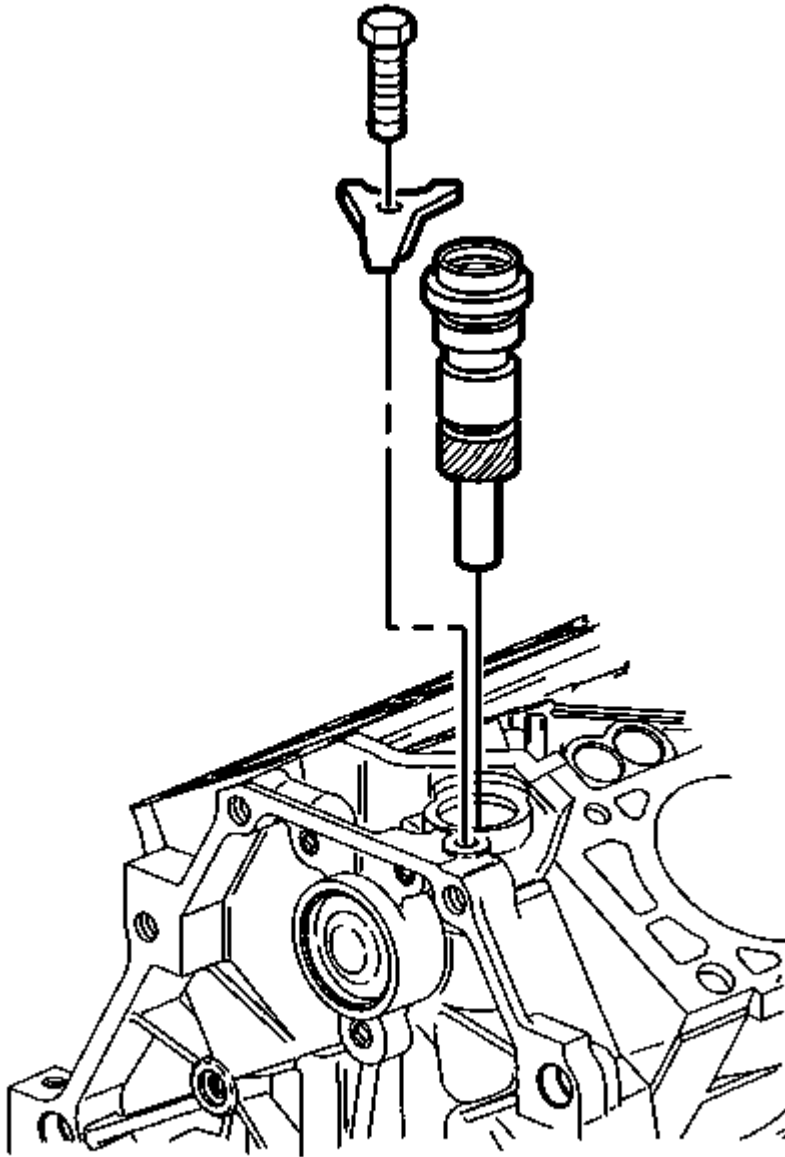
Installation Procedure

Fig. 154: View Of Oil Pump Drive
Courtesy of GENERAL MOTORS CORP.

1. Apply prelube GM P/N 12345501 (Canadian P/N 992704) or the equivalent to the oil pump drive gear.
2. Apply engine oil to the oil pump drive gear assembly for ease of assembly.

3. Install the oil pump drive gear assembly.
4. Install the oil pump drive gear clamp.

CAUTION: Refer to Fastener Caution .

5. Install the oil pump drive gear clamp bolt and tighten to 36 N.m (27 lb ft).
6. Install the lower intake manifold. Refer to Lower Intake Manifold Replacement.

CRANKSHAFT FRONT OIL SEAL REPLACEMENT

Special Tools

EN-48869 Front Crankshaft Seal Installer. See Special Tools.

Removal Procedure

1. Remove the crankshaft balancer. Refer to Crankshaft Balancer Replacement.

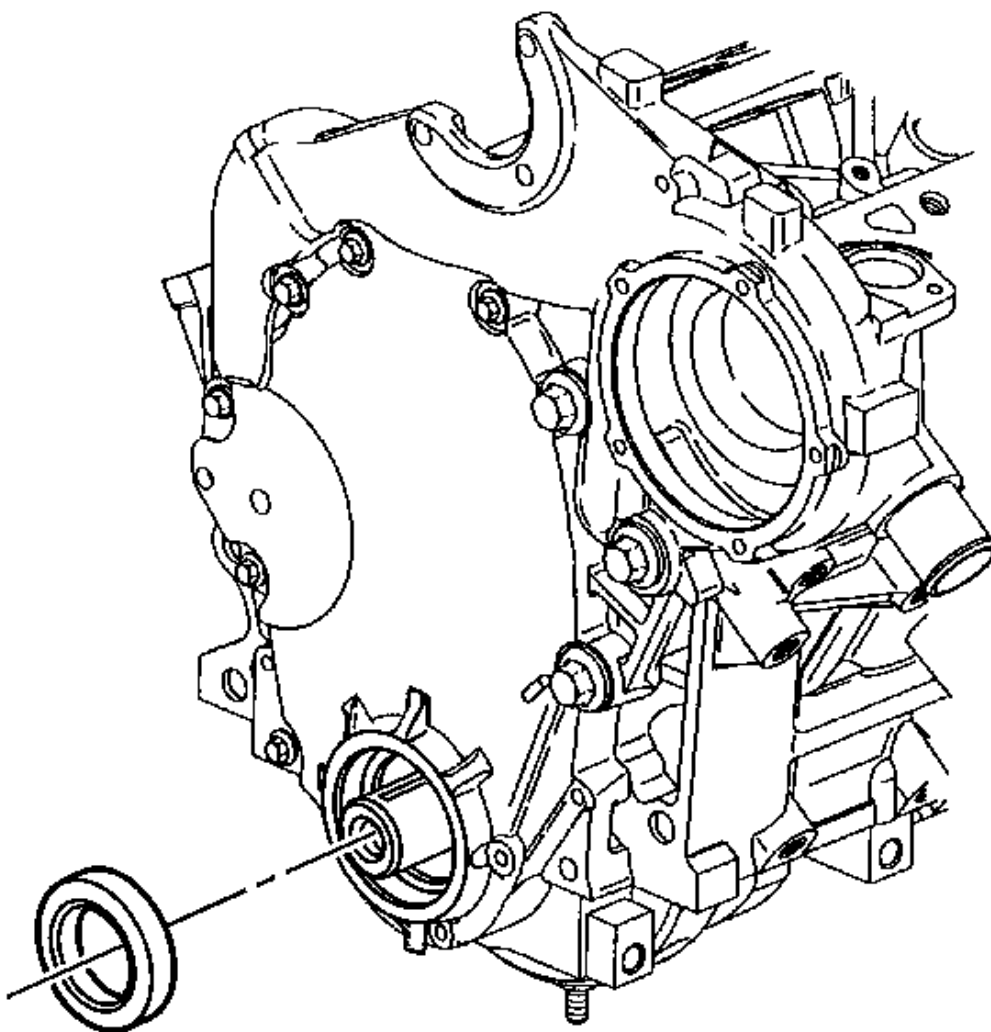


Fig. 155: Locating Crankshaft Front Oil Seal
Courtesy of GENERAL MOTORS CORP.

2. Pry out the crankshaft front oil seal using a suitable tool. Use care not to damage the engine front cover or the crankshaft.
3. Inspect the crankshaft, the crankshaft balancer and the engine front cover for wear and/or damage. Replace the components as necessary.

Installation Procedure

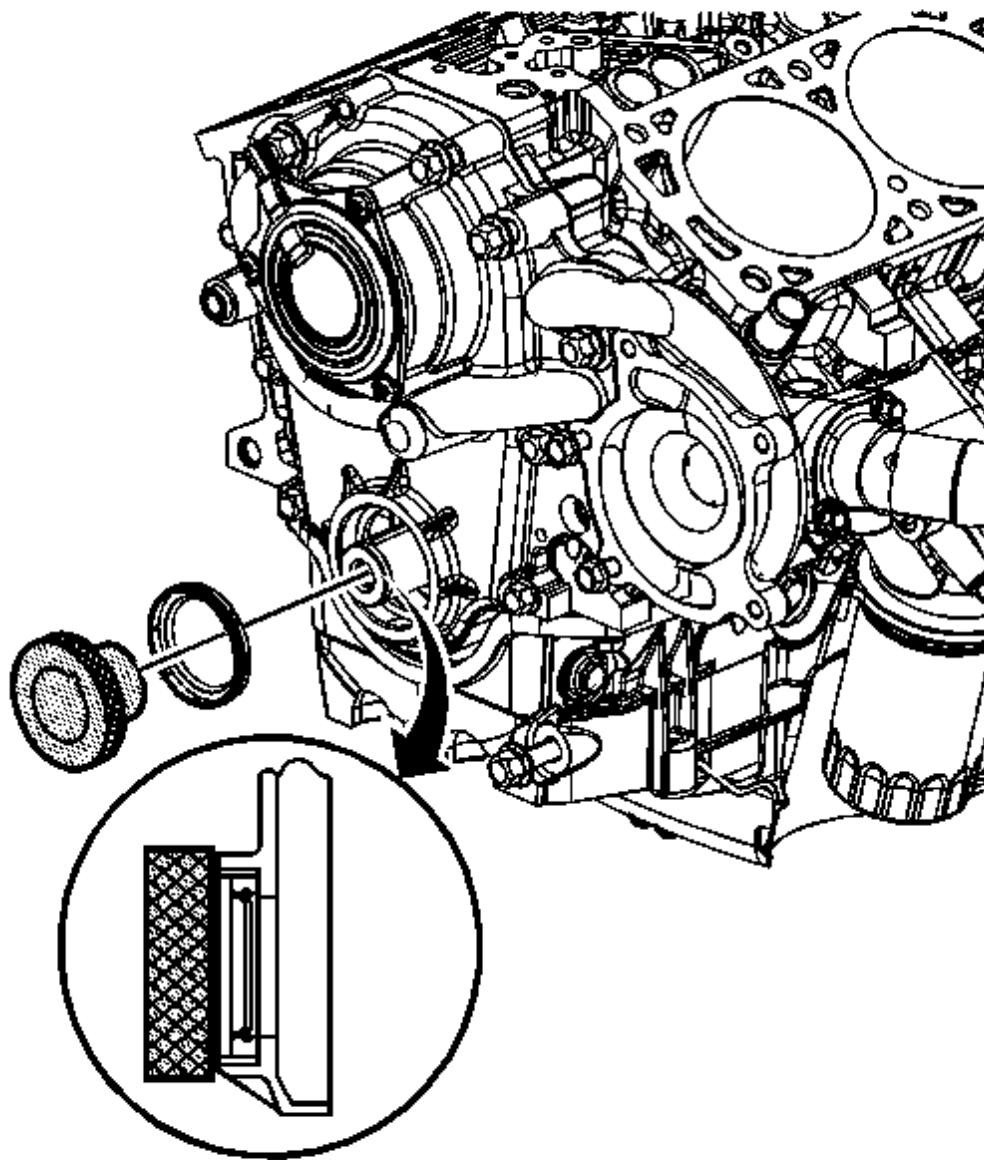


Fig. 156: View Of Crankshaft Front Oil Seal
Courtesy of GENERAL MOTORS CORP.

1. Align the **EN-48869** and the crankshaft front oil seal with the engine front cover and crankshaft. See **Special Tools**.
2. Install the crankshaft front oil seal using the **EN-48869** and a suitable tool. See **Special Tools**.
3. Install the crankshaft balancer. Refer to **Crankshaft Balancer Replacement**.

ENGINE FRONT COVER REPLACEMENT**Removal Procedure**

1. Disconnect the negative battery cable. Refer to **Battery Negative Cable Disconnection and Connection** .
2. Remove the air cleaner assembly. Refer to **Air Cleaner Assembly Replacement** .
3. Install the engine support fixture. Refer to **Engine Support Fixture**.
4. Remove the drive belt. Refer to **Drive Belt Replacement**.
5. Drain the cooling system. Refer to **Cooling System Draining and Filling (LNJ GE 47716 Fill)** or **Cooling System Draining and Filling (LNJ Static Fill)** .
6. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .
7. Remove the crankshaft balancer. Refer to **Crankshaft Balancer Replacement**.
8. Remove the lower belt idler pulley. Refer to **Drive Belt Idler Pulley Replacement - Lower**.
9. Remove the engine oil pan. Refer to **Oil Pan Replacement**.
10. Lower the vehicle.
11. Remove the left belt idler pulley. Refer to **Drive Belt Idler Pulley Replacement - Left Side**.

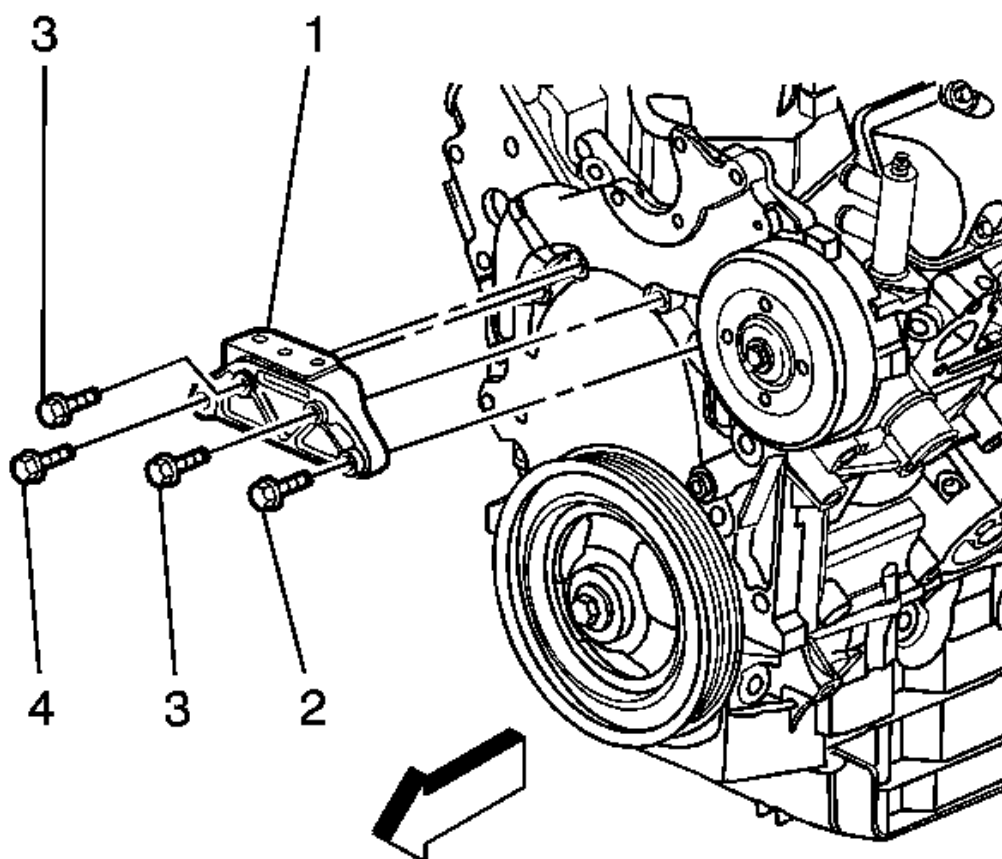


Fig. 157: View Of Right Engine Mount Bracket
Courtesy of GENERAL MOTORS CORP.

12. Remove the right engine mount bracket bolts (2-4).
13. Remove the right engine mount bracket (1).
14. Remove the water pump. Refer to **Water Pump Replacement (RPO LNJ)**.
15. Remove the thermostat bypass hose adapter. Refer to **Thermal Bypass Fitting Replacement**.
16. Remove the radiator outlet hose from the engine front cover. Refer to **Radiator Outlet Hose Replacement (LNJ)**.

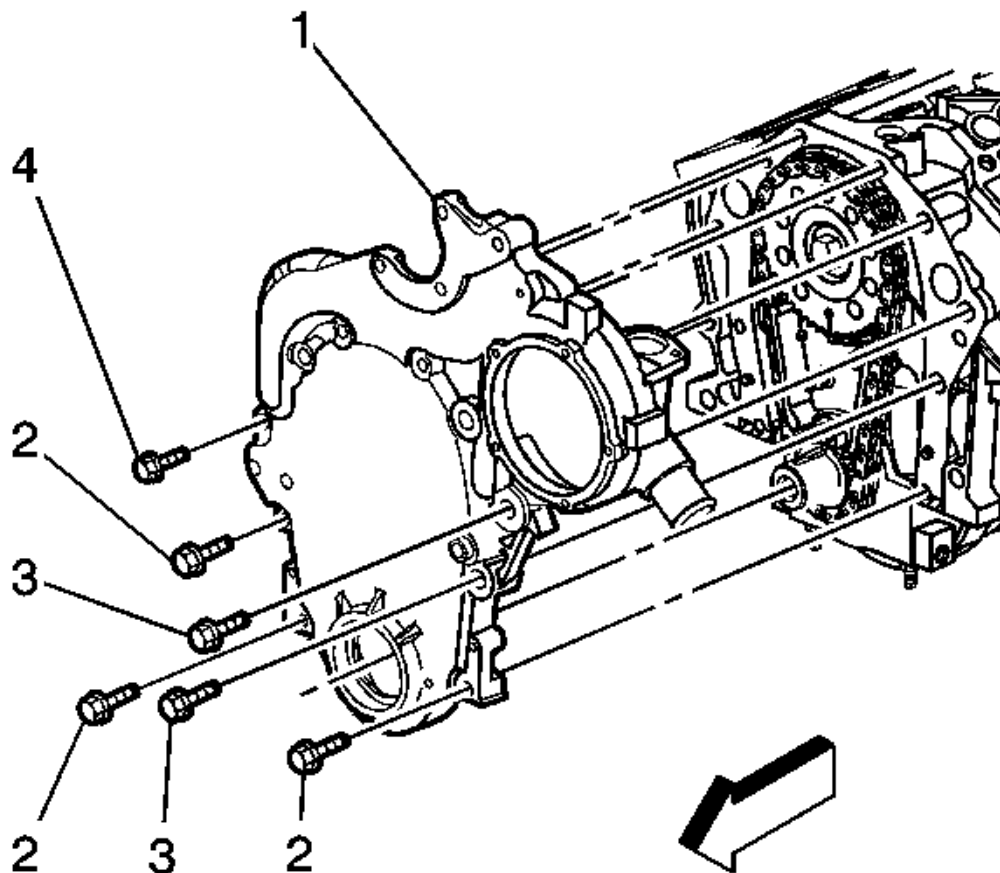


Fig. 158: View Of Engine Front Cover & Bolts
Courtesy of GENERAL MOTORS CORP.

17. Remove the engine front cover bolts (2-4).
18. Remove the engine front cover (1).

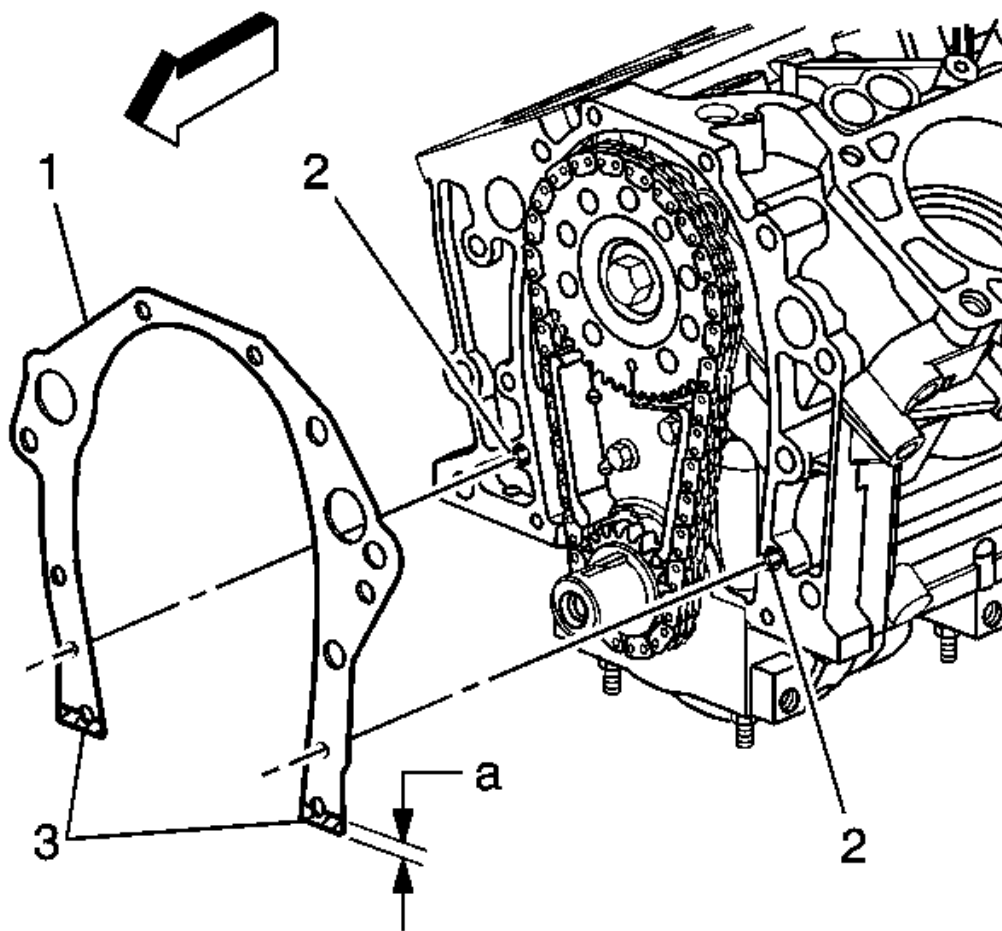


Fig. 159: View Of Engine Front Cover Gasket
Courtesy of GENERAL MOTORS CORP.

19. Remove the engine front cover gasket (1).
20. Clean the engine block and front cover gasket sealing surfaces.

Installation Procedure

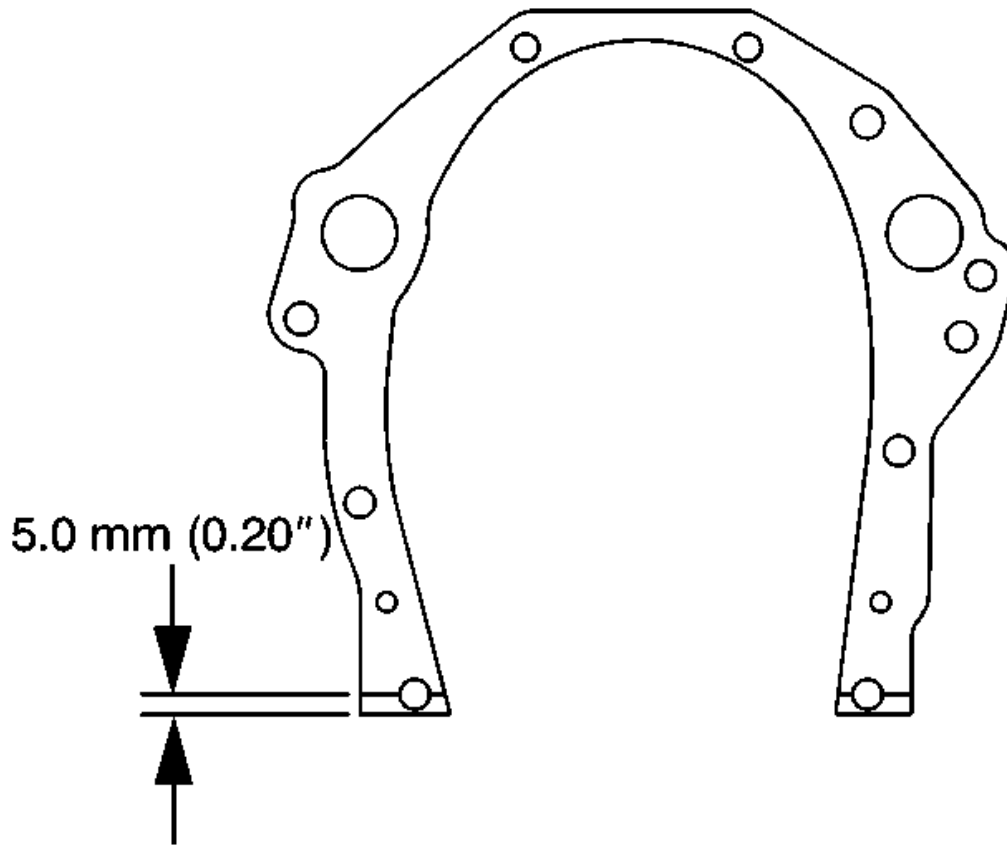


Fig. 160: Applying Sealer To Lower Tabs Of Engine Front Cover Gasket
Courtesy of GENERAL MOTORS CORP.

1. Apply sealer to the lower tabs of the engine front cover gasket. Refer to **Adhesives, Fluids, Lubricants, and Sealers** for the correct part number. Uniformly apply the sealer to both sides of the gasket lower tabs with the sealant bead being no less than 5.0 mm (0.20 in) wide as shown. Torque front cover immediately after installation of sealer coated gasket.

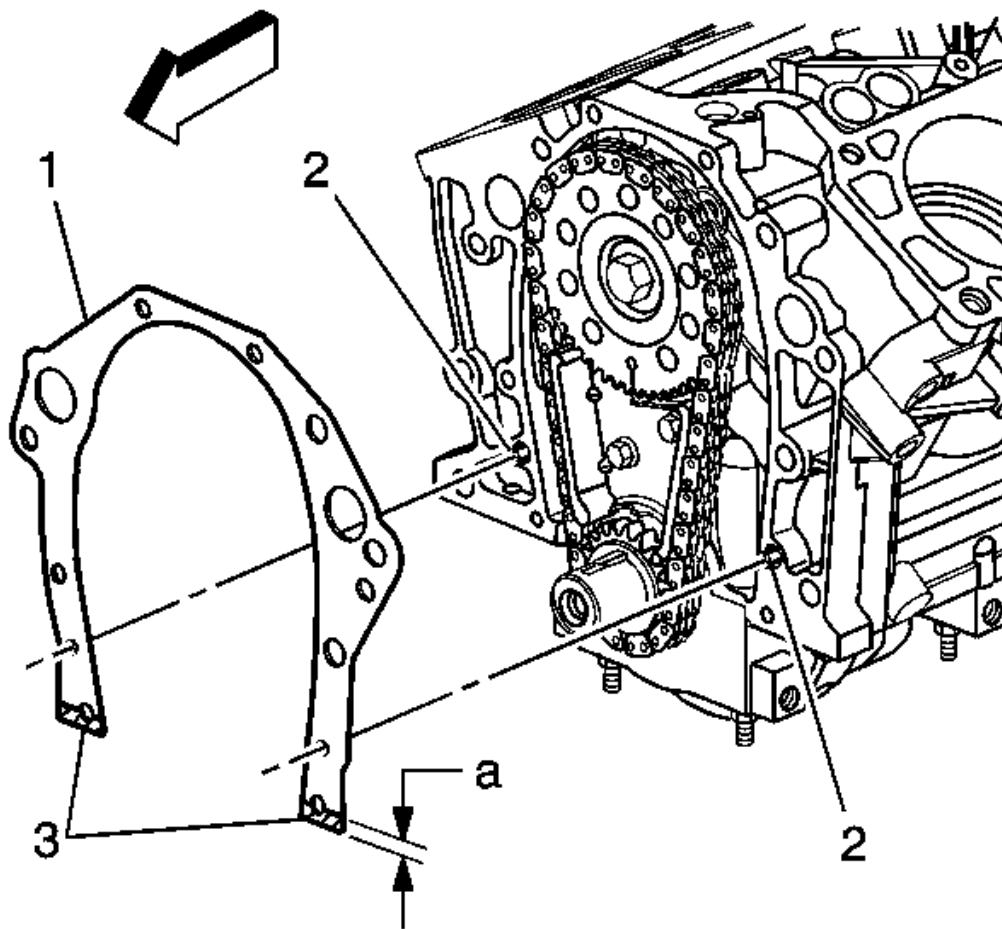


Fig. 161: View Of Engine Front Cover Gasket
Courtesy of GENERAL MOTORS CORP.

2. Install the gasket (1) to the engine block positioning the gasket on the locating pins (2).

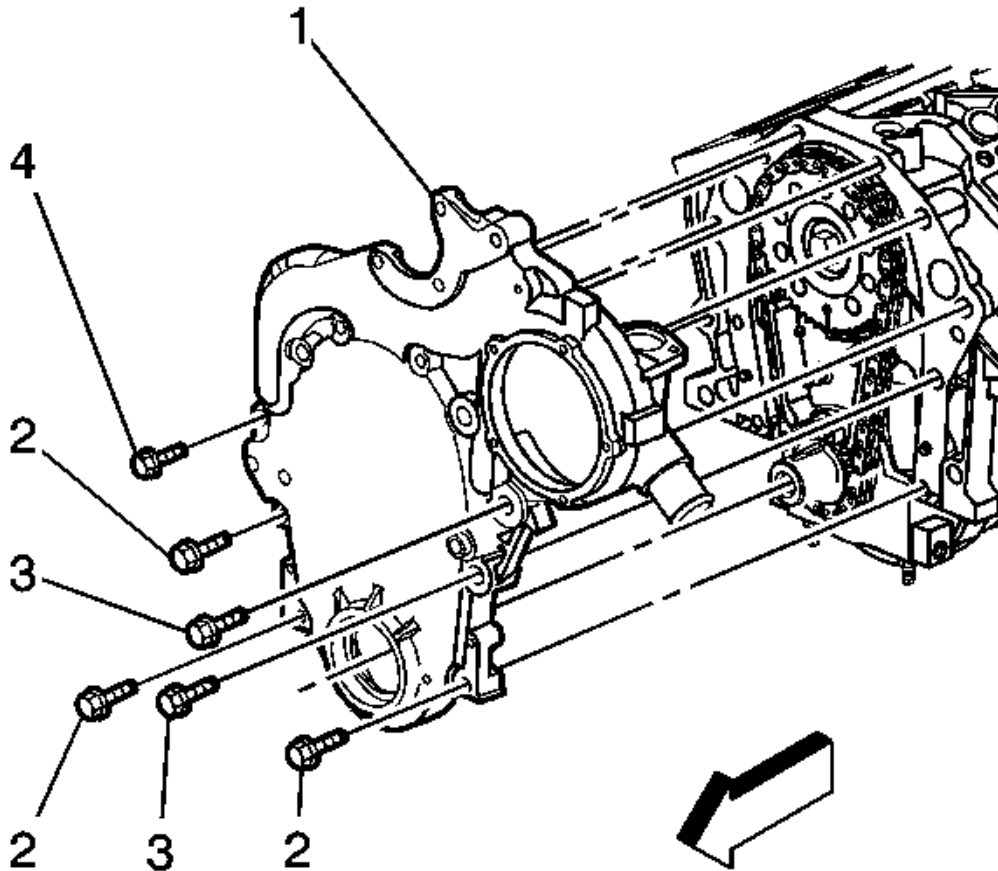


Fig. 162: View Of Engine Front Cover & Bolts
Courtesy of GENERAL MOTORS CORP.

3. Install the engine front cover (1) to the engine block aligning the cover with the locating pins.

CAUTION: Refer to Fastener Caution .

4. Install the engine front cover bolts (3, 4) and tighten to 55 N.m (41 lb ft).
5. Install the engine front cover bolts (2) and tighten to 27 N.m (20 lb ft).
6. Install the radiator outlet hose to the engine front cover. Refer to **Radiator Outlet Hose Replacement (LNJ)** .
7. Install the thermostat bypass hose adapter. Refer to **Thermal Bypass Fitting Replacement** .
8. Install the water pump. Refer to **Water Pump Replacement (RPO LNJ)** .

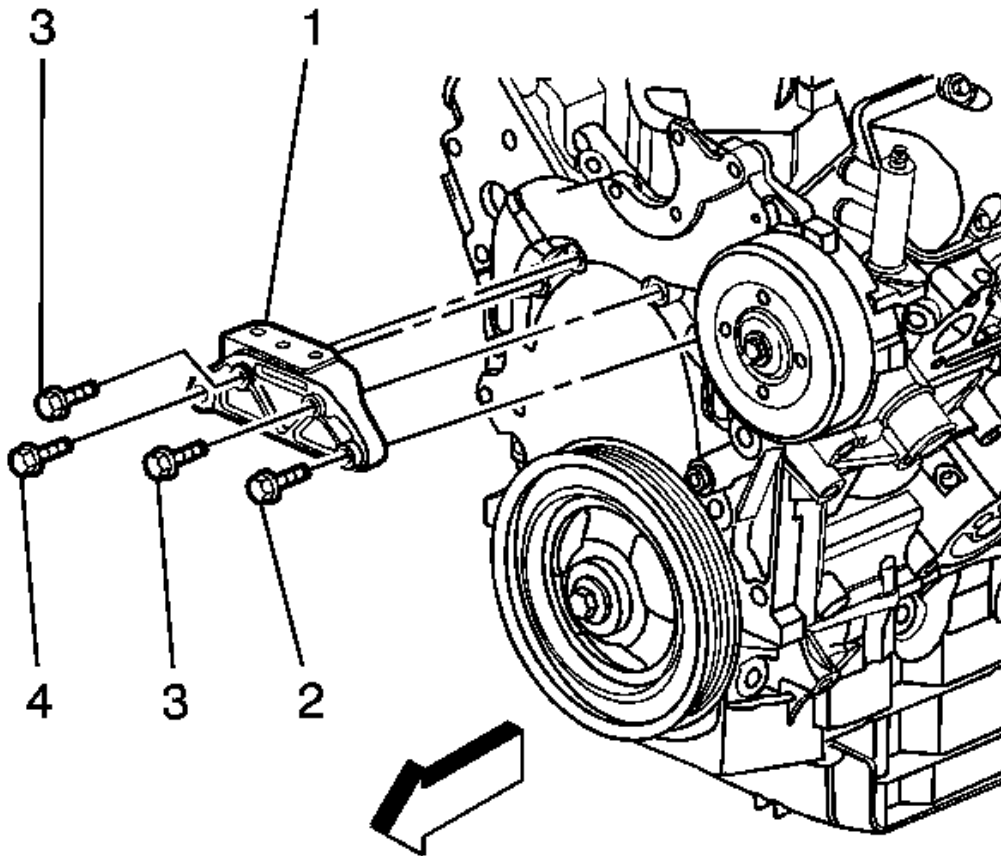


Fig. 163: View Of Right Engine Mount Bracket
 Courtesy of GENERAL MOTORS CORP.

9. Install the right engine mount bracket (1).
10. Install the right engine mount bracket bolts (2-4) and tighten to 55 N.m (41 lb ft).
11. Install the engine mount bracket bolts (3) and tighten to 25 N.m (18 lb ft).
12. Install the left belt idler pulley. Refer to **Drive Belt Idler Pulley Replacement - Left Side**.
13. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle**.
14. Install the engine oil pan. Refer to **Oil Pan Replacement**.
15. Install the lower belt idler pulley. Refer to **Drive Belt Idler Pulley Replacement - Lower**.
16. Install the crankshaft balancer. Refer to **Crankshaft Balancer Replacement**.
17. Lower the vehicle.
18. Install the drive belt. Refer to **Drive Belt Replacement**.
19. Remove the engine support fixture.

20. Install the air cleaner assembly. Refer to [Air Cleaner Assembly Replacement](#) .
21. Connect the negative battery cable. Refer to [Battery Negative Cable Disconnection and Connection](#) .
22. Fill the cooling system. Refer to [Cooling System Draining and Filling \(LNJ GE 47716 Fill\)](#) or [Cooling System Draining and Filling \(LNJ Static Fill\)](#) .

CAMSHAFT TIMING CHAIN AND SPROCKET REPLACEMENT

Removal Procedure

1. Remove the engine front cover. Refer to [Engine Front Cover Replacement](#).

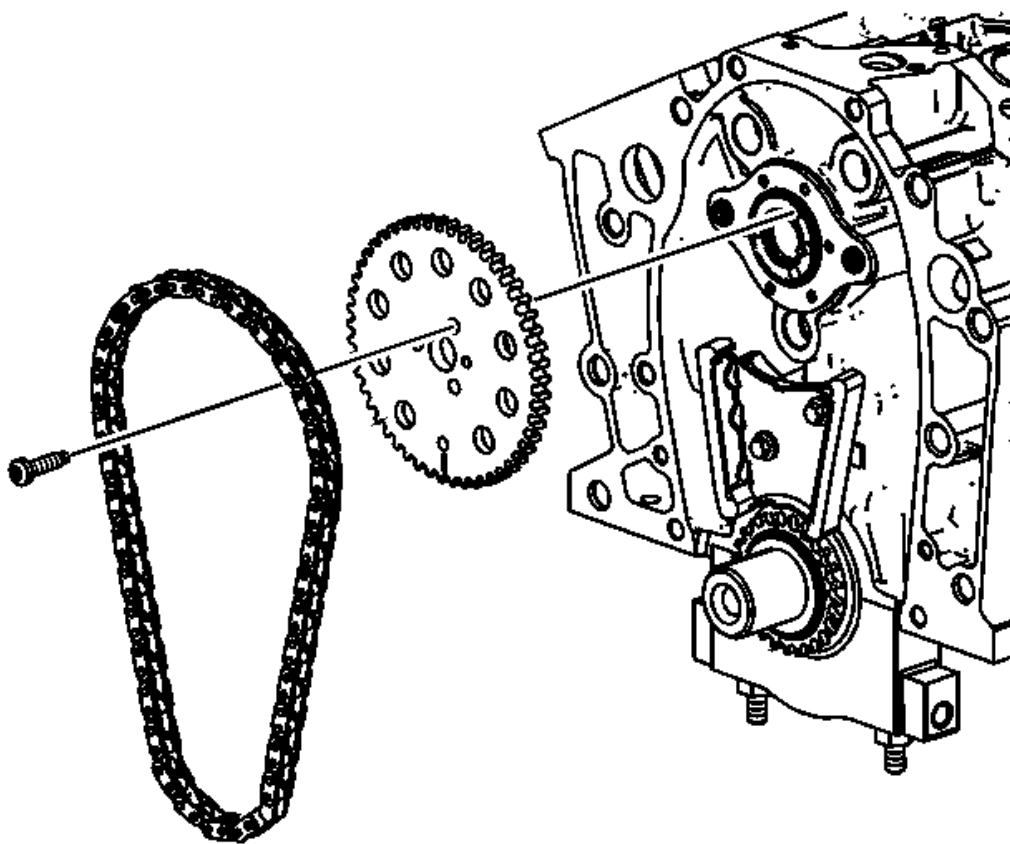


Fig. 164: Identifying Camshaft Sprocket And Timing Chain
Courtesy of GENERAL MOTORS CORP.

2. Remove the camshaft sprocket bolts.
3. Remove the camshaft sprocket and timing chain.

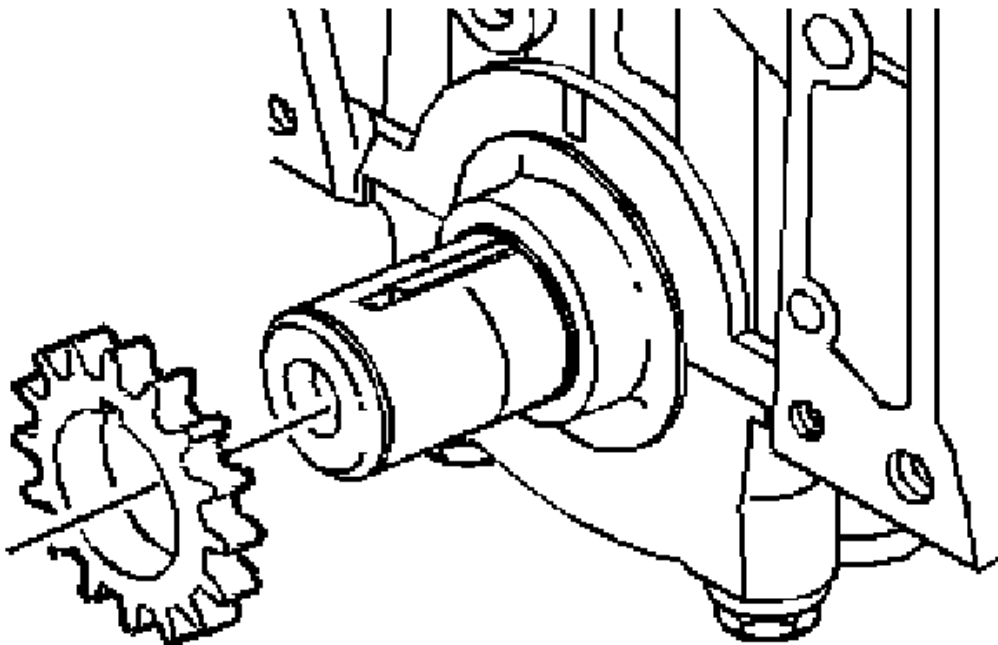


Fig. 165: View Of Crankshaft Sprocket
Courtesy of GENERAL MOTORS CORP.

4. Remove the crankshaft sprocket.

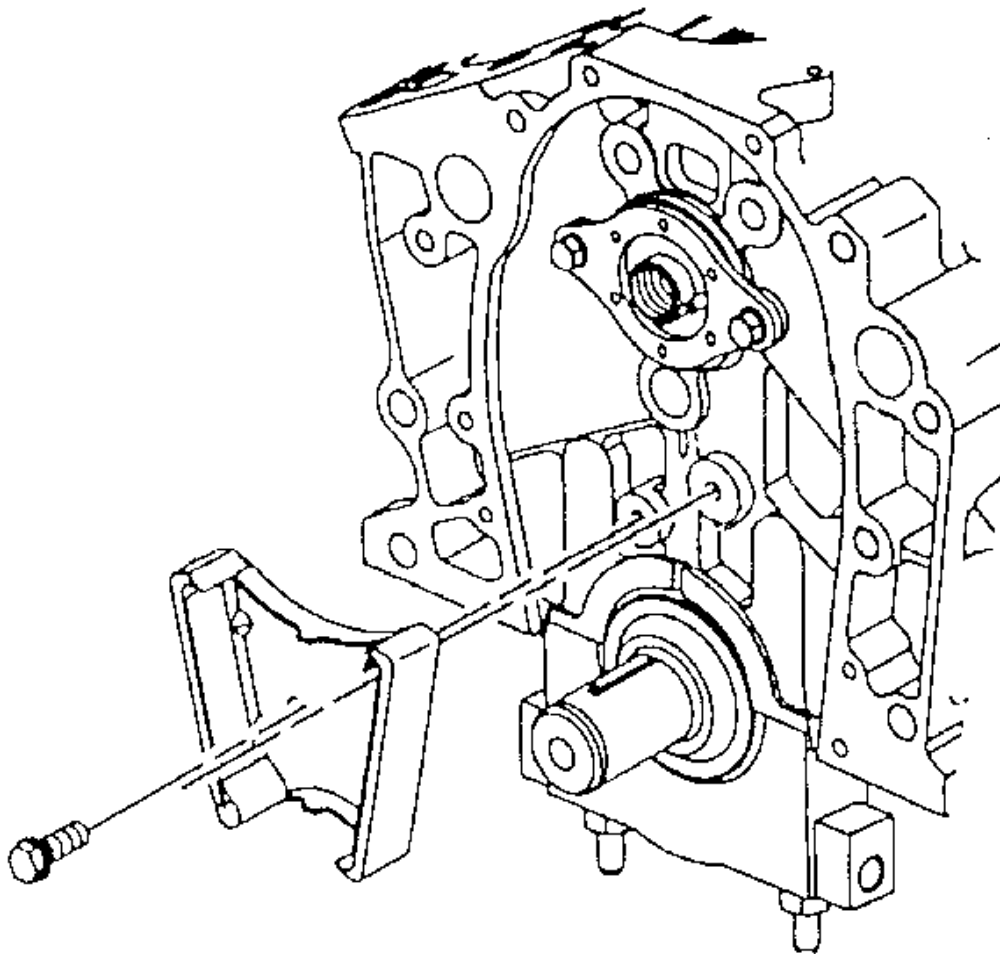


Fig. 166: View Of Timing Chain Dampener & Bolts
Courtesy of GENERAL MOTORS CORP.

5. Remove the timing chain dampener bolts.
6. Remove the timing chain dampener.

Installation Procedure

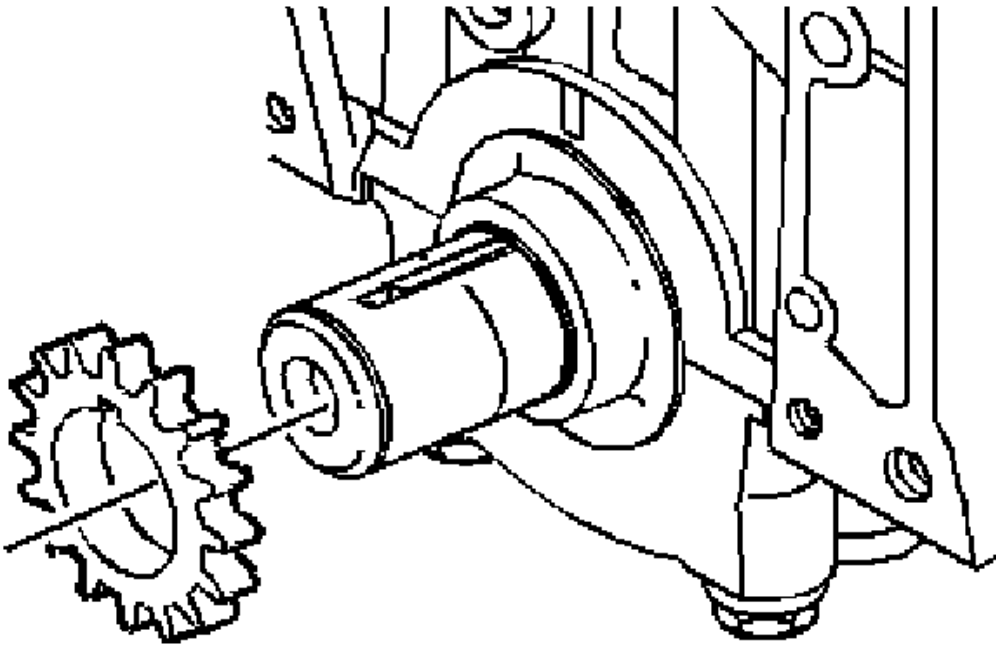


Fig. 167: View Of Crankshaft Sprocket
Courtesy of GENERAL MOTORS CORP.

1. Install the crankshaft sprocket.
2. Apply prelube GM P/N 12345501 (Canadian P/N 992704) or the equivalent to the crankshaft sprocket thrust surface.

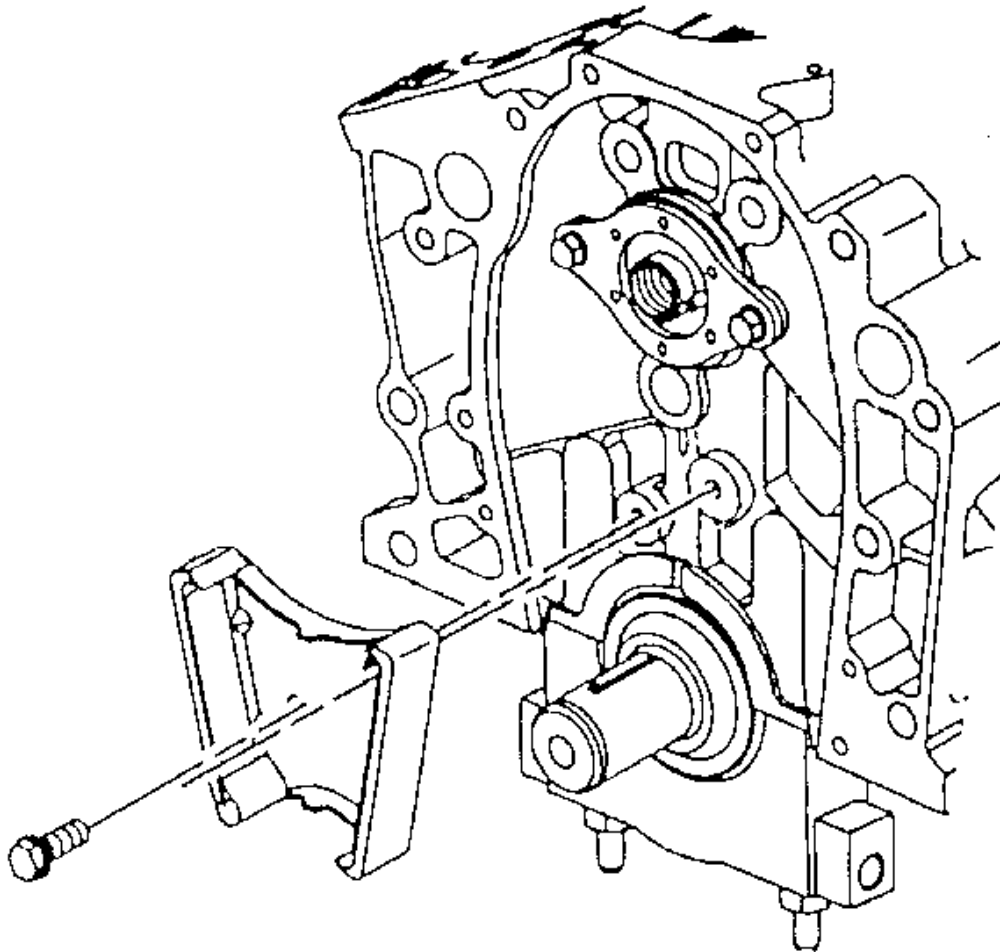


Fig. 168: View Of Timing Chain Dampener & Bolts
Courtesy of GENERAL MOTORS CORP.

3. Install the timing chain dampener.

CAUTION: Refer to Fastener Caution .

4. Install the timing chain dampener bolts and tighten to 21 N.m (15 lb ft).

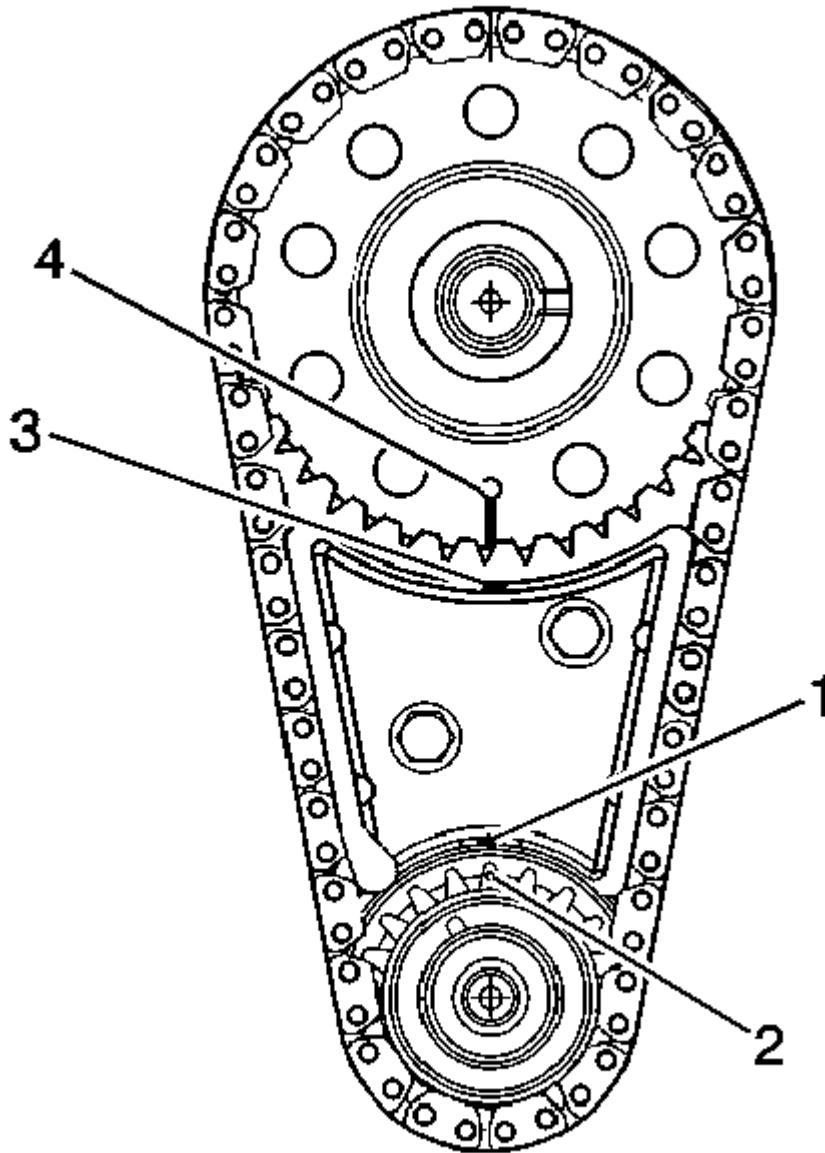


Fig. 169: Locating Timing Marks

Courtesy of GENERAL MOTORS CORP.

5. Align the crankshaft timing mark (2) to the timing mark on the bottom of the timing chain dampener (1).
6. Hold the camshaft sprocket with the timing chain hanging down and install the timing chain to the crankshaft gear.
7. Align the timing mark on the camshaft gear (4) with the timing mark on top of the timing chain dampener

(3).

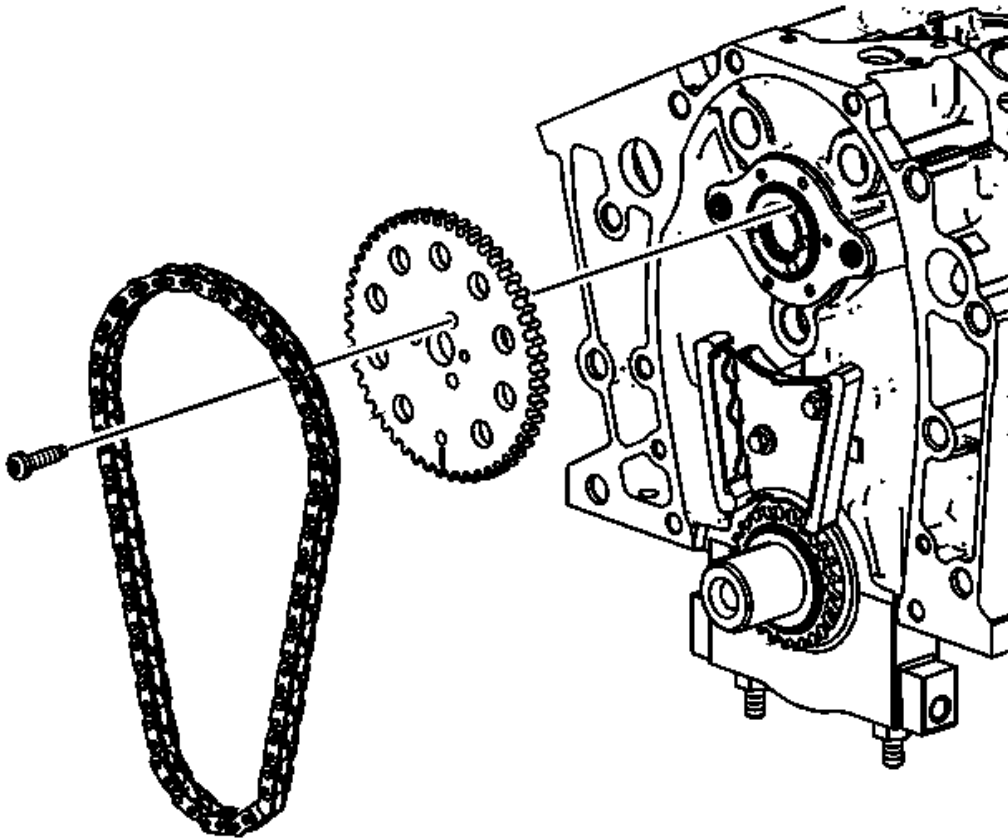


Fig. 170: Identifying Camshaft Sprocket And Timing Chain
Courtesy of GENERAL MOTORS CORP.

8. Align the dowel in the camshaft with the dowel hole in the camshaft sprocket.
9. Draw the camshaft sprocket onto the camshaft using the mounting bolts.
10. Coat the crankshaft and camshaft sprocket with engine oil and tighten the bolts to 16 N.m (12 lb ft).
11. Install the engine front cover. Refer to **Engine Front Cover Replacement**.

CYLINDER HEAD REPLACEMENT - LEFT SIDE

Special Tools

J 45059 Angle Meter

Removal Procedure

1. Drain the engine coolant from the cooling system. Refer to **Cooling System Draining and Filling (LNJ GE 47716 Fill)** or **Cooling System Draining and Filling (LNJ Static Fill)** .
2. Remove the engine left side spark plug wires from the spark plugs. Refer to **Spark Plug Wire Replacement** .

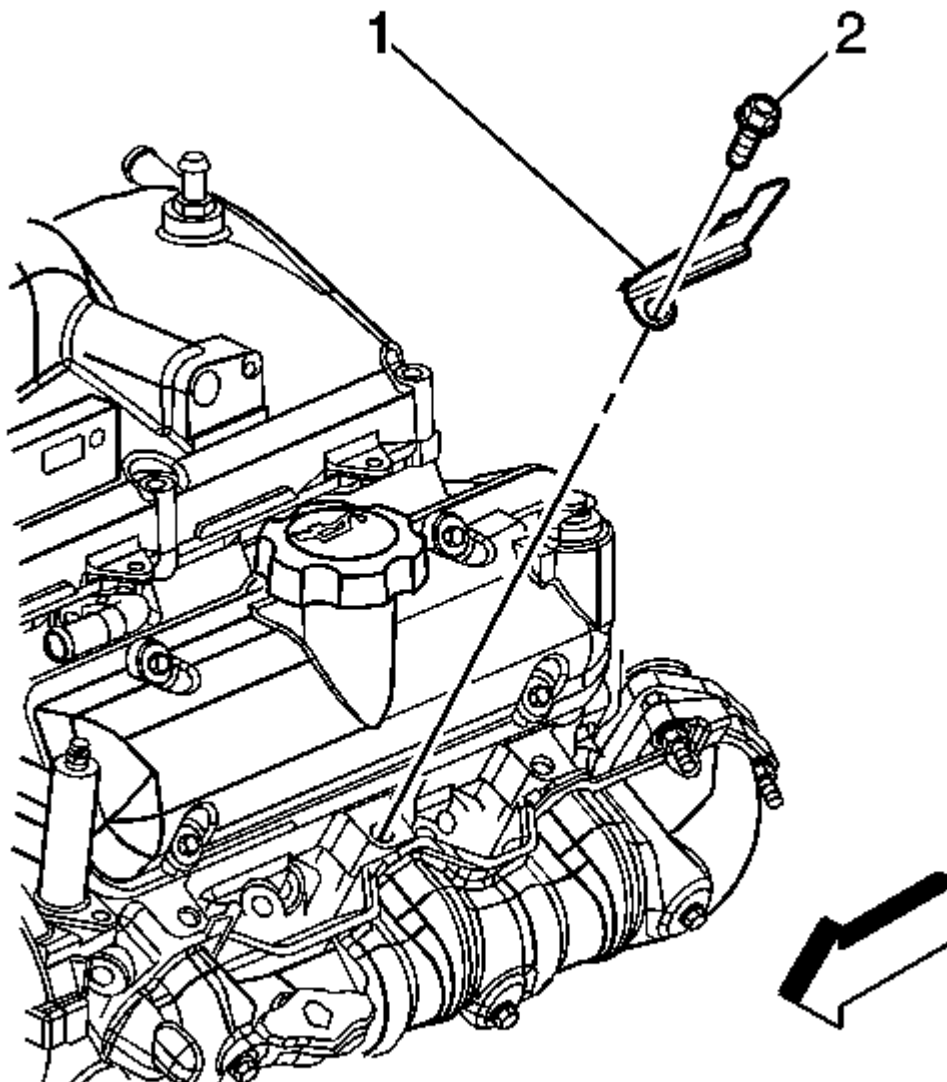


Fig. 171: View Of Spark Plug Wire Support & Bolt
Courtesy of GENERAL MOTORS CORP.

3. Remove the spark plug wire retainer support bolt (2) and support (1).

4. Remove the engine left side spark plugs. Refer to **Spark Plug Replacement** .
5. Remove the left valve rocker arm cover. Refer to **Valve Rocker Arm Cover Removal - Left Side**.
6. Remove the lower intake manifold. Refer to **Lower Intake Manifold Replacement**.
7. Remove the oil level indicator tube. Refer to **Oil Level Indicator Tube Replacement**.
8. Remove the exhaust crossover pipe. Refer to **Exhaust Crossover Pipe Replacement (LNJ)** .
9. Remove the engine left side exhaust manifold. Refer to **Exhaust Manifold Replacement - Left Side (LNJ)** .

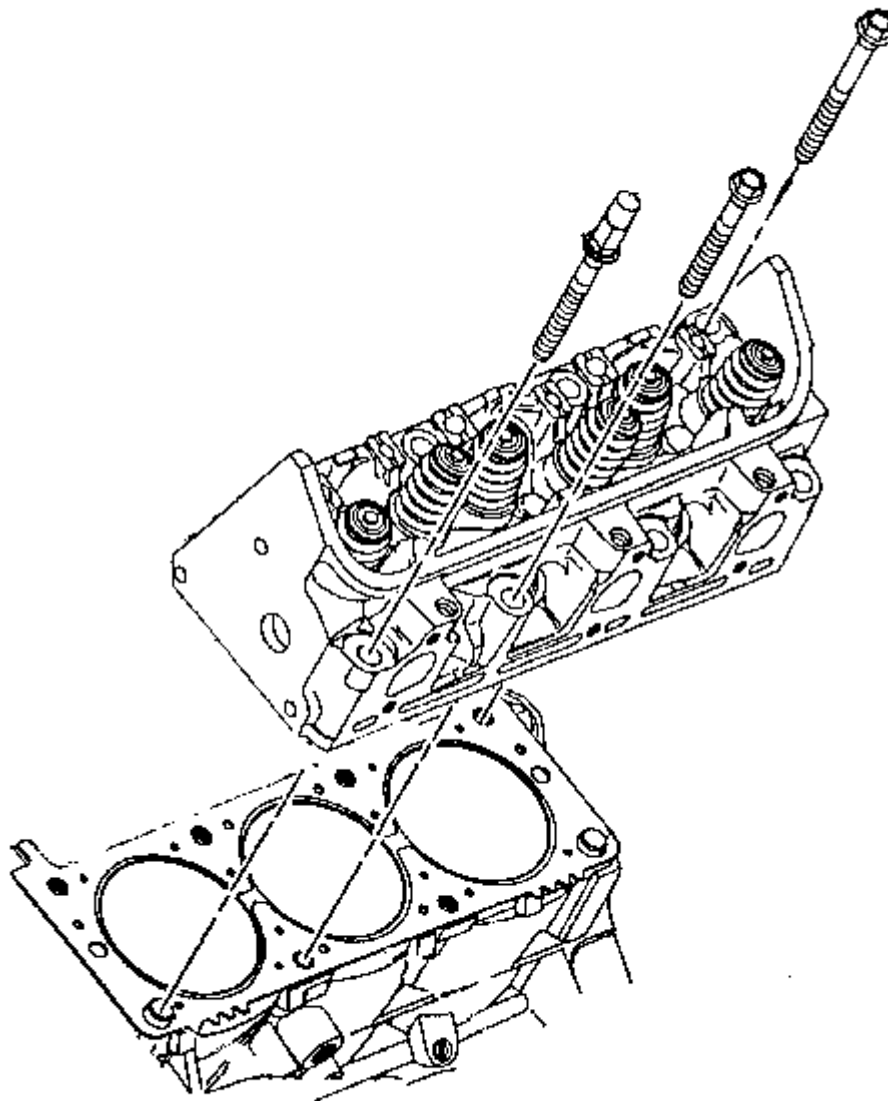


Fig. 172: View Of Cylinder Head
Courtesy of GENERAL MOTORS CORP.

10. Remove the cylinder head bolts and discard.
11. Remove the cylinder head.

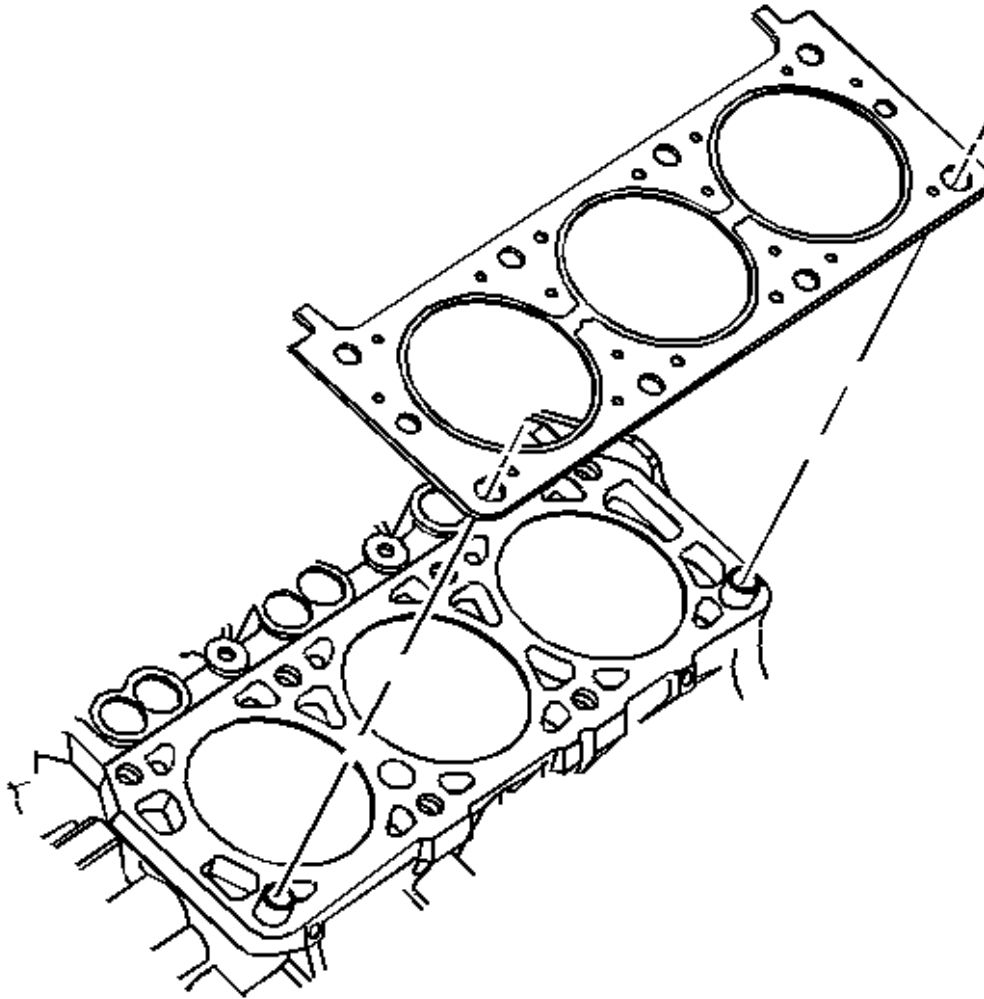


Fig. 173: View Of Cylinder Head Gasket And Alignment Pins
Courtesy of GENERAL MOTORS CORP.

12. Remove the cylinder head gasket.

NOTE: All gasket mating surfaces must remain free of oil and foreign material. Refer to Adhesives, Fluids, Lubricants, and Sealers for the correct part number to use to clean surfaces.

13. Clean the following areas:

- The gasket sealing surfaces on the cylinder head, cylinder block, intake manifold, and exhaust

manifold

- The cylinder block bolt threads

Installation Procedure

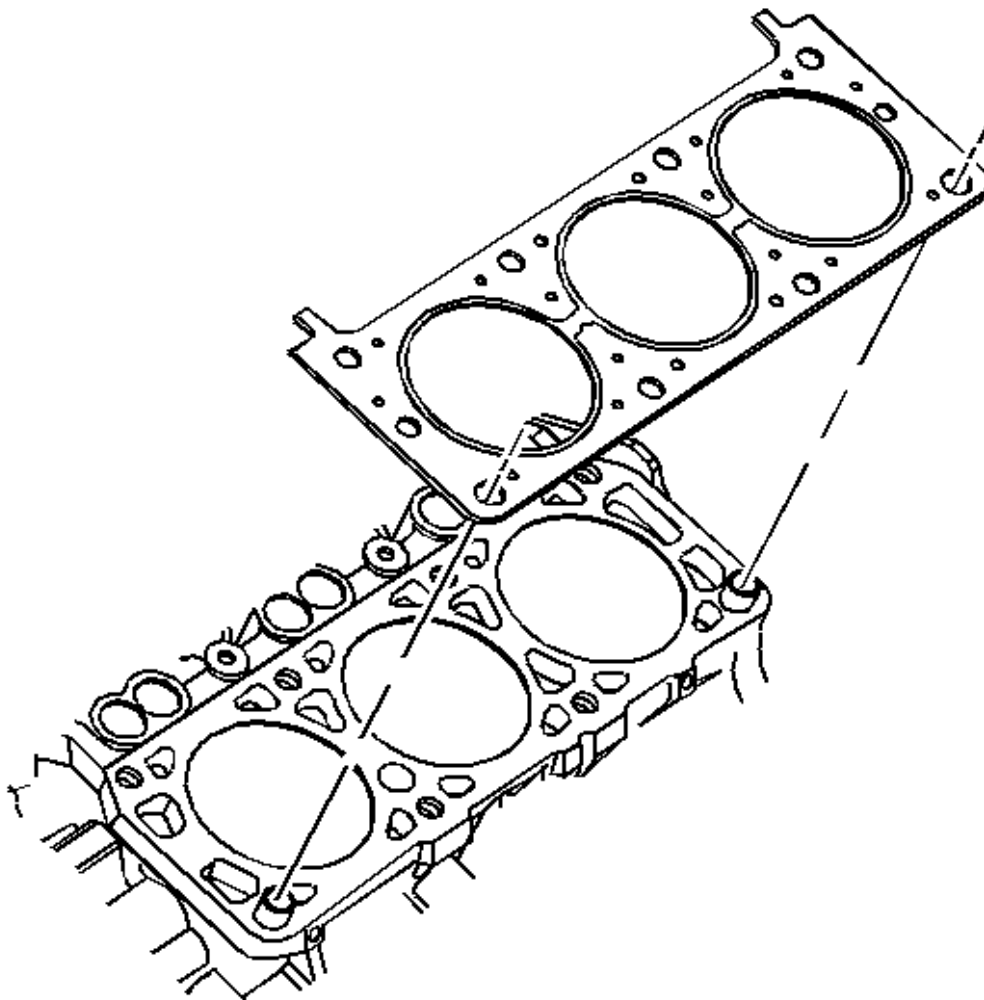


Fig. 174: View Of Cylinder Head Gasket And Alignment Pins
Courtesy of GENERAL MOTORS CORP.

1. Install the cylinder head gasket.

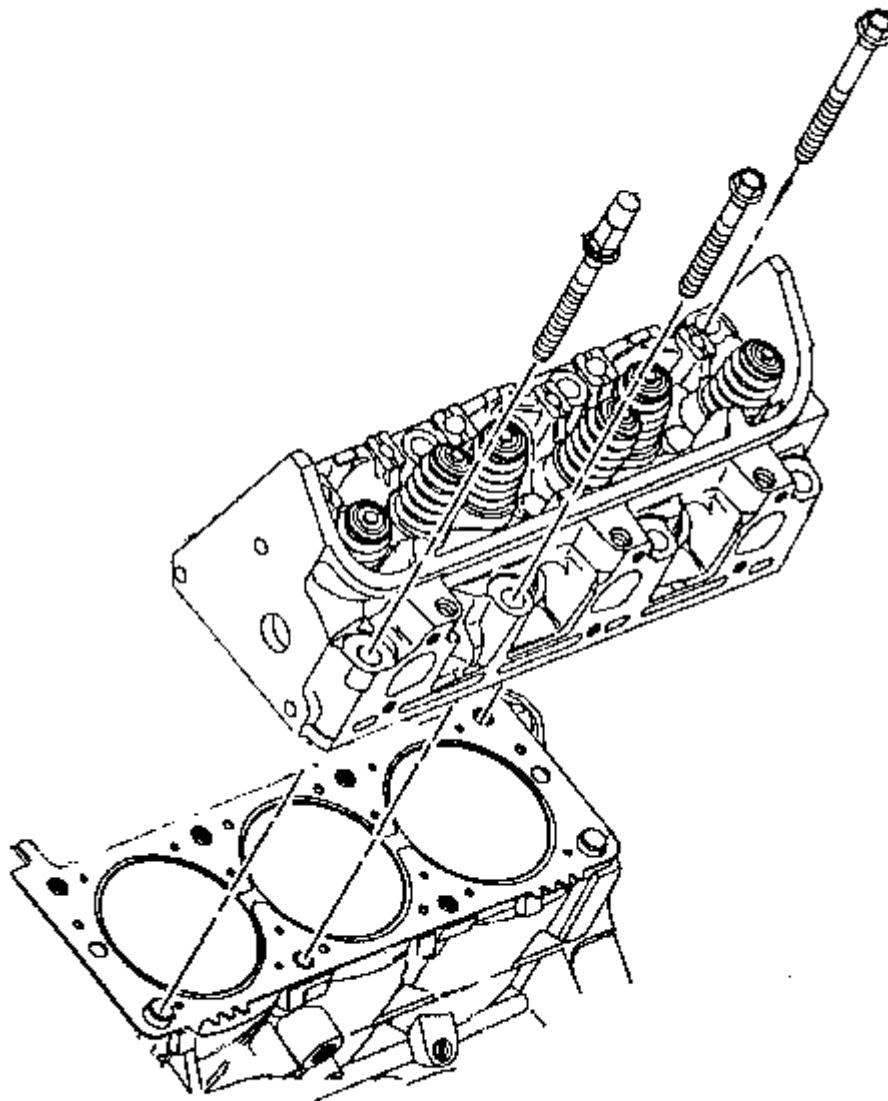


Fig. 175: View Of Cylinder Head
Courtesy of GENERAL MOTORS CORP.

2. Install the cylinder head.

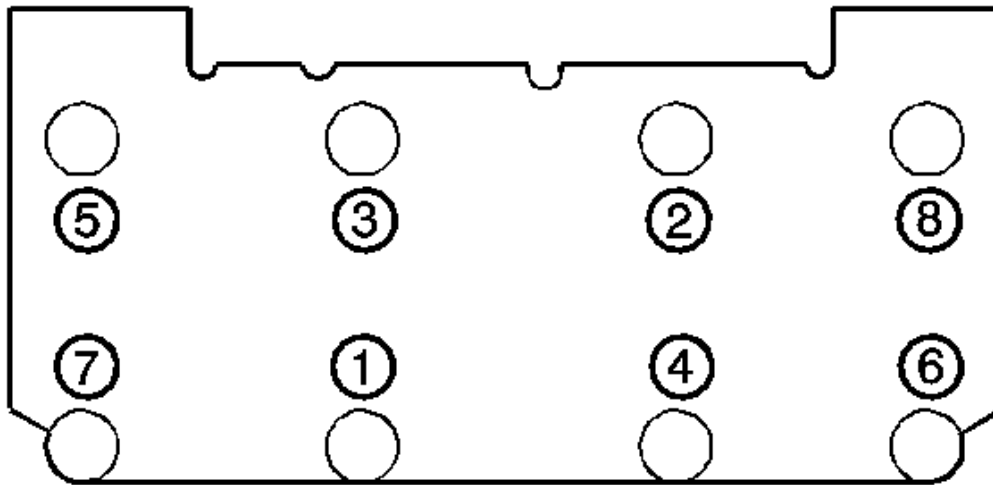


Fig. 176: View Of Cylinder Head Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

CAUTION: This component uses torque-to-yield bolts. When servicing this component do not reuse the bolts, New torque-to-yield bolts must be installed. Reusing used torque-to-yield bolts will not provide proper bolt torque and clamp load. Failure to install NEW torque-to-yield bolts may lead to engine damage.

CAUTION: Refer to Fastener Caution .

3. Install the NEW cylinder head bolts.

Tighten the bolts in sequence to 60 N.m (44 lb ft). Turn the bolts an additional 95 degrees using the **J 45059** .

4. Install the engine left side exhaust manifold. Refer to Exhaust Manifold Replacement - Left Side (LNJ) .
5. Install the exhaust crossover pipe. Refer to Exhaust Crossover Pipe Replacement (LNJ) .
6. Install the oil level indicator tube. Refer to Oil Level Indicator Tube Replacement.
7. Install the lower intake manifold. Refer to Lower Intake Manifold Replacement.
8. Install the left valve rocker arm cover. Refer to Valve Rocker Arm Cover Removal - Left Side.
9. Install the engine left side spark plugs. Refer to Spark Plug Replacement .

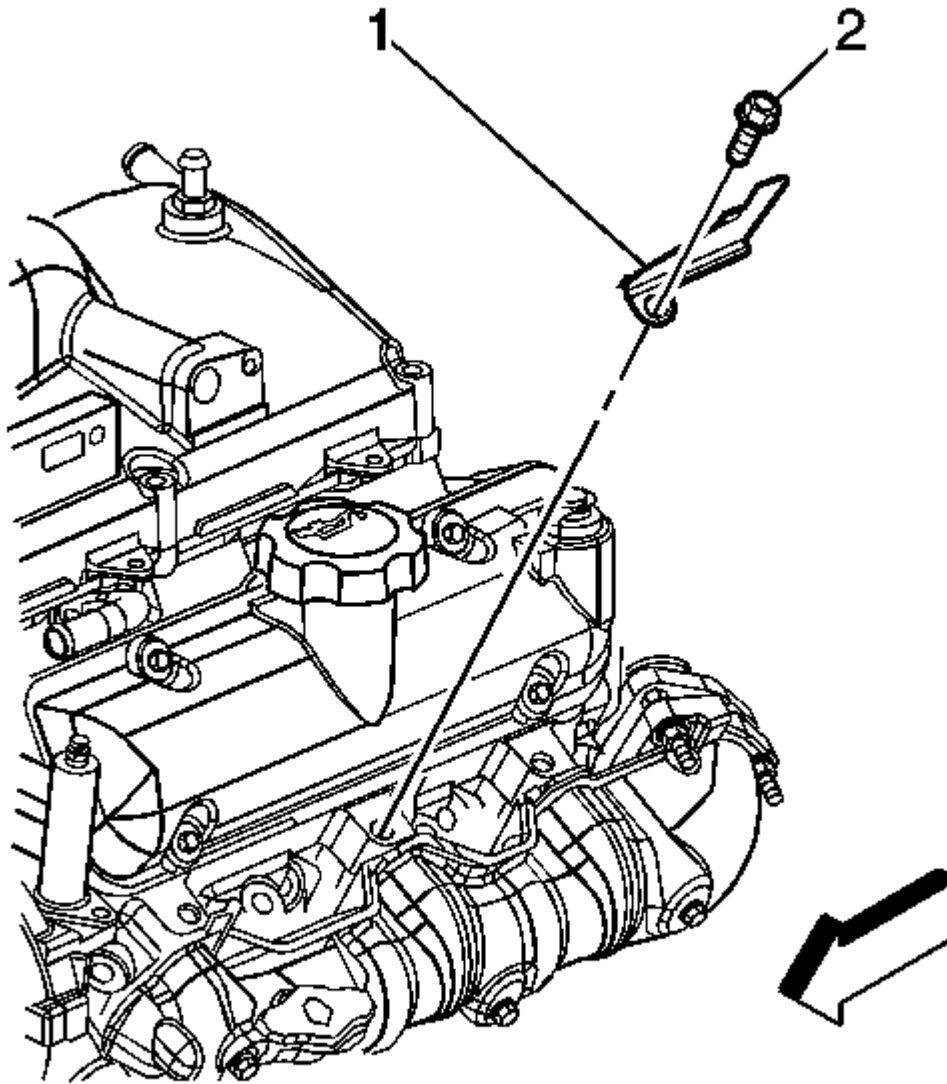


Fig. 177: View Of Spark Plug Wire Support & Bolt
Courtesy of GENERAL MOTORS CORP.

10. Install the spark plug wire retainer support (1) and bolt (2) and tighten the bolt to 25 N.m (18 lb ft).
11. Install the engine left side spark plug wires to the spark plugs. Refer to **Spark Plug Wire Replacement**.
12. Fill the cooling system with engine coolant. Refer to **Cooling System Draining and Filling (LNJ GE 47716 Fill)** or **Cooling System Draining and Filling (LNJ Static Fill)**.

CYLINDER HEAD REPLACEMENT - RIGHT SIDE

Special Tools

J 45059 Angle Meter

Removal Procedure

1. Drain the engine coolant from the cooling system. Refer to **Cooling System Draining and Filling (LNJ GE 47716 Fill)** or **Cooling System Draining and Filling (LNJ Static Fill)** .
2. Remove the heater outlet pipe. Refer to **Heater Outlet Pipe Replacement (RPO LNJ)** .

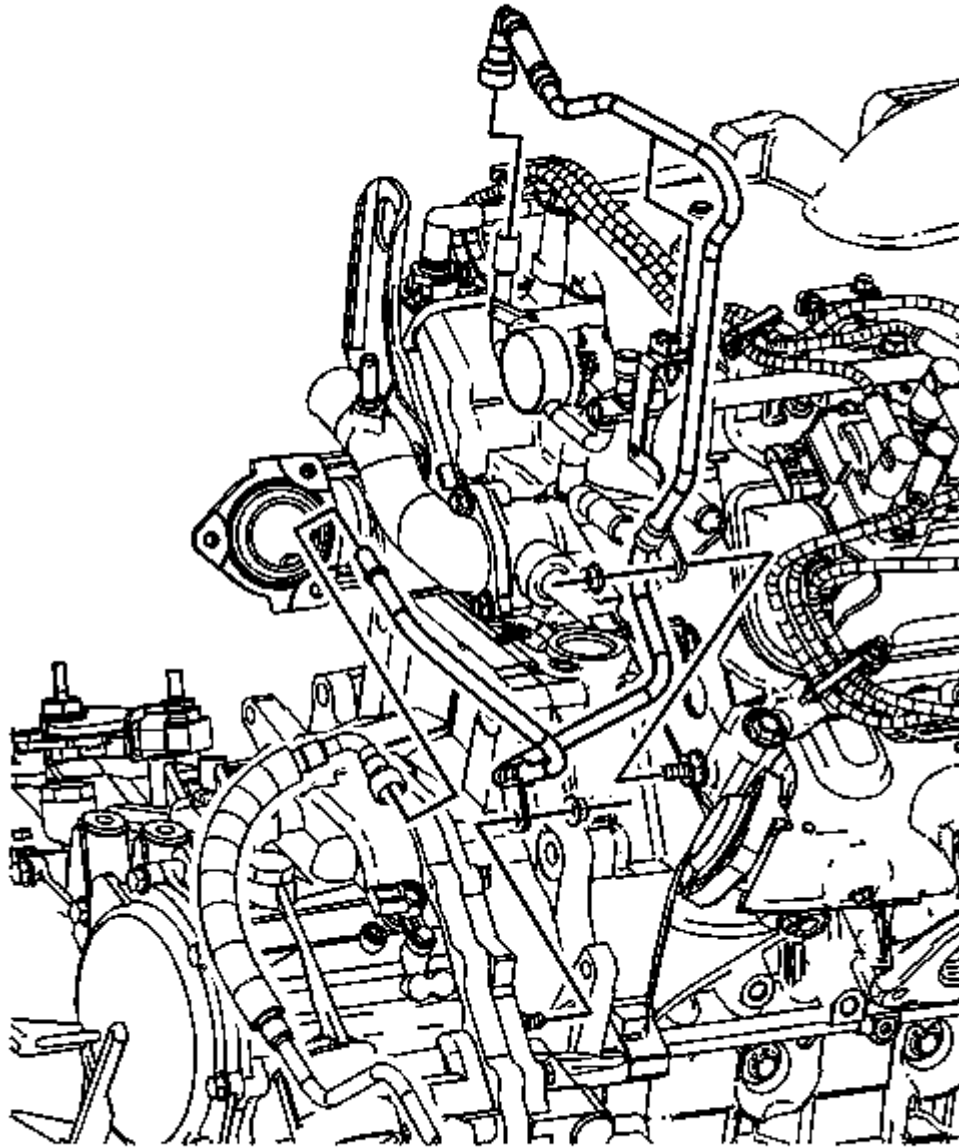


Fig. 178: View Of Hose/Pipe Retainer-To-Right Cylinder Head Nut & Fuel Pipe-To-Transaxle Nut
Courtesy of GENERAL MOTORS CORP.

3. Remove the nut securing the hose/pipe retainer to the right cylinder head.
4. Remove the engine coolant temperature sensor. Refer to **Engine Coolant Temperature Sensor Replacement** .

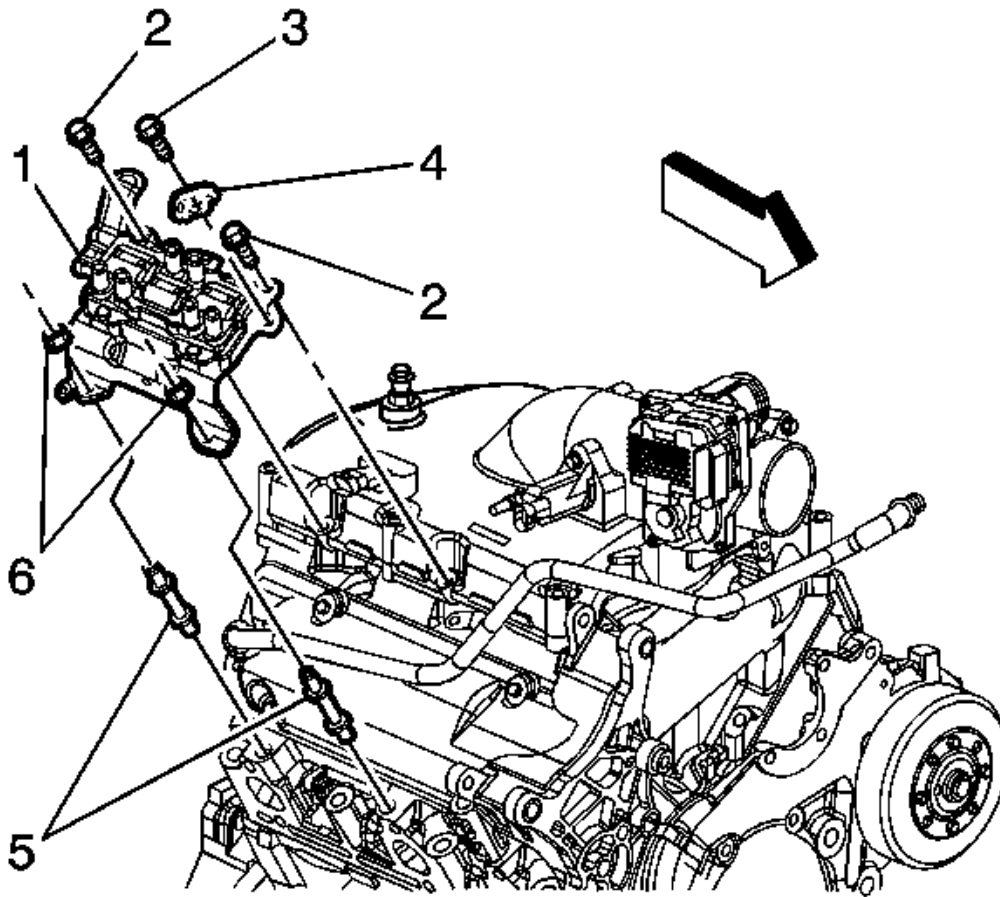


Fig. 179: View Of Ignition Control Module Bracket & Components
 Courtesy of GENERAL MOTORS CORP.

5. Remove the ignition control module and bracket (1). Refer to **Ignition Control Module Bracket Replacement** .
6. Remove the ignition control module bracket studs (5).
7. Remove the engine right side spark plug wires from the spark plugs. Refer to **Spark Plug Wire Replacement** .
8. Remove the engine right side spark plugs. Refer to **Spark Plug Replacement** .
9. Remove the right valve rocker arm cover. Refer to **Valve Rocker Arm Cover Removal - Right Side**.
10. Remove the lower intake manifold. Refer to **Lower Intake Manifold Replacement**.
11. Remove the exhaust crossover pipe. Refer to **Exhaust Crossover Pipe Replacement (LNJ)** .
12. Remove the engine right side exhaust manifold. Refer to **Exhaust Manifold Replacement - Right Side (LNJ)** .

13. Remove the generator bracket and engine lift bracket. Refer to **Generator Bracket and Engine Lift Bracket Replacement (LNJ)**.

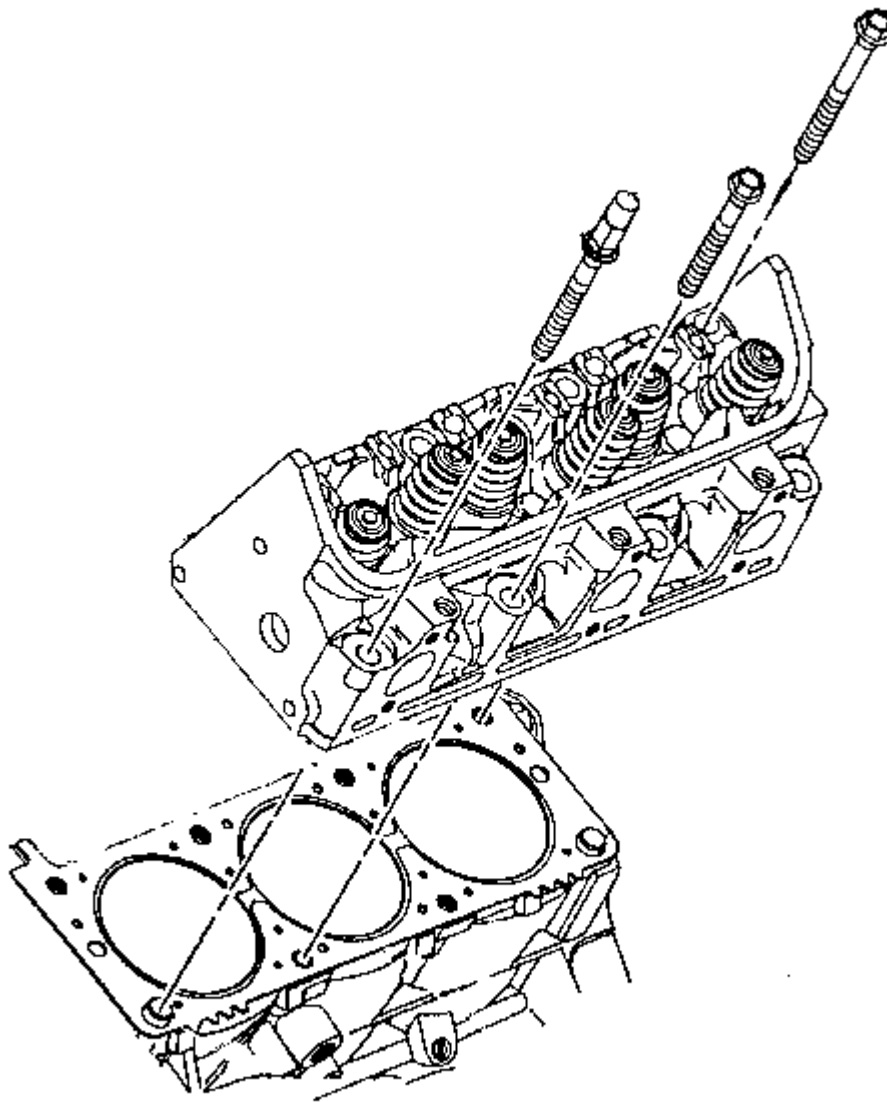


Fig. 180: View Of Cylinder Head
Courtesy of GENERAL MOTORS CORP.

14. Remove the cylinder head bolts and discard.
15. Remove the cylinder head.

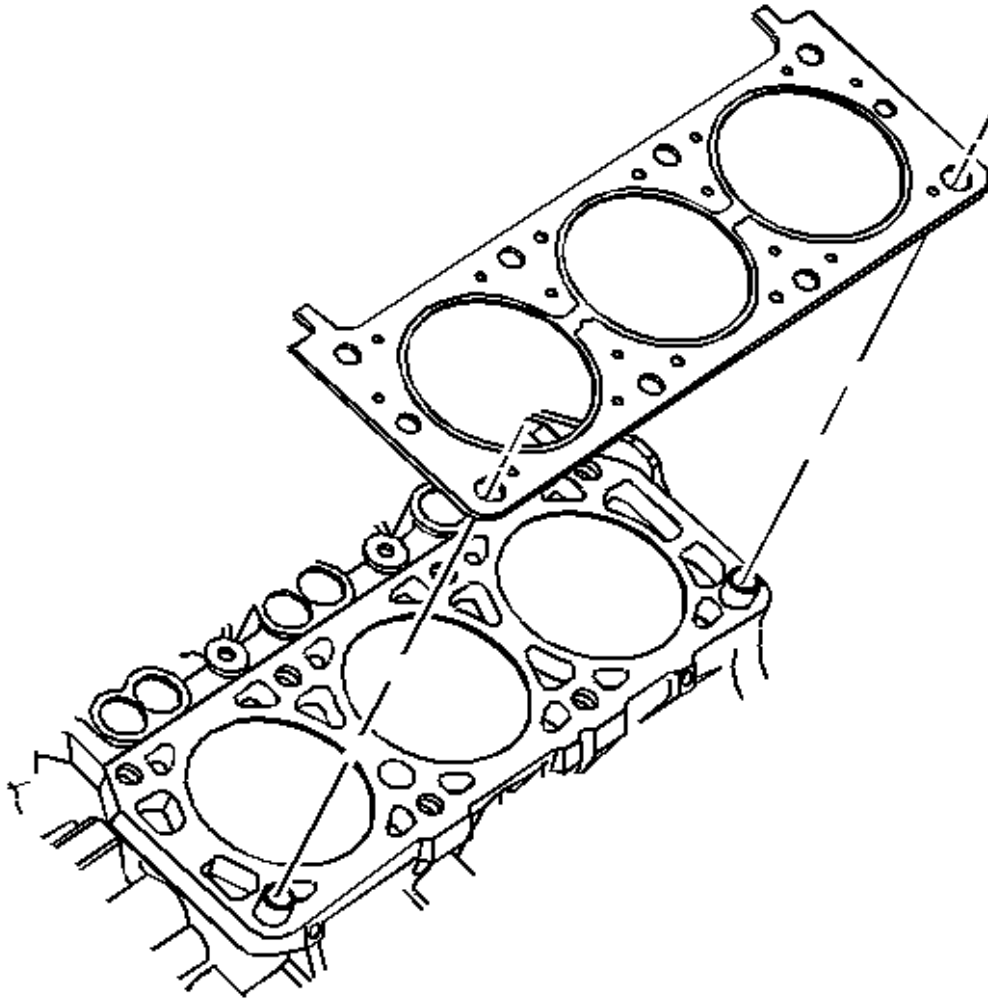


Fig. 181: View Of Cylinder Head Gasket And Alignment Pins
Courtesy of GENERAL MOTORS CORP.

16. Remove the cylinder head gasket.

NOTE: All gasket mating surfaces must remain free of oil and foreign material. Refer to Adhesives, Fluids, Lubricants, and Sealers for the correct part number to use to clean surfaces.

17. Clean the following areas:

- The gasket sealing surfaces on the cylinder head, cylinder block, intake manifold, and exhaust

manifold

- The cylinder block bolt threads

Installation Procedure

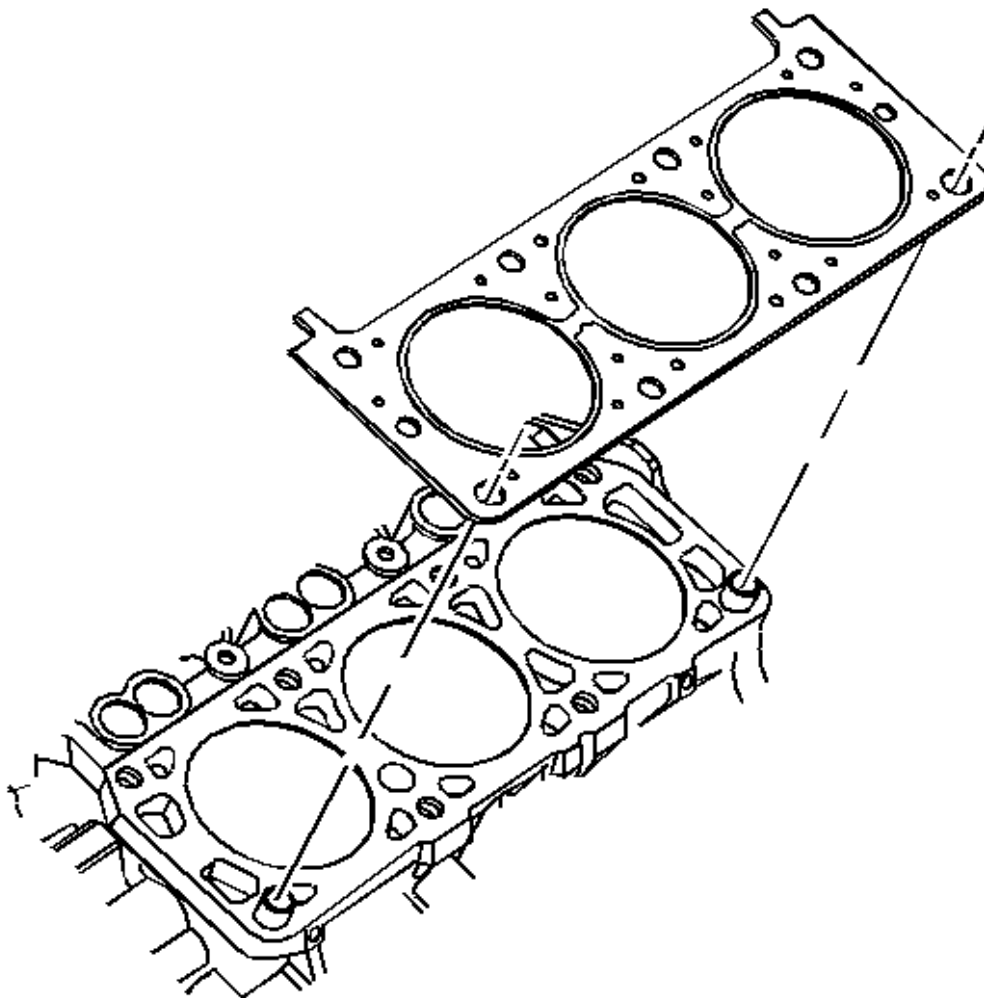


Fig. 182: View Of Cylinder Head Gasket And Alignment Pins
Courtesy of GENERAL MOTORS CORP.

1. Install the cylinder head gasket.

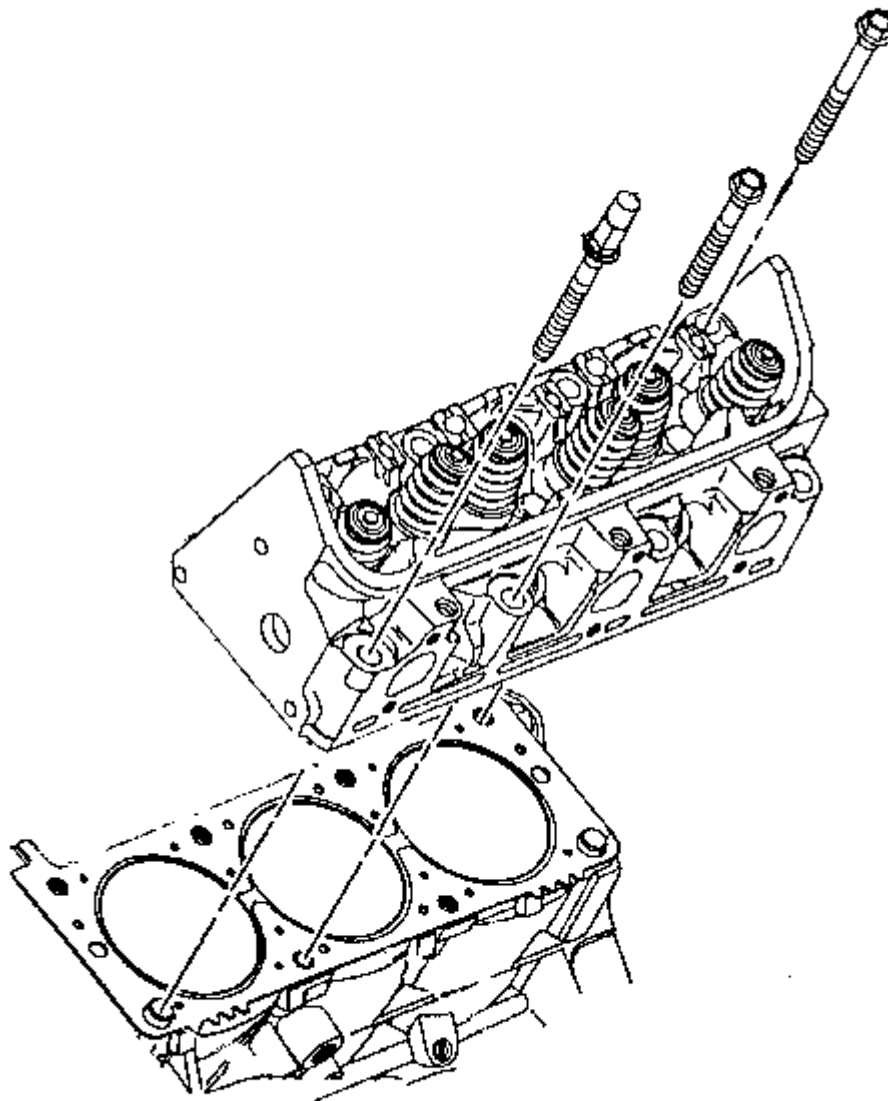


Fig. 183: View Of Cylinder Head
Courtesy of GENERAL MOTORS CORP.

2. Install the cylinder head.

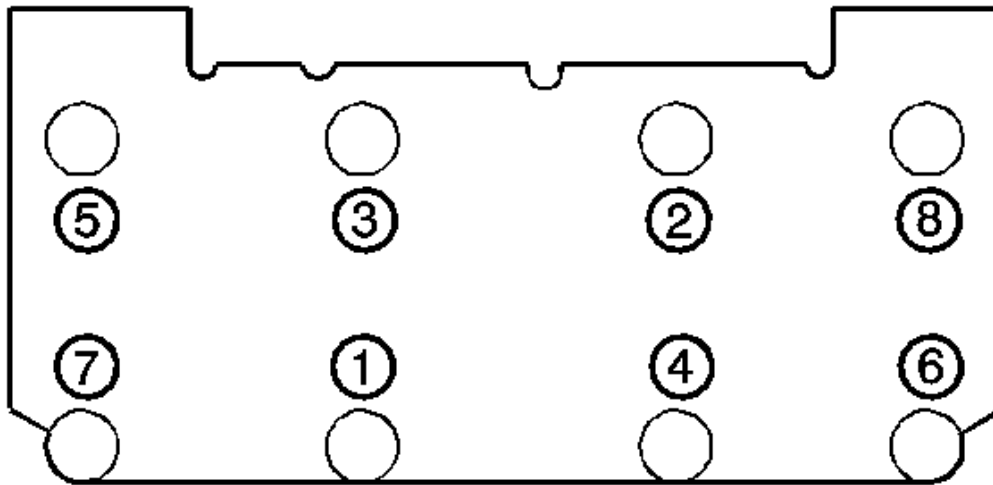


Fig. 184: View Of Cylinder Head Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

CAUTION: This component uses torque-to-yield bolts. When servicing this component do not reuse the bolts, New torque-to-yield bolts must be installed. Reusing used torque-to-yield bolts will not provide proper bolt torque and clamp load. Failure to install NEW torque-to-yield bolts may lead to engine damage.

CAUTION: Refer to Fastener Caution .

3. Install the NEW cylinder head bolts.

Tighten the bolts in sequence to 60 N.m (44 lb ft). Turn the bolts an additional 95 degrees using the **J 45059** .

4. Install the generator bracket and engine lift bracket. Refer to Generator Bracket and Engine Lift Bracket Replacement (LNJ) .
5. Install the engine right side exhaust manifold. Refer to Exhaust Manifold Replacement - Right Side (LNJ) .
6. Install the exhaust crossover pipe. Refer to Exhaust Crossover Pipe Replacement (LNJ) .
7. Install the lower intake manifold. Refer to Lower Intake Manifold Replacement .
8. Install the right valve rocker arm cover. Refer to Valve Rocker Arm Cover Removal - Right Side .

9. Install the engine left side spark plugs. Refer to [Spark Plug Replacement](#) .
10. Install the engine left side spark plug wires to the spark plugs. Refer to [Spark Plug Wire Replacement](#) .

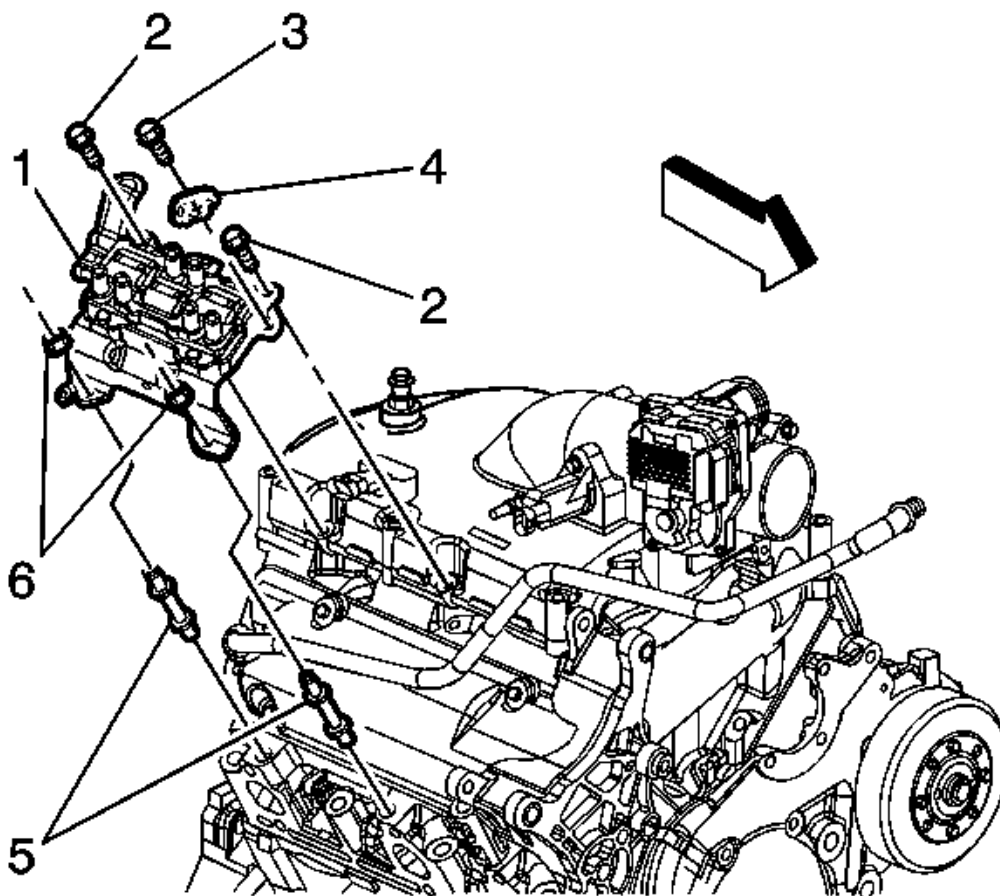


Fig. 185: View Of Ignition Control Module Bracket & Components
Courtesy of GENERAL MOTORS CORP.

11. Install the ignition module bracket studs (5) and tighten to 25 N.m (18 lb ft).
12. Install the ignition control module and bracket (1). Refer to [Ignition Control Module Bracket Replacement](#) .
13. Install the engine coolant temperature sensor. Refer to [Engine Coolant Temperature Sensor Replacement](#) .

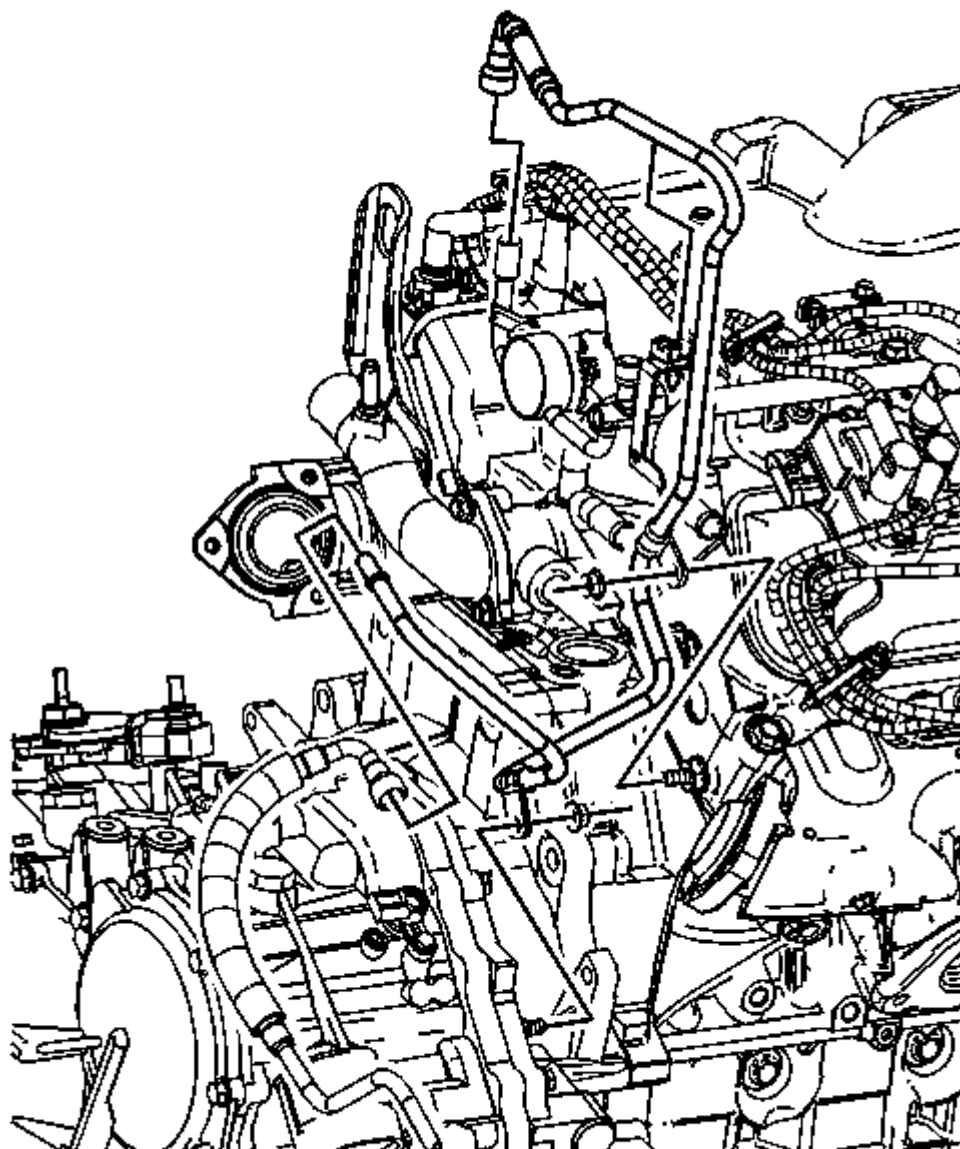


Fig. 186: View Of Hose/Pipe Retainer-To-Right Cylinder Head Nut & Fuel Pipe-To-Transaxle Nut
Courtesy of GENERAL MOTORS CORP.

14. Install the nut securing the hose/pipe retainer to the right cylinder head and tighten the nut to 25 N.m (18 lb ft).
15. Install the heater outlet pipe. Refer to **Heater Outlet Pipe Replacement (RPO LNJ)** .
16. Fill the cooling system with engine coolant. Refer to **Cooling System Draining and Filling (LNJ GE**

47716 Fill or **Cooling System Draining and Filling (LNJ Static Fill)** .

ENGINE FLYWHEEL REPLACEMENT

Removal Procedure

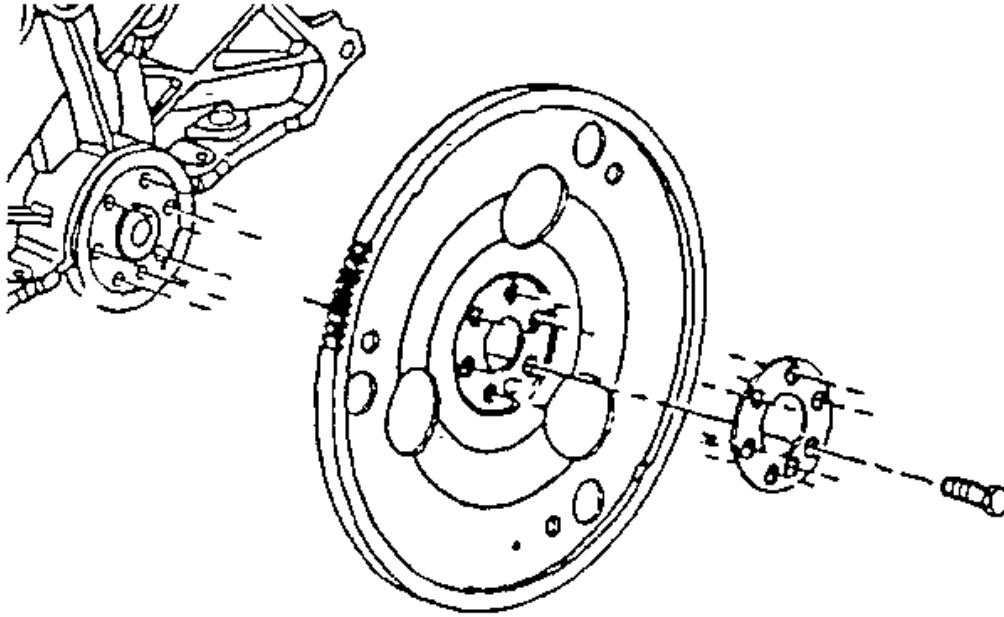


Fig. 187: Identifying Engine Flywheel & Components
Courtesy of GENERAL MOTORS CORP.

1. Remove the automatic transaxle. Refer to **Transmission Replacement** .
2. Remove the engine flywheel bolts and flywheel.
3. Clean the engine flywheel bolt threads and bolt holes.
4. Clean and inspect the engine flywheel.

Installation Procedure

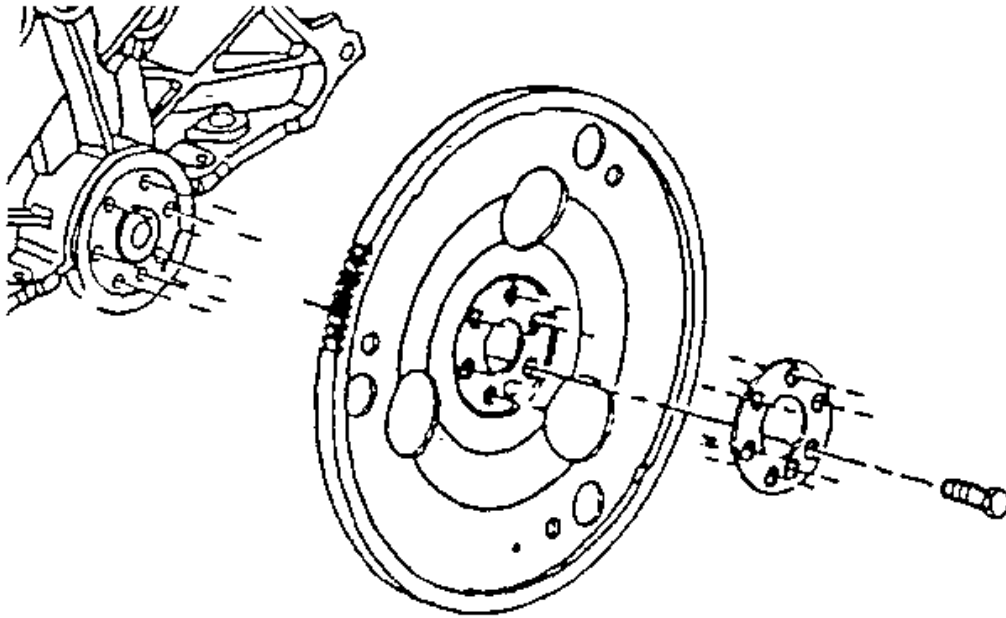


Fig. 188: Identifying Engine Flywheel & Components
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

1. Install the engine flywheel and bolts and tighten to 71 N.m (52 lb ft)
2. Install the automatic transaxle. Refer to Transmission Replacement .

CRANKSHAFT REAR OIL SEAL REPLACEMENT

Removal Procedure

1. Remove the engine flywheel. Refer to Engine Flywheel Replacement.
2. Remove the crankshaft rear oil seal. Refer to Crankshaft Rear Oil Seal Removal.

Installation Procedure

1. Install the rear main seal. Refer to Crankshaft Rear Oil Seal Installation.
2. Install the engine flywheel. Refer to Engine Flywheel Replacement.

CAMSHAFT REAR BEARING HOLE PLUG REPLACEMENT

Removal Procedure

1. Remove the engine flywheel. Refer to **Engine Flywheel Replacement**.

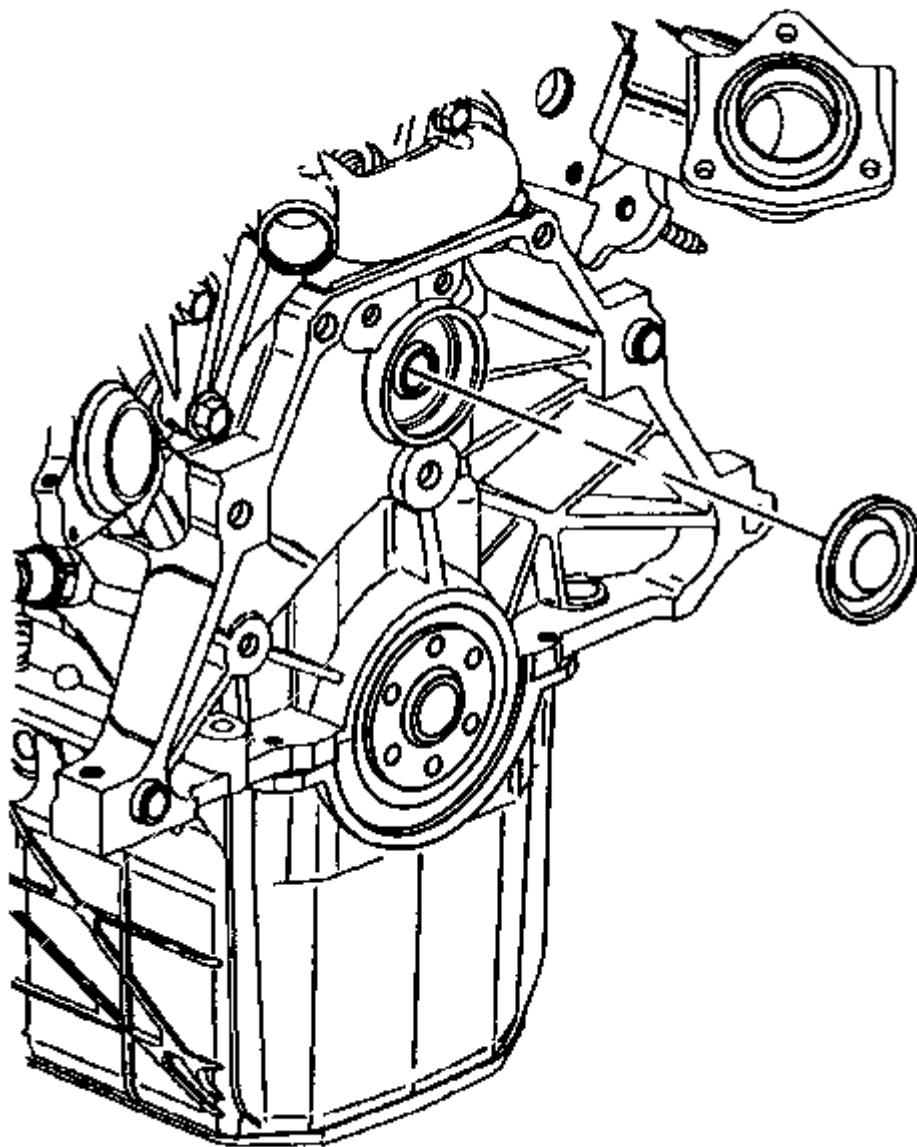


Fig. 189: View Of Camshaft Rear Bearing Hole Plug
Courtesy of GENERAL MOTORS CORP.

2. Remove the camshaft rear bearing hole plug.

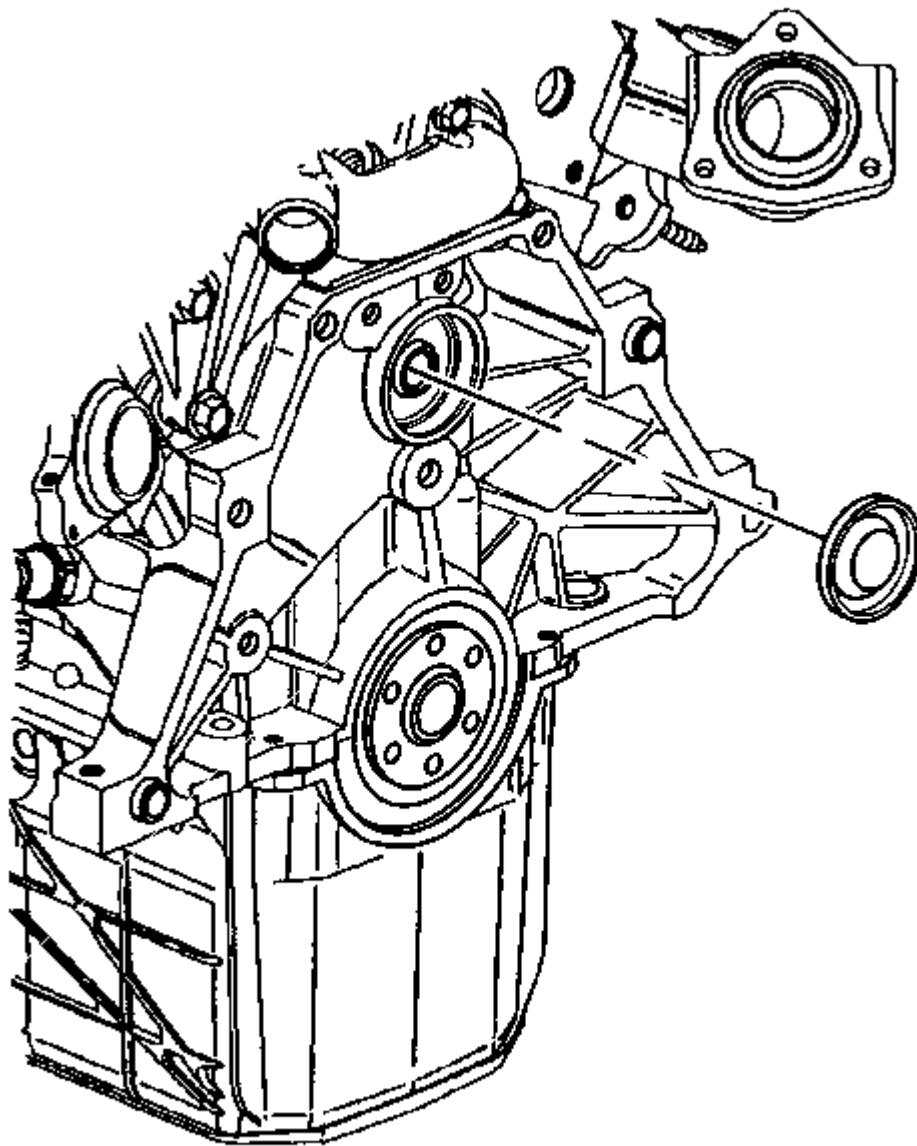
Installation Procedure

Fig. 190: View Of Camshaft Rear Bearing Hole Plug
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Inspect plug bore for old sealant. Ensure bore is clean and free of knicks and burs.

1. Apply sealer to the camshaft rear bearing hole plug. Refer to Adhesives, Fluids, Lubricants, and Sealers for the correct part number.
2. Install the camshaft rear bearing hole plug.

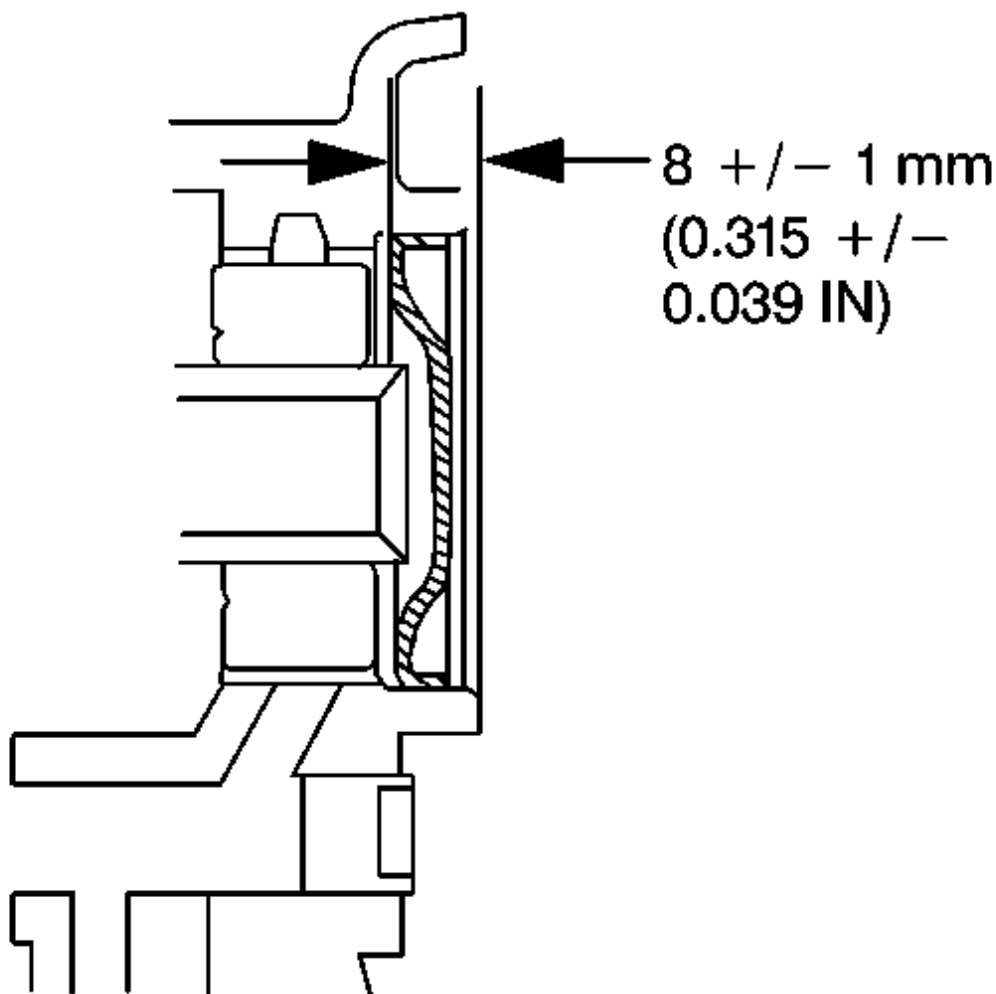


Fig. 191: Illustrating Proper Camshaft Rear Bearing Plug Specifications
Courtesy of GENERAL MOTORS CORP.

3. Ensure that the camshaft rear bearing plug is installed to specifications.

4. Install the engine flywheel. Refer to **Engine Flywheel Replacement**.

ENGINE REPLACEMENT

Removal Procedure

1. Remove the battery box and carefully set the engine control module (ECM) on top of the engine. Refer to **Battery Box Replacement**.

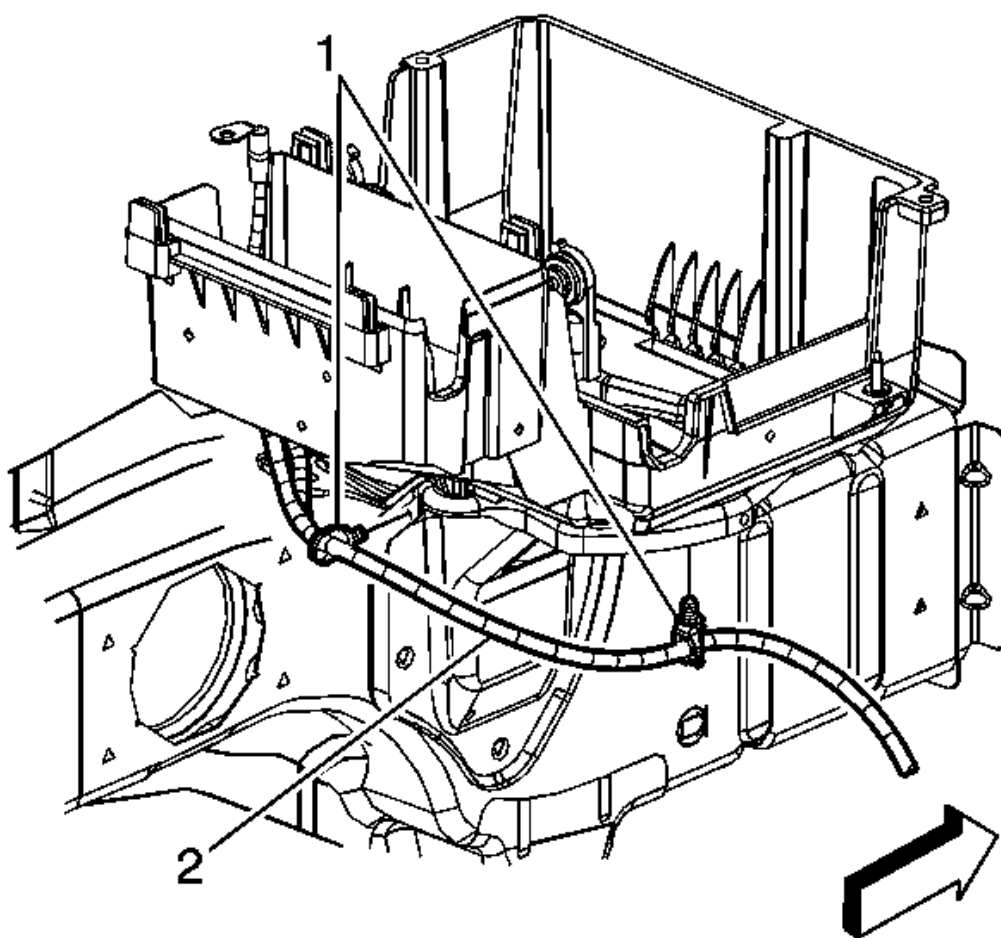


Fig. 192: View Of Battery Cable Retainers At Battery Tray
Courtesy of GENERAL MOTORS CORP.

2. Remove the battery cable retainers (1) from the battery tray.

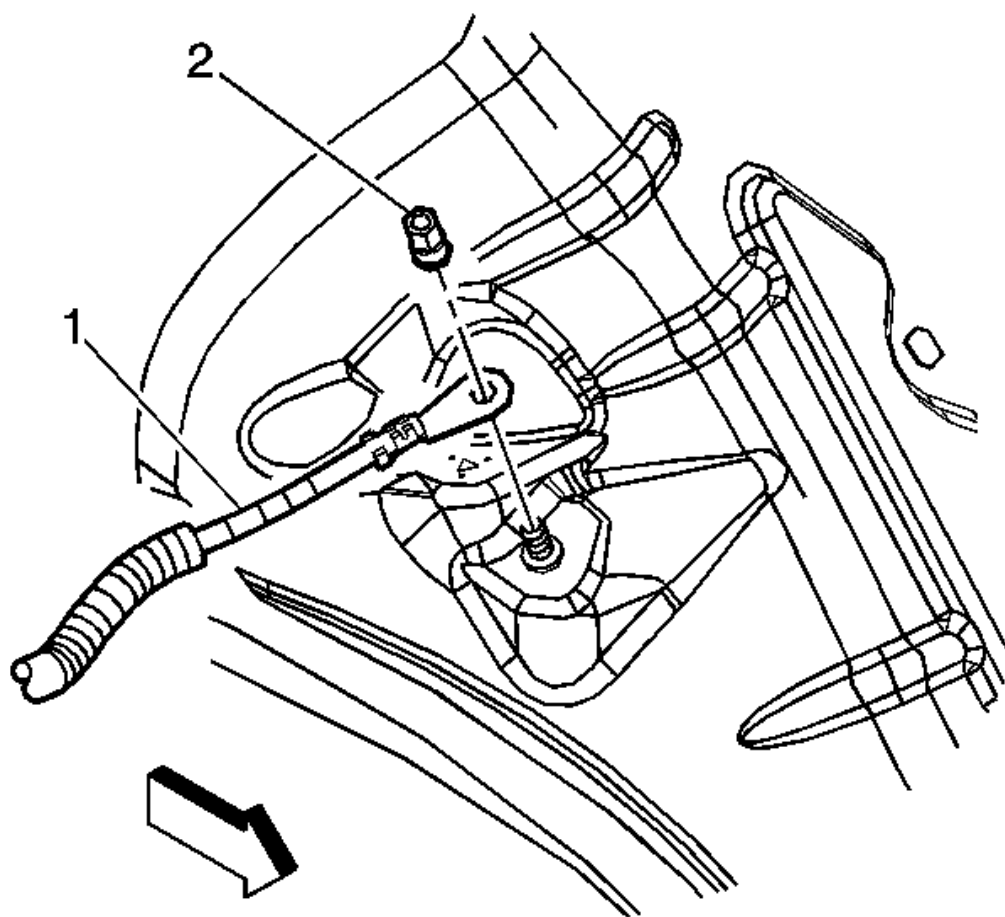


Fig. 193: View Of Negative Battery Cable At Inner Fender Body Ground Stud
 Courtesy of GENERAL MOTORS CORP.

3. Remove the negative battery cable nut (2) from the inner fender body ground stud.
4. Remove the negative battery cable (1) from the inner fender body ground stud.
5. Remove the fuel injector sight shield. Refer to **Fuel Injector Sight Shield Replacement**.

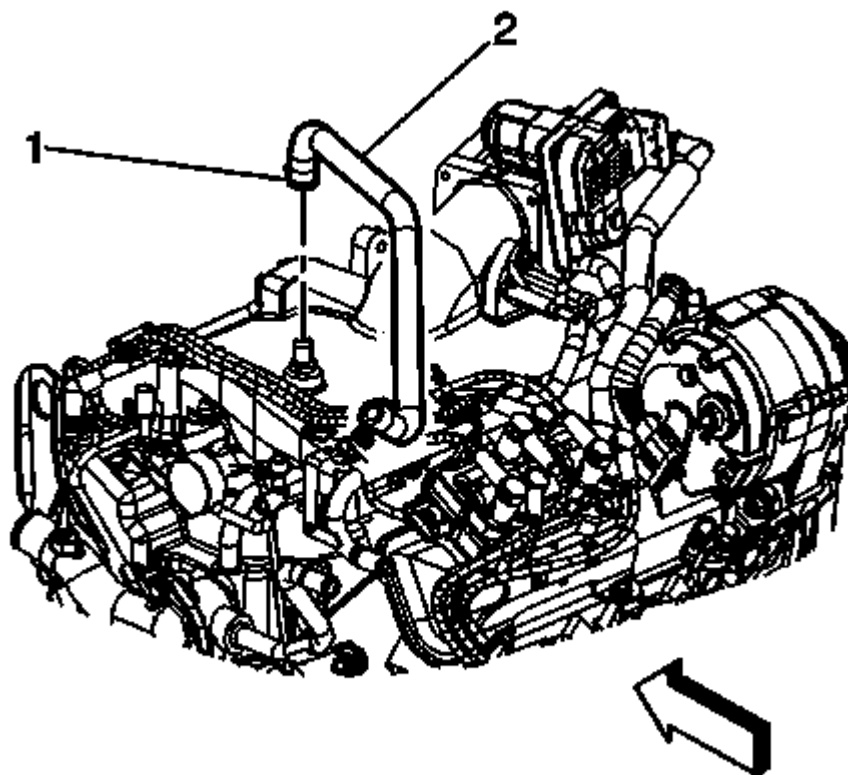


Fig. 194: View Of Brake Booster Vacuum Hose
Courtesy of GENERAL MOTORS CORP.

6. Release the clamp (1) from the brake booster vacuum hose connection.
7. Disconnect the brake booster vacuum hose (2) from the intake manifold.

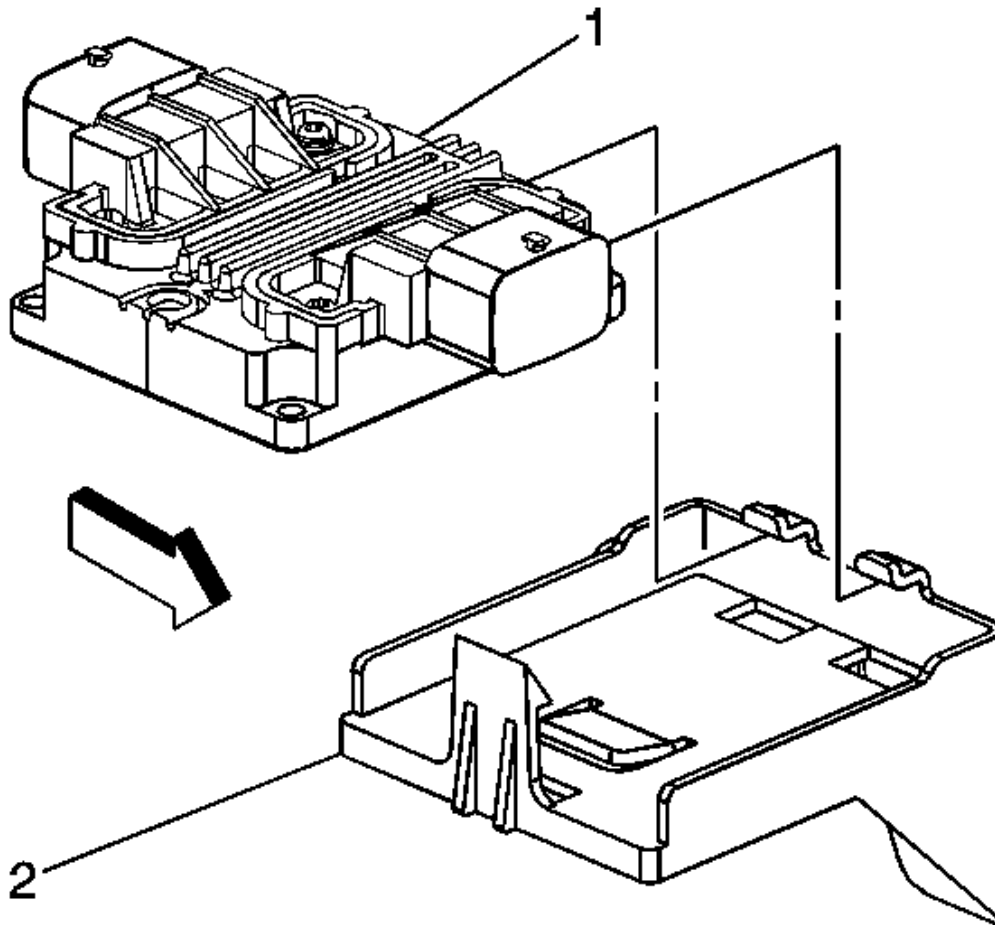


Fig. 195: View Of TCM & Bracket
 Courtesy of GENERAL MOTORS CORP.

8. Remove the transaxle control module (TCM) (1) from the bracket (2) and set the TCM on top of the engine.
9. Remove the air cleaner assembly and air intake duct. Refer to **Air Cleaner Assembly Replacement** .
10. Discharge the fuel system. Refer to **Fuel Pressure Relief (Without CH 48027)** or **Fuel Pressure Relief (With CH 48027)** .
11. Disconnect the evaporative emission (EVAP) hose/pipe from the EVAP canister purge solenoid valve. Refer to **Plastic Collar Quick Connect Fitting Service** .

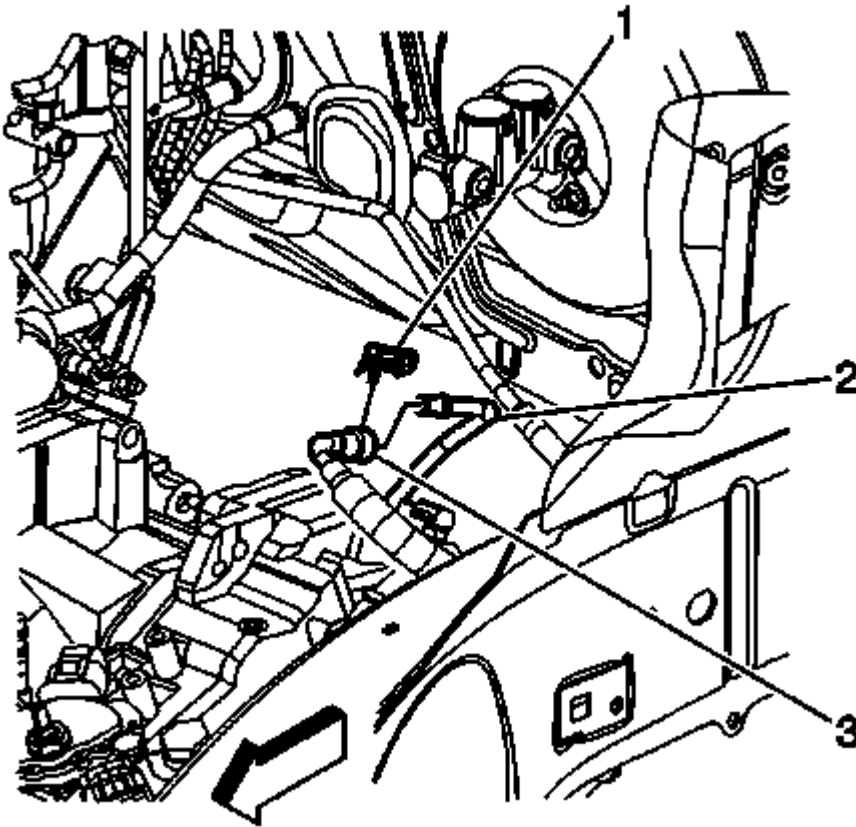


Fig. 196: Disconnecting/Connecting Engine Fuel Hose/Pipe At Chassis Fuel Hose/Pipe
 Courtesy of GENERAL MOTORS CORP.

12. Disconnect the engine fuel hose/pipe (3) from the chassis fuel hose/pipe (2). Refer to **Metal Collar Quick Connect Fitting Service** .
13. Discharge the air conditioning (A/C) system. Refer to **Refrigerant Recovery and Recharging** .
14. Remove the A/C compressor hose assembly from the compressor. Cap or plug the hoses and compressor to prevent contamination. Refer to **Air Conditioning Compressor Hose Replacement (LNJ)** .
15. Disconnect the transaxle shift control cable from the transaxle. Refer to **Shift Control Cable Replacement** .

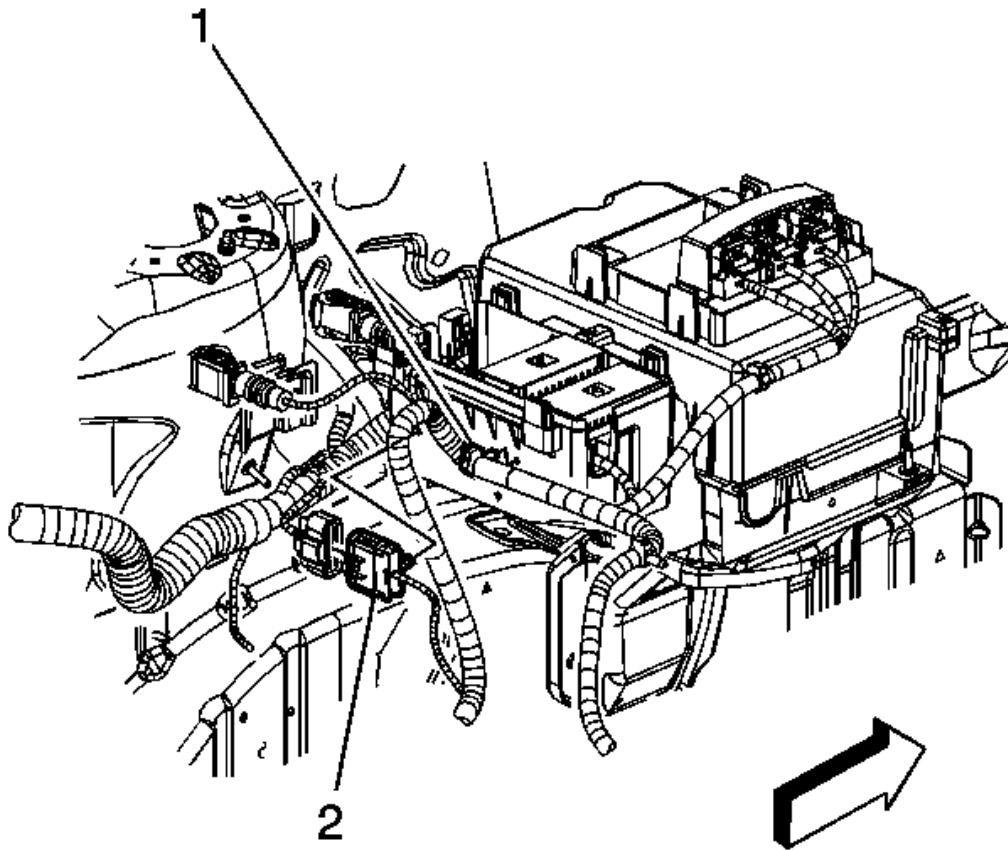


Fig. 197: View Of Engine Wire Harness Retainer & Connector
Courtesy of GENERAL MOTORS CORP.

16. Disconnect engine to body inline connector C102 (2).
17. Drain the engine coolant from the cooling system. Refer to **Cooling System Draining and Filling (LNJ GE 47716 Fill)** or **Cooling System Draining and Filling (LNJ Static Fill)** .
18. Tie the radiator, A/C condenser, and fan module assembly to the upper radiator support to keep the assembly with the vehicle when the frame and drivetrain is removed.
19. Remove the coolant surge tank. Refer to **Radiator Surge Tank Replacement** .
20. Disconnect the heater hoses from the engine. Refer to **Heater Inlet Hose Replacement (LNJ)** .
21. Remove the radiator inlet hose. Refer to **Radiator Inlet Hose Replacement (LNJ Chevrolet)** or **Radiator Inlet Hose Replacement (LNJ Pontiac)** .
22. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .
23. Remove the radiator outlet hose. Refer to **Radiator Outlet Hose Replacement (LNJ)** .

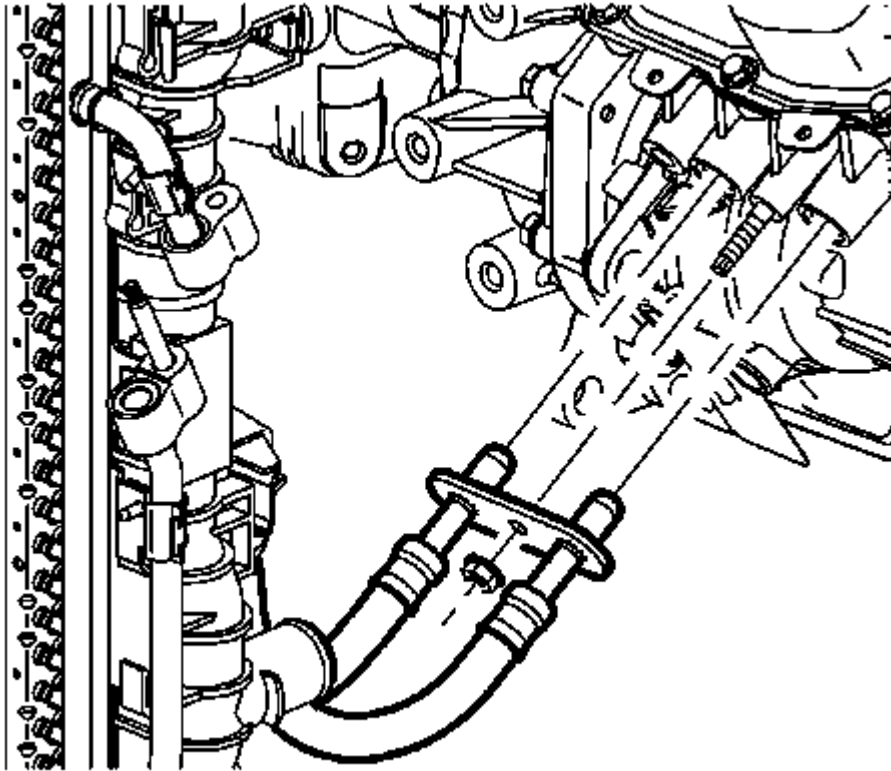


Fig. 198: View Of Transaxle Oil Cooler Line Assembly
 Courtesy of GENERAL MOTORS CORP.

24. Disconnect the transaxle oil cooler lines from the transaxle and remove the seals. Refer to **Transmission Fluid Cooler Pipe Seal Replacement** .
25. Cap the transaxle oil cooler lines and plug the transaxle oil cooler line fittings to prevent loss of transmission fluid.
26. Remove the front bumper fascia air deflector. Refer to **Front Bumper Fascia Air Deflector Replacement (Equinox)** or **Front Bumper Fascia Air Deflector Replacement (SS)** .

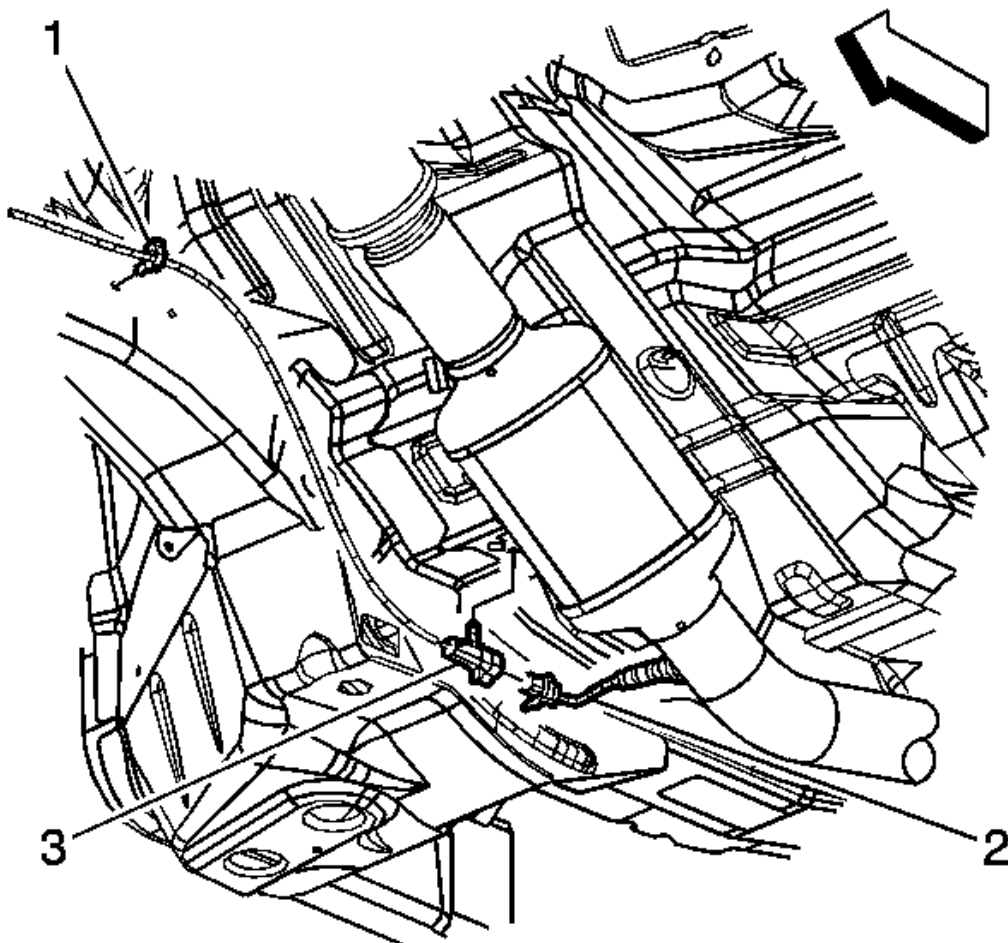


Fig. 199: View Of HO2S 2 & Harness Connector
Courtesy of GENERAL MOTORS CORP.

27. Disconnect the heated oxygen sensor (HO2S) 2 wiring harness (2).
28. Remove the HO2S 2 wiring harness retainers (1, 3) from the vehicle underbody.
29. Remove the catalytic converter and secure the rear half of the exhaust system to the vehicle underbody. Refer to **Catalytic Converter Replacement**.

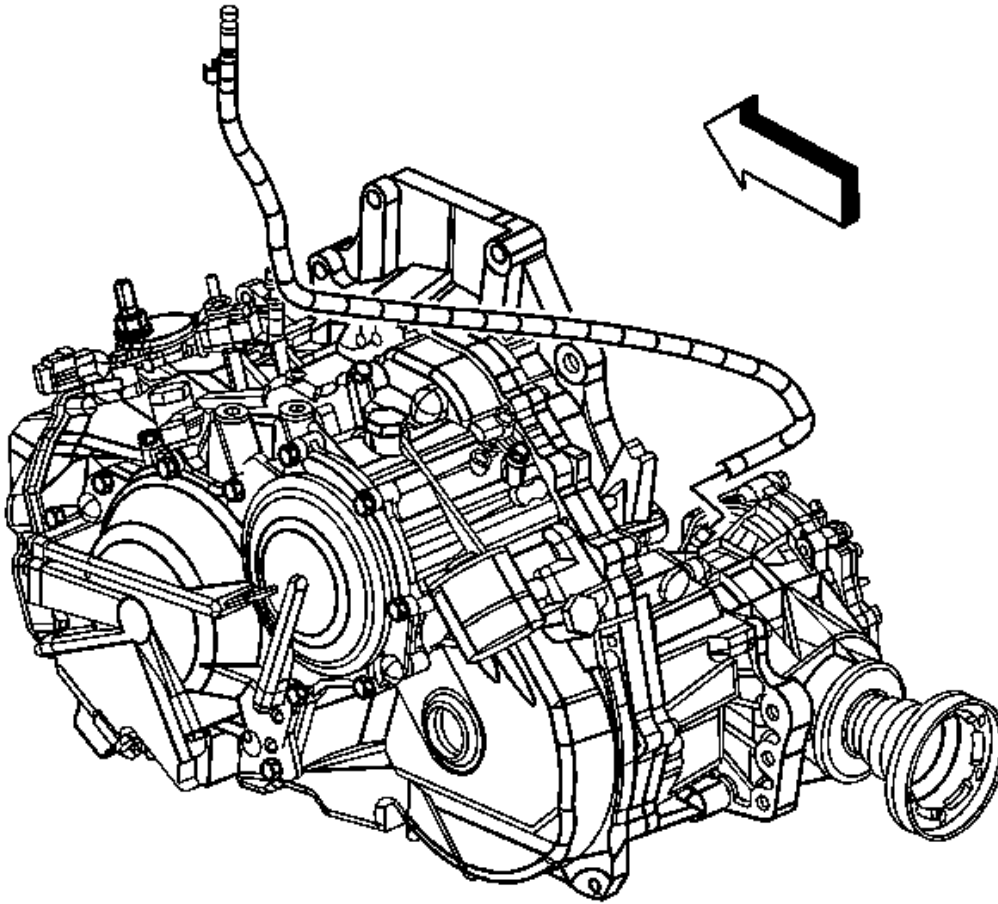


Fig. 200: View Of Transfer Case Vent Hose
Courtesy of GENERAL MOTORS CORP.

30. If equipped with all wheel drive (AWD), disconnect the transfer case vent hose from the transfer case.
31. Remove the front tires. Refer to **Tire and Wheel Removal and Installation** .
32. Remove the right and left engine splash shields. Refer to **Engine Splash Shield Replacement** .

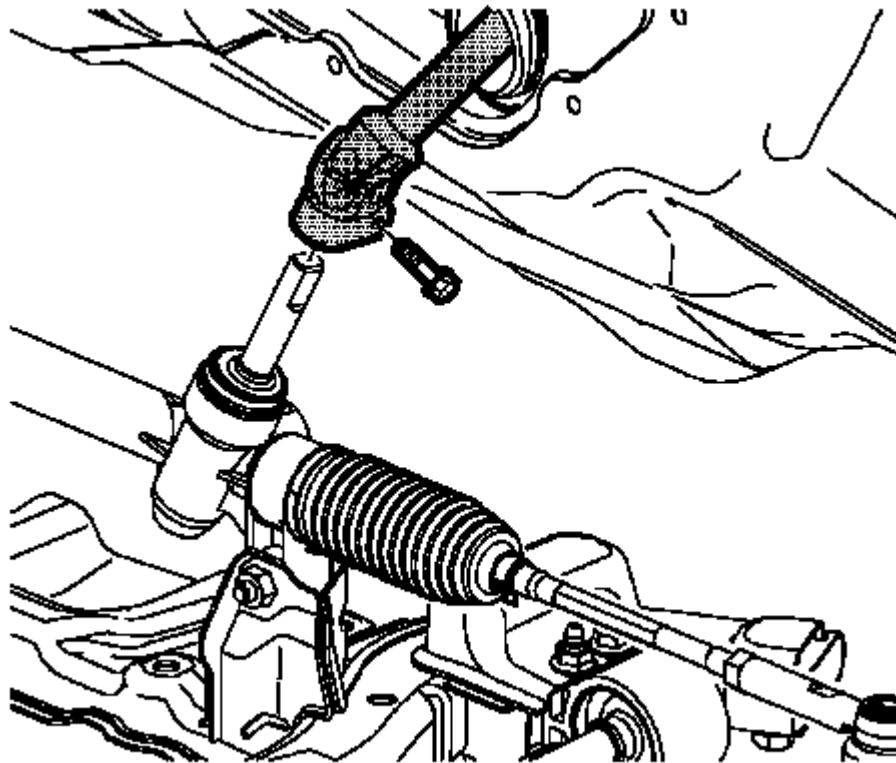


Fig. 201: Removing/Installing Steering Shaft To Intermediate Shaft
Courtesy of GENERAL MOTORS CORP.

33. Remove the steering intermediate shaft pinch bolt and discard the bolt.
34. Disconnect the steering intermediate shaft from the steering gear.

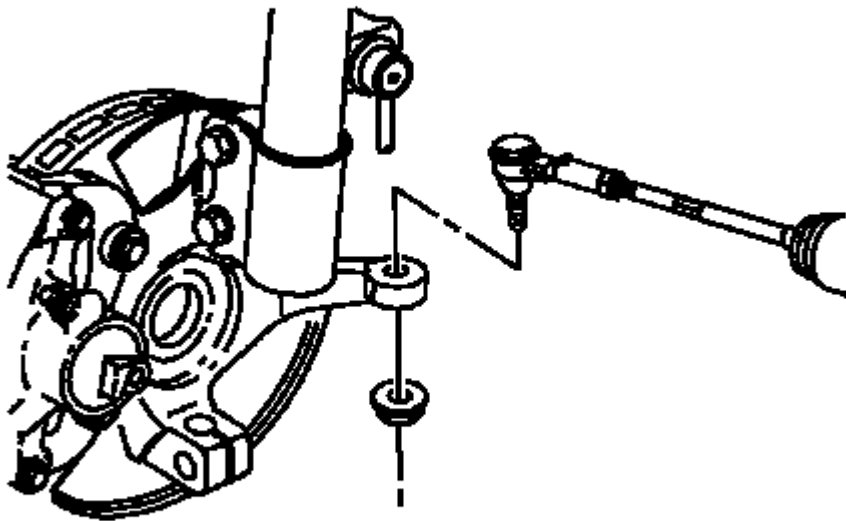


Fig. 202: View Of Tie Rod End To Steering Knuckle
Courtesy of GENERAL MOTORS CORP.

35. Remove the right and left outer tie rod ends from the steering knuckles. Refer to **Steering Linkage Outer Tie Rod Replacement** .

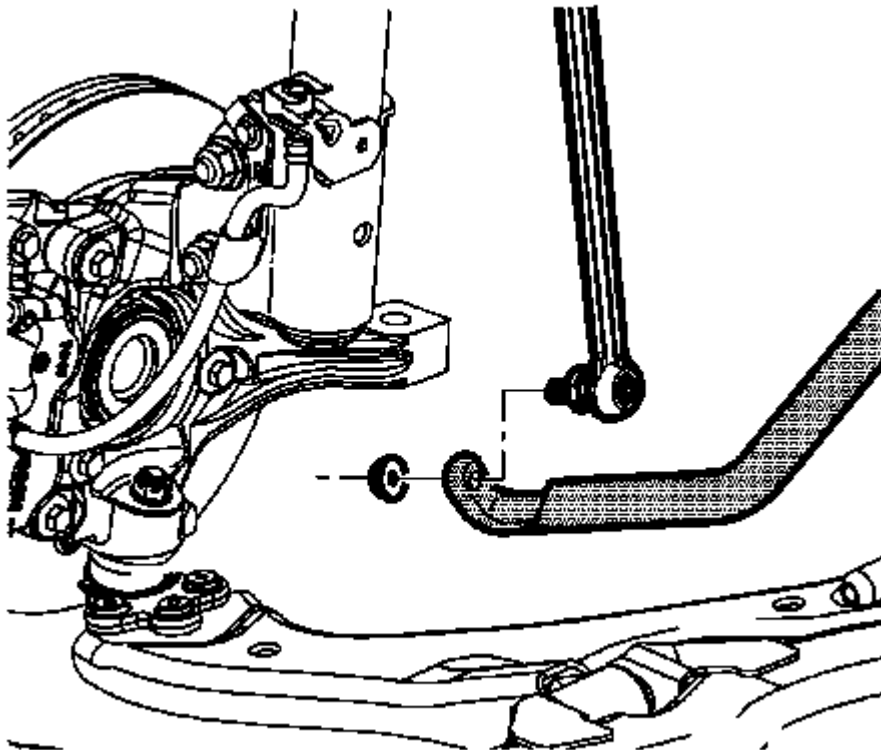


Fig. 203: View Of Stabilizer Shaft & Link
Courtesy of GENERAL MOTORS CORP.

36. Remove the right and left stabilizer shaft links from the stabilizer shaft. Refer to **Stabilizer Shaft Link Replacement** .

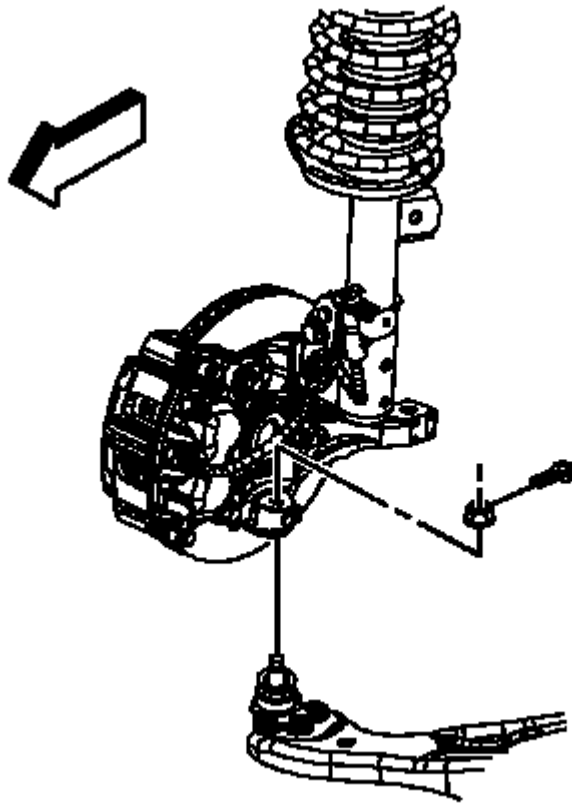


Fig. 204: View Of Lower Ball Joint At Steering Knuckle
Courtesy of GENERAL MOTORS CORP.

37. Remove the right and left lower ball joints from the steering knuckles. Refer to **Lower Control Arm Replacement** .
38. Remove the right and left front wheel drive shafts. Refer to **Front Wheel Drive Shaft Replacement** .
39. If equipped with AWD, remove the rear propeller shaft. Refer to **Propeller Shaft Replacement** .

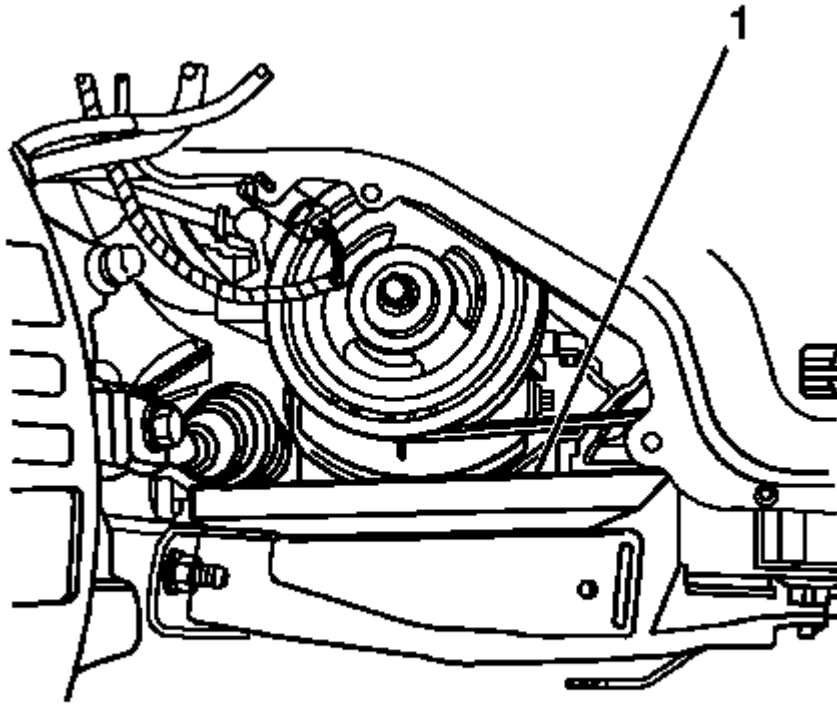


Fig. 205: Removing/Installing Block Of Wood Between Frame & Engine Oil Pan
Courtesy of GENERAL MOTORS CORP.

40. Place a block of wood (1) between the frame and the engine oil pan in order to support the engine once the bolts are removed from the right engine mount.

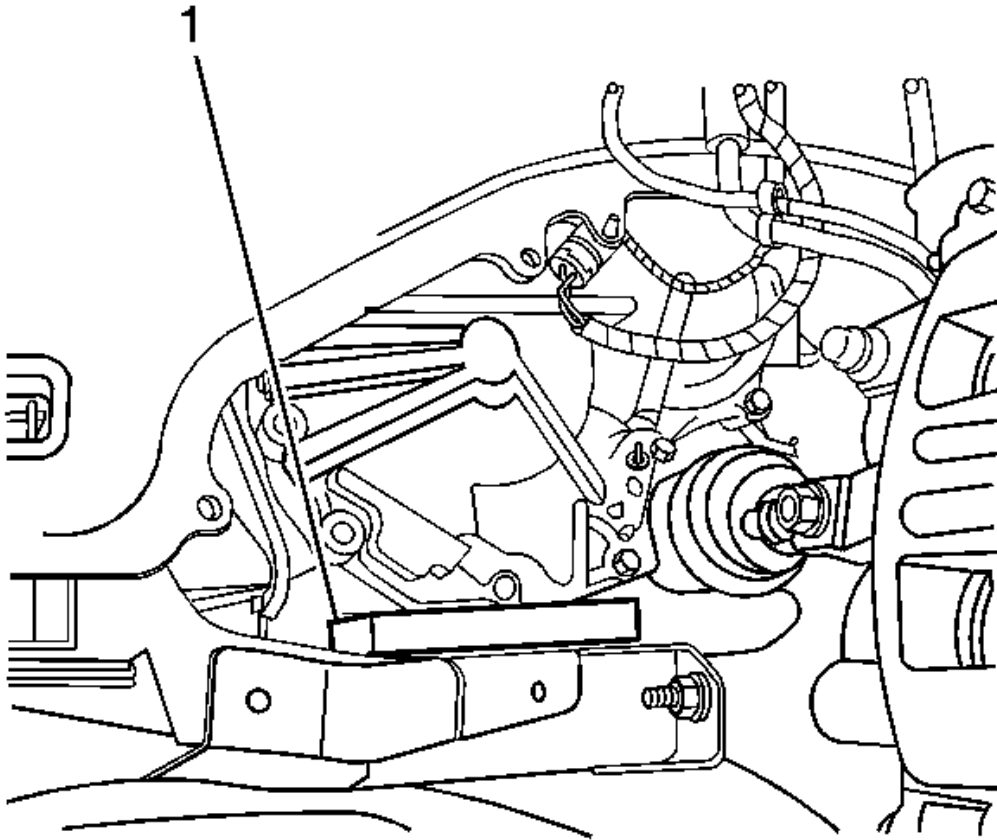


Fig. 206: Removing/Installing Block Of Wood Between Frame & Transaxle
Courtesy of GENERAL MOTORS CORP.

41. Place a block of wood (1) between the frame and the transaxle in order to support the transaxle once the bolts are removed from the left transaxle mount.
42. Lower the vehicle.

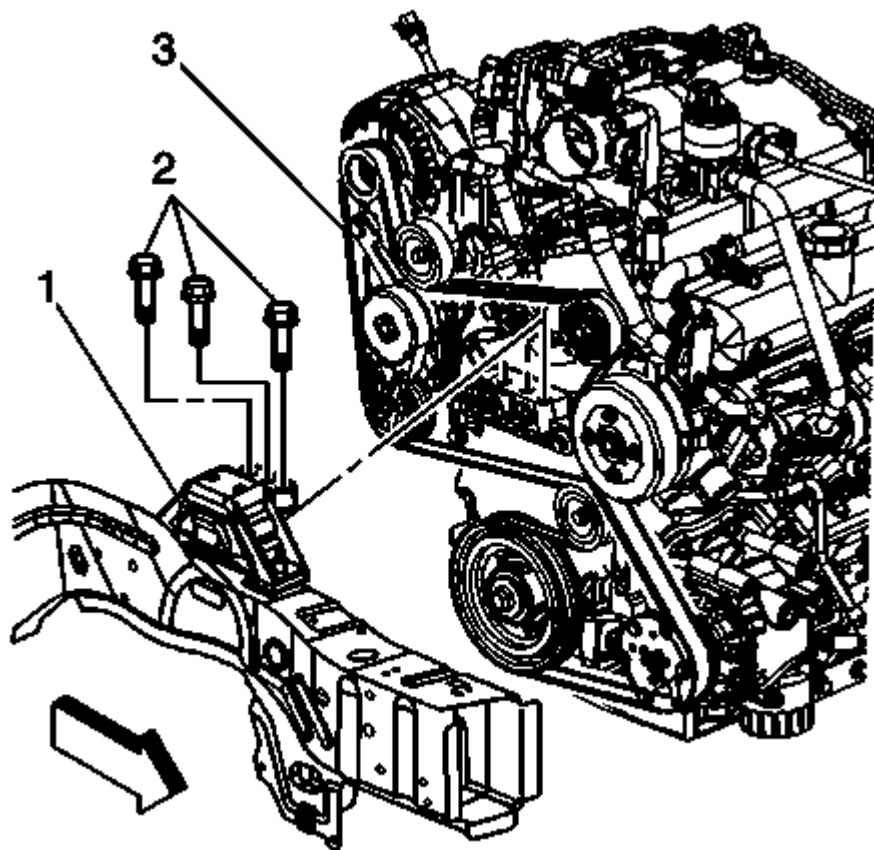


Fig. 207: View Of Right Engine Mount & Bolts
Courtesy of GENERAL MOTORS CORP.

43. Remove the bolts (2) that secure the right engine mount (1) to the engine (3).

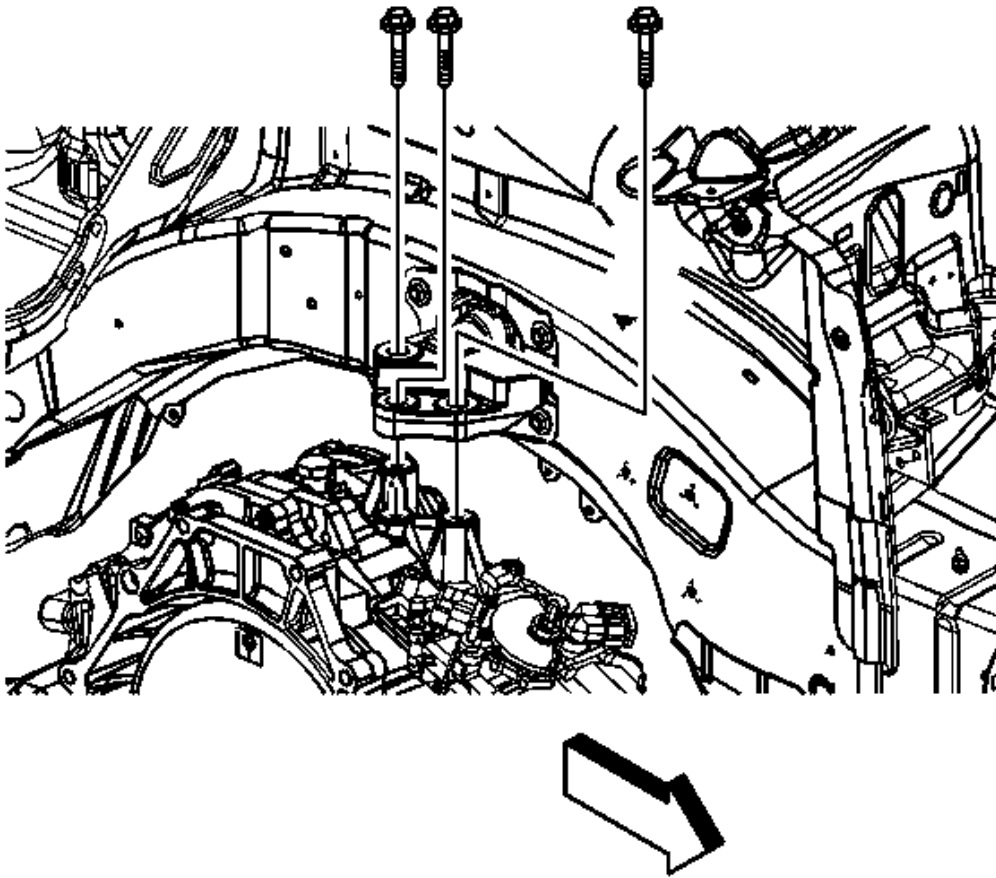


Fig. 208: Removing/Installing Transaxle Mount (Left) Bolts
Courtesy of GENERAL MOTORS CORP.

44. Remove the bolts that secure the left transaxle mount to the transaxle.

NOTE: **Ensure the vehicle body is secured to the hoist.**

45. Raise the vehicle.
46. Place a universal frame support fixture or jackstands under the frame.
47. Lower the vehicle until the frame contacts the frame support fixture or jackstands.

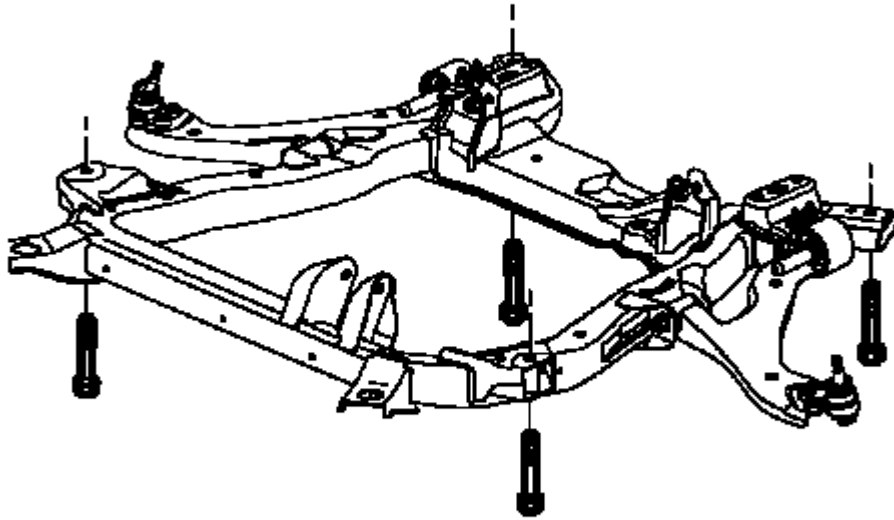


Fig. 209: Removing/Installing Frame To Body Bolts
Courtesy of GENERAL MOTORS CORP.

48. Remove the frame-to-body bolts. Discard the bolts.

NOTE: **Inspect for areas of body to powertrain contact or entanglement of wires and hoses while separating the vehicle body and powertrain.**

49. Carefully raise the vehicle body up away from the powertrain.

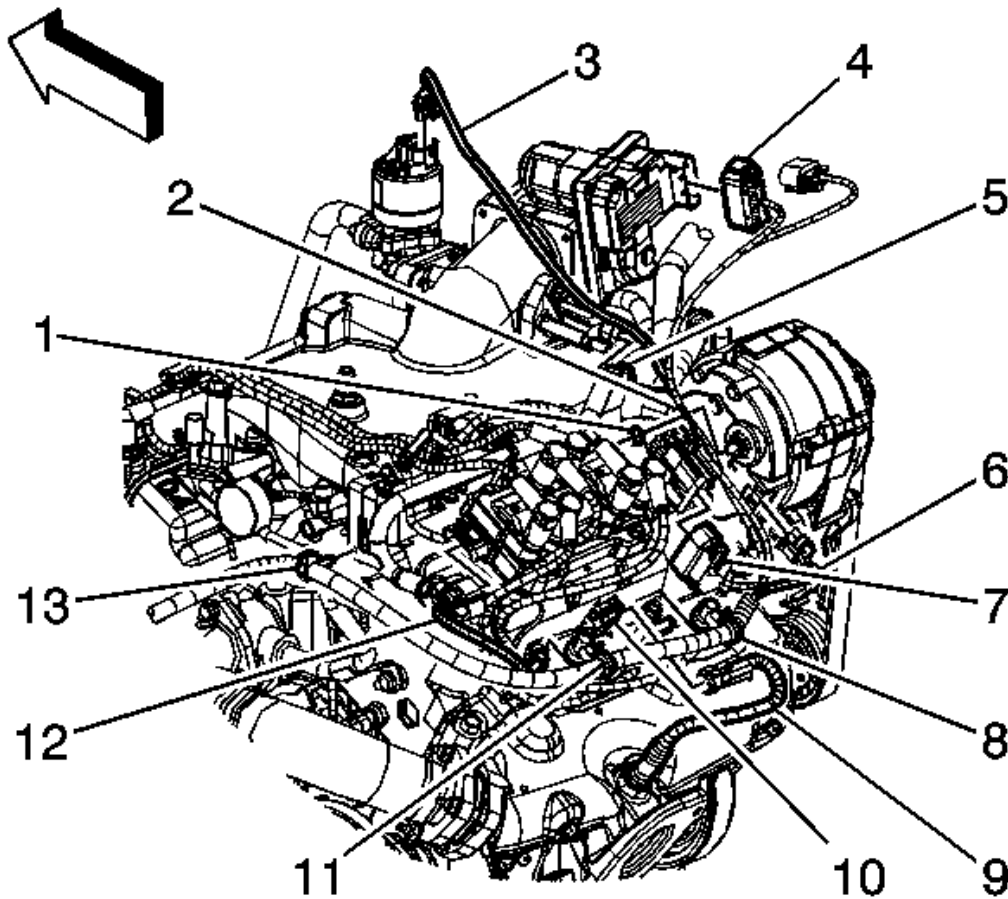


Fig. 210: View Of Engine Electrical Wiring Harness Connections
Courtesy of GENERAL MOTORS CORP.

50. Disconnect the engine electrical wiring harness from the following components:

- Exhaust gas recirculation (EGR) valve (3)
- Throttle body (4)
- EVAP purge solenoid (5)
- Remove nut (1) and generator B+ lead (2)
- Generator regulator (6)
- Fuel injector inline connector (7)
- Heated oxygen sensor (H2OS) 1 (9, 10)
- Ignition coil/control module (12)
- Remove wire harness from retainers (8, 11, 13)

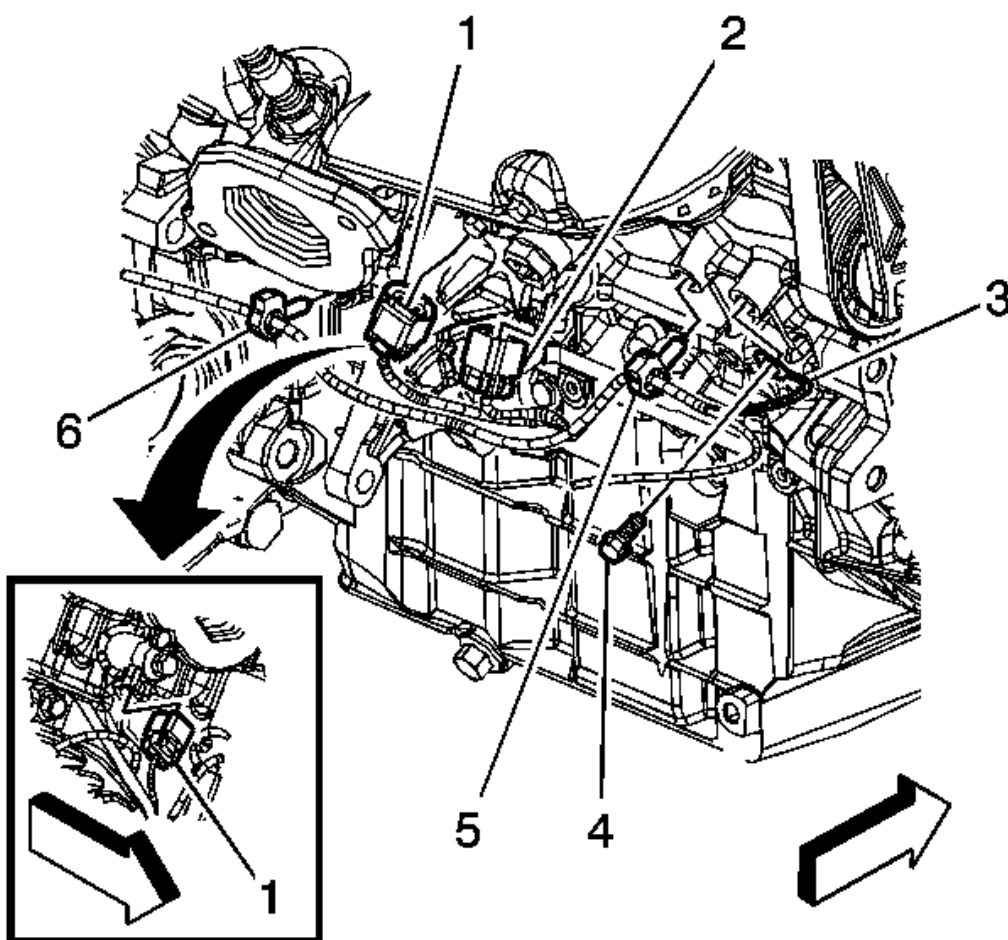


Fig. 211: View Of Crankshaft Position Sensor & Knock Sensor Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

51. Disconnect the engine electrical wiring harness from the following components:
- Knock sensor (KS) (1)
 - Crankshaft position (CKP) sensor (2)
 - Remove bolt (4) and ground lead (3)
 - Remove the wire harness from retainers (5, 6)

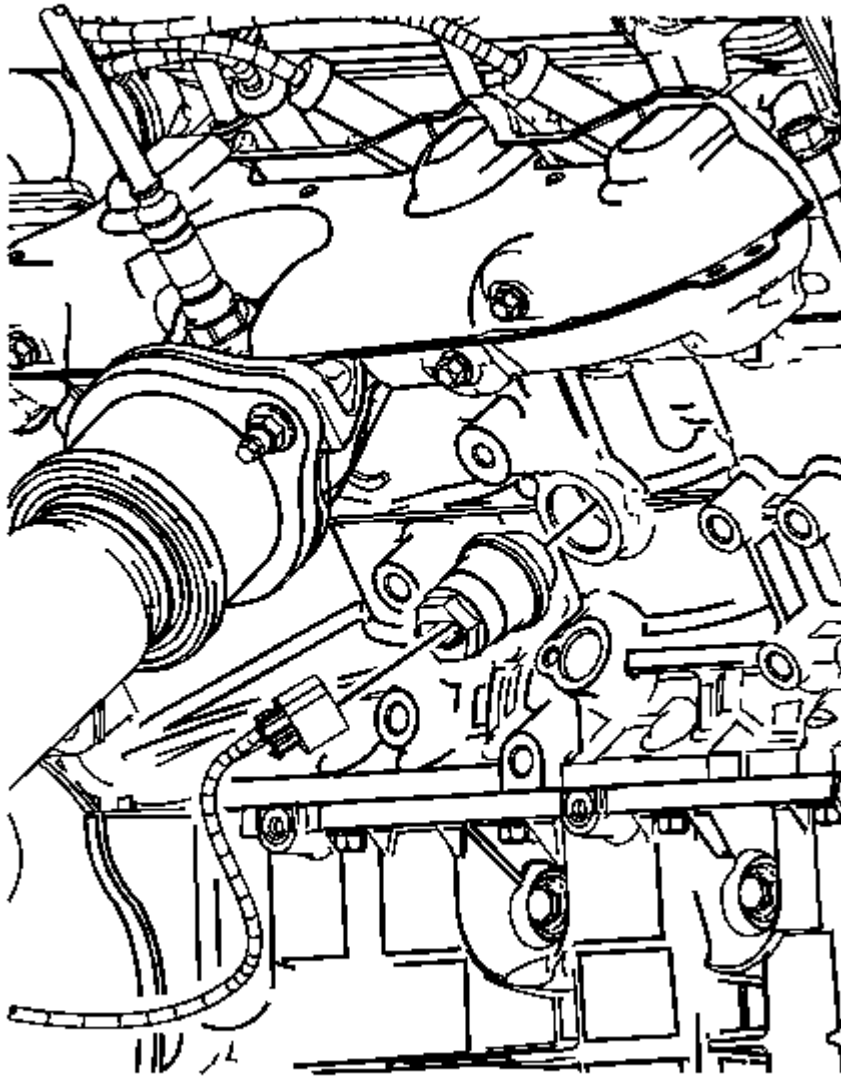


Fig. 212: View Of Coolant Heater
Courtesy of GENERAL MOTORS CORP.

52. If equipped with an engine coolant heater, disconnect the coolant heater cord.

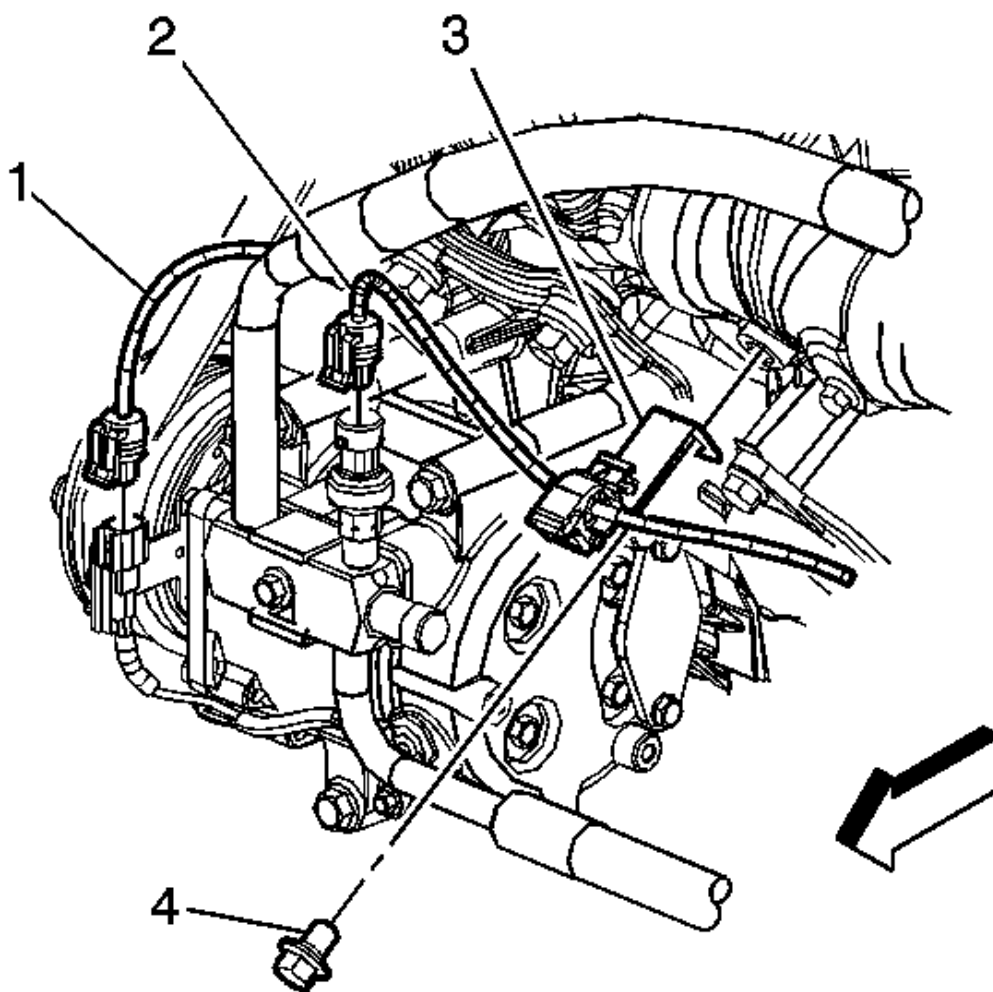


Fig. 213: View Of A/C Compressor Clutch, A/C Refrigerant Pressure Sensor & Wire Harness Retainers

Courtesy of GENERAL MOTORS CORP.

53. Disconnect the engine electrical wiring harness from the following components:
- Air conditioning (AC) compressor clutch (1)
 - AC refrigerant pressure sensor (2)
 - Remove wire harness from retainer (3)

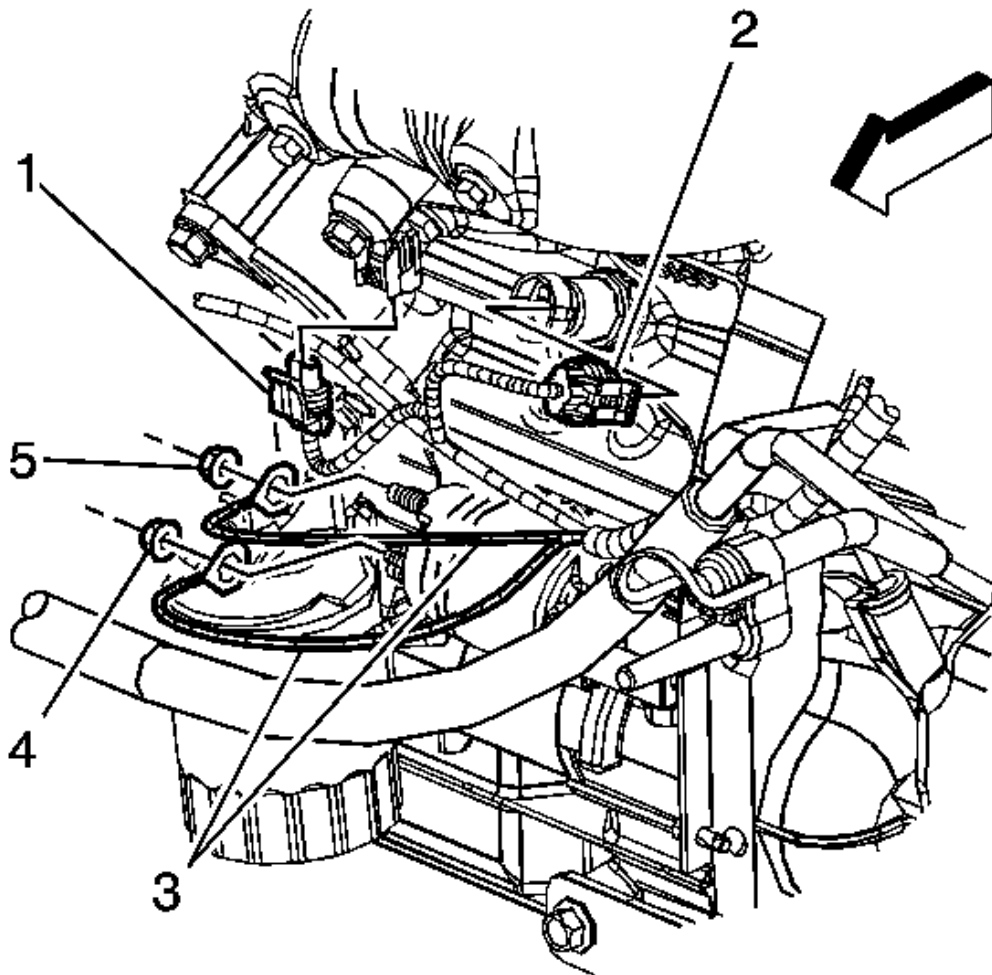


Fig. 214: View Of Knock Sensor & Oil Pressure Indicator Switch Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

54. Disconnect the engine electrical wiring harness from the following components:
 - Knock sensor (KS) (1)
 - Oil pressure indicator switch (2)
55. Remove the throttle body assembly. Refer to **Throttle Body Assembly Replacement** .

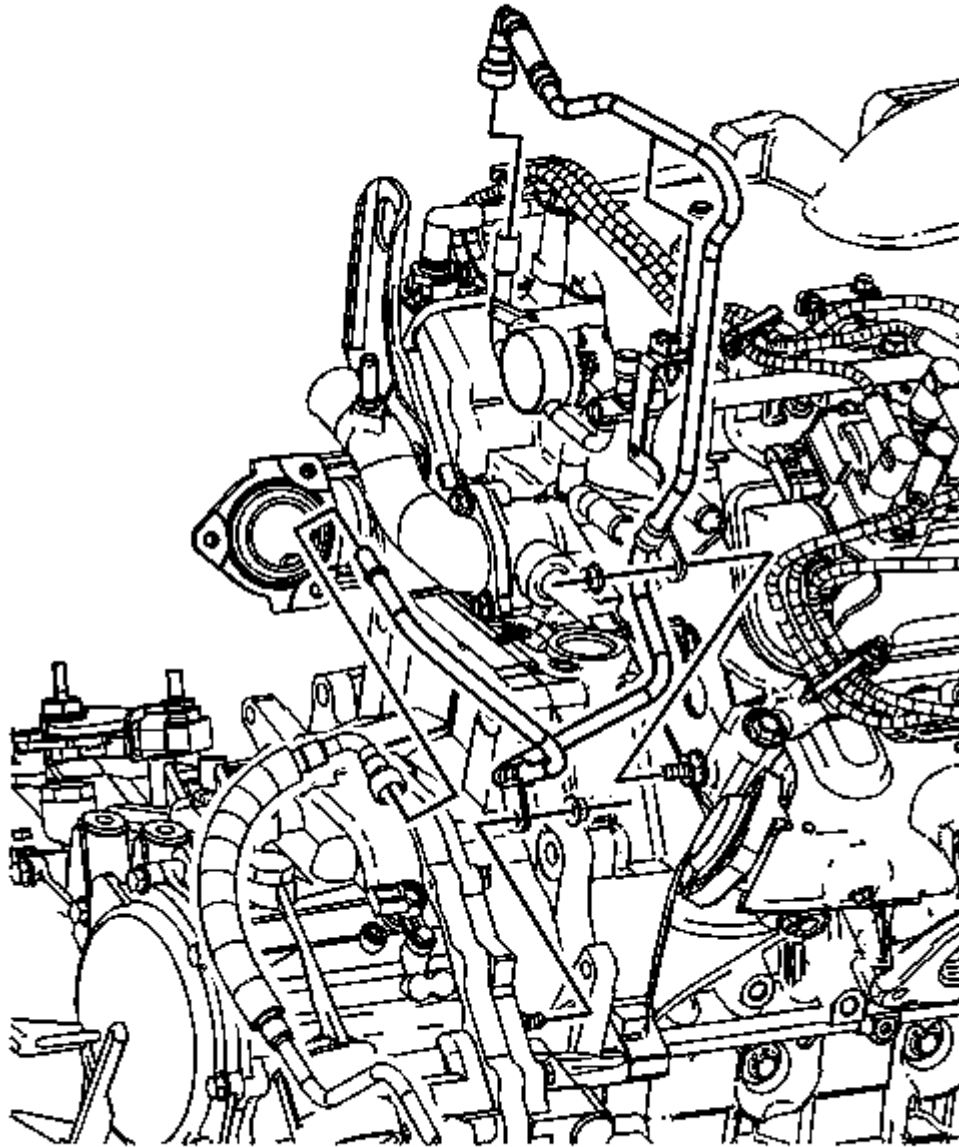


Fig. 215: View Of Hose/Pipe Retainer-To-Right Cylinder Head Nut & Fuel Pipe-To-Transaxle Nut
Courtesy of GENERAL MOTORS CORP.

56. Remove the nut securing the fuel pipe to the transaxle.
57. Remove the fuel pipe retainer from the threaded stud on the transaxle.

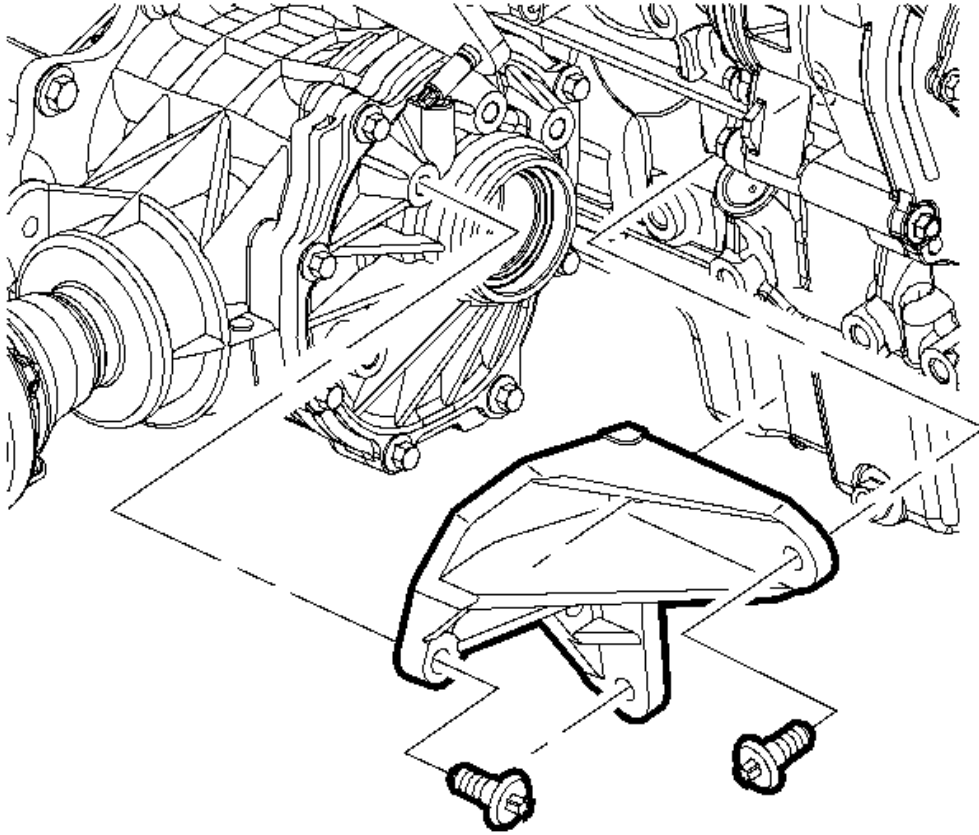


Fig. 216: View Of Transfer Case Mounting Bracket
Courtesy of GENERAL MOTORS CORP.

58. If equipped with AWD, remove the transfer case mounting bracket bolts and bracket.
59. If equipped of front wheel drive (FWD), remove the intermediate shaft. Refer to **Intermediate Shaft Replacement** .

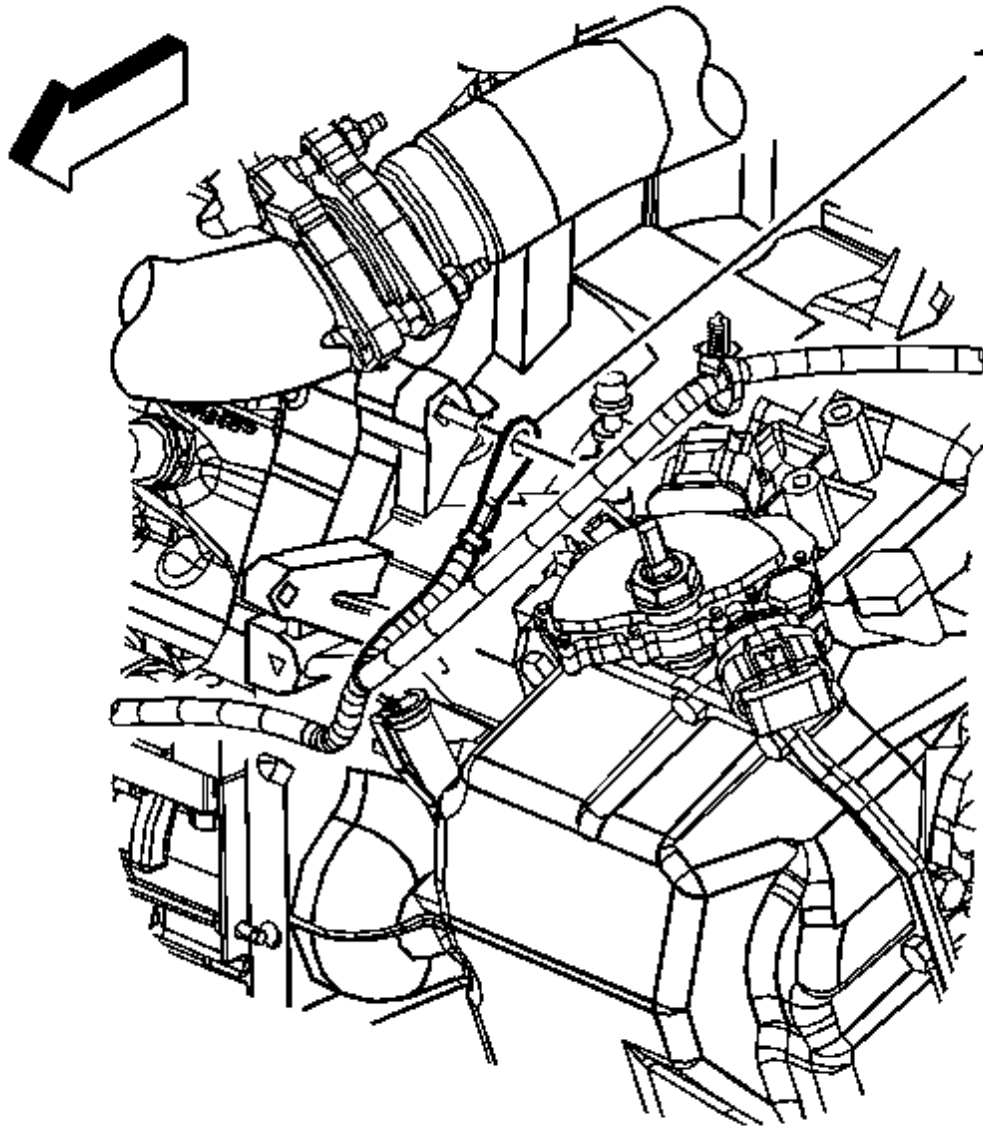


Fig. 217: View Of Negative Battery Cable At Transaxle Stud
Courtesy of GENERAL MOTORS CORP.

60. Remove the negative battery cable-to-transaxle nut from the transaxle stud.
61. Remove the negative battery cable (1) from the transaxle stud.

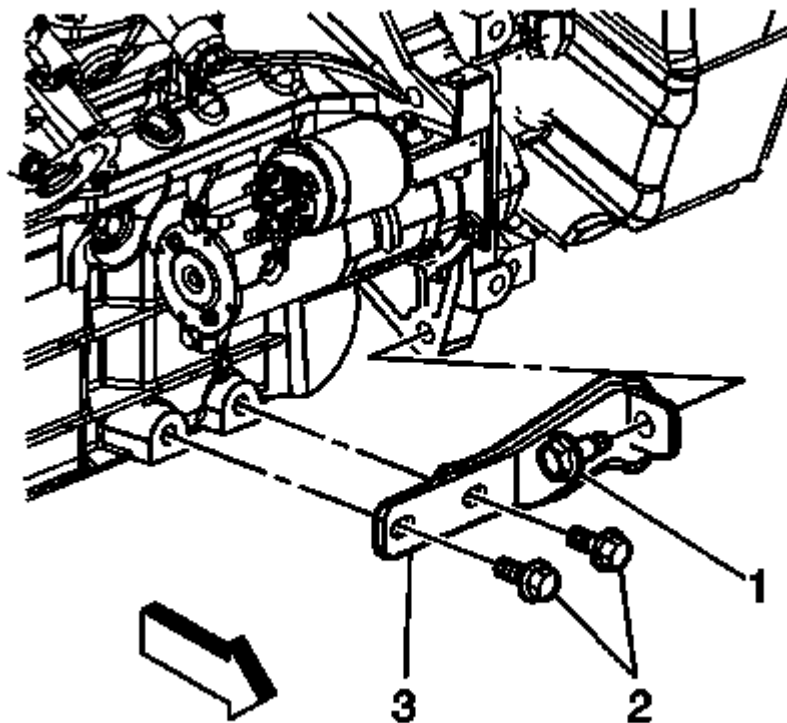


Fig. 218: View Of Engine-To-Transaxle Brace & Bolts
Courtesy of GENERAL MOTORS CORP.

62. Remove the engine-to-transaxle brace bolts (1, 2) and brace (3).
63. Remove the starter motor. Refer to **Starter Replacement (LNJ)**.

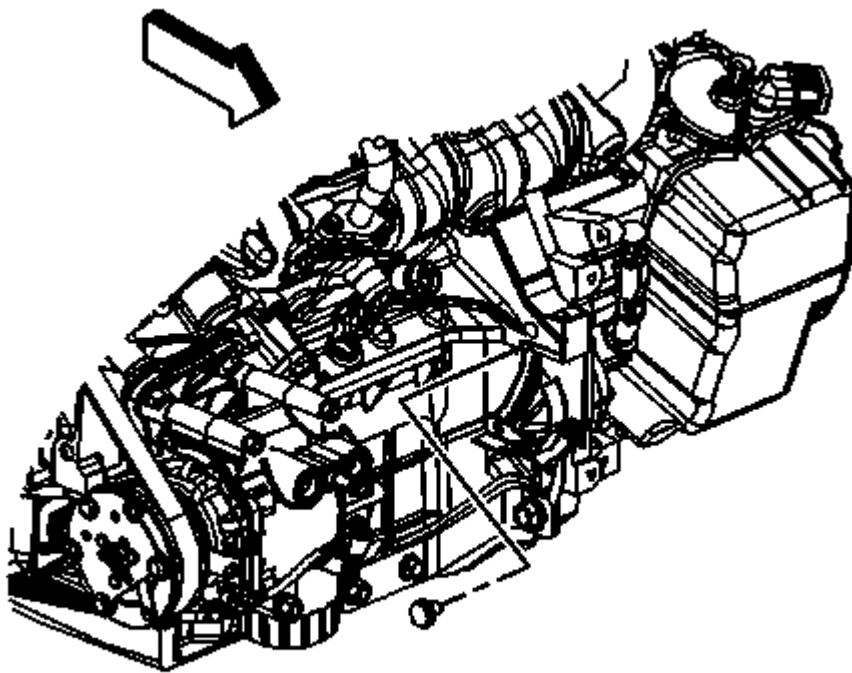


Fig. 219: View Of Torque Converter Bolts
Courtesy of GENERAL MOTORS CORP.

64. Remove the torque converter bolts.
65. Install an engine lift chain to the engine lift brackets.
66. Support the engine weight with an engine hoist.

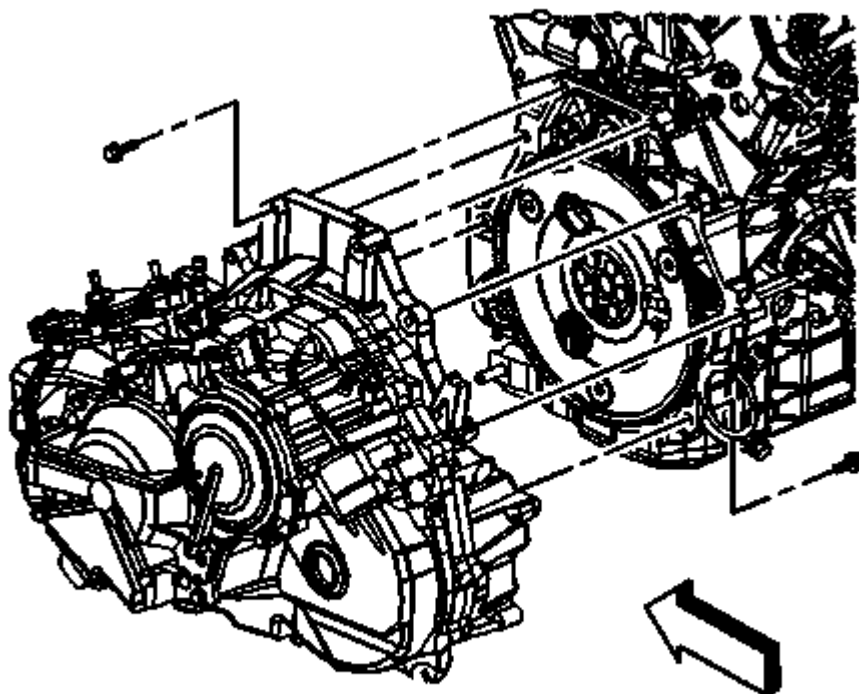


Fig. 220: View Of Transaxle & Bolts
Courtesy of GENERAL MOTORS CORP.

67. Remove the automatic transaxle bolts.
68. Separate the automatic transaxle from the engine.
69. Lift the engine away from the frame and the automatic transaxle.
70. Secure the engine to an engine stand.
71. Remove any additional engine components as necessary. Refer to appropriate component sections in manual if needed.

Installation Procedure

1. Remove the engine from the engine stand.

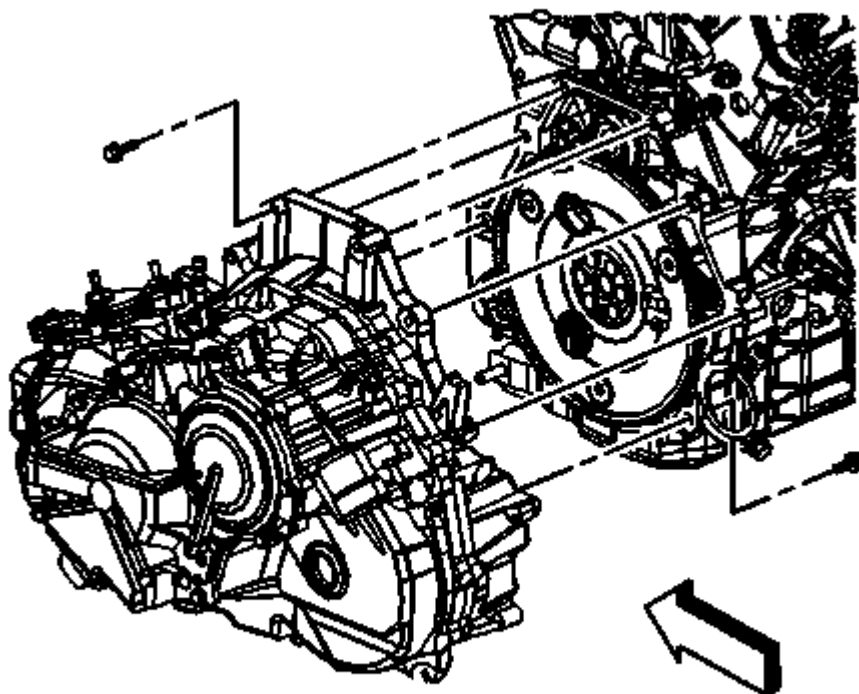


Fig. 221: View Of Transaxle & Bolts
Courtesy of GENERAL MOTORS CORP.

2. Align the engine to the frame and automatic transaxle.

CAUTION: Refer to Fastener Caution .

3. Install the automatic transaxle bolts and tighten to 75 N.m (55 lb ft).
4. Place a block of wood between the frame and the engine oil pan in order to support the engine on the frame once the engine hoist is removed.

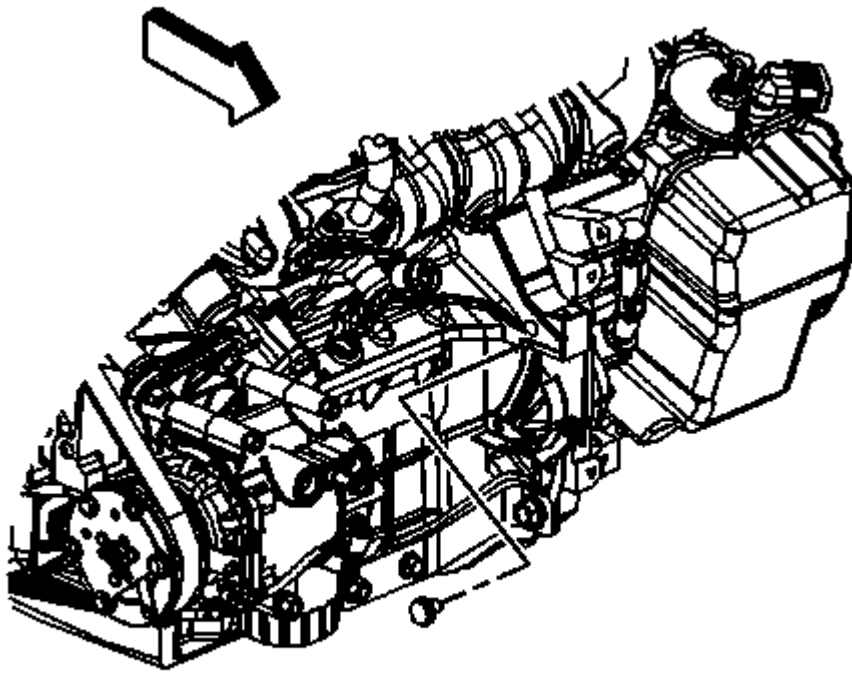


Fig. 222: View Of Torque Converter Bolts
Courtesy of GENERAL MOTORS CORP.

5. Install the torque converter bolts and tighten to 60 N.m (44 lb ft).
6. Install the starter motor. Refer to **Starter Replacement (LNJ)** .
7. Remove the engine hoist and lift chain.

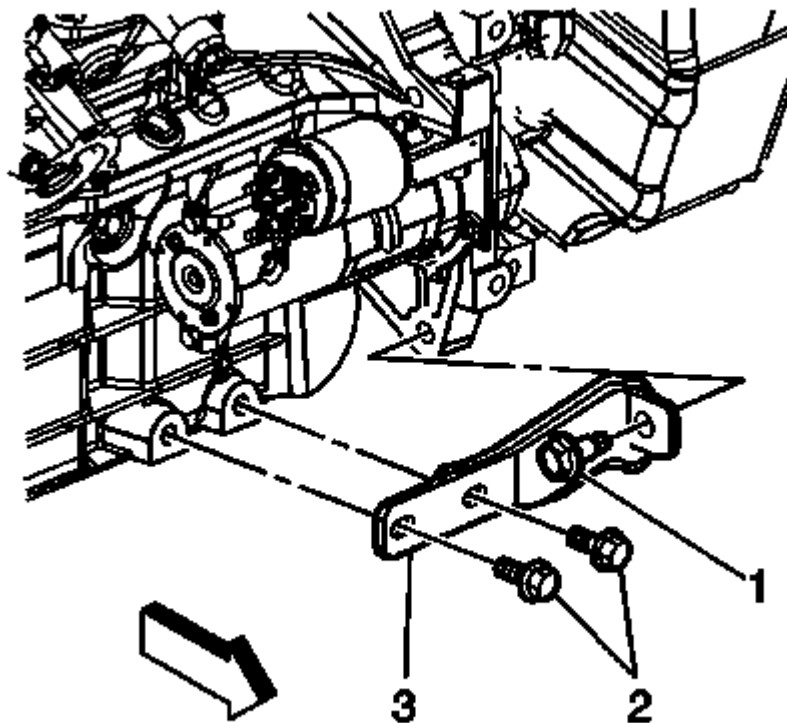


Fig. 223: View Of Engine-To-Transaxle Brace & Bolts
Courtesy of GENERAL MOTORS CORP.

8. Install the engine to transaxle brace (3) and bolts (1, 2) and tighten the bolts to 50 N.m (37 lb ft).

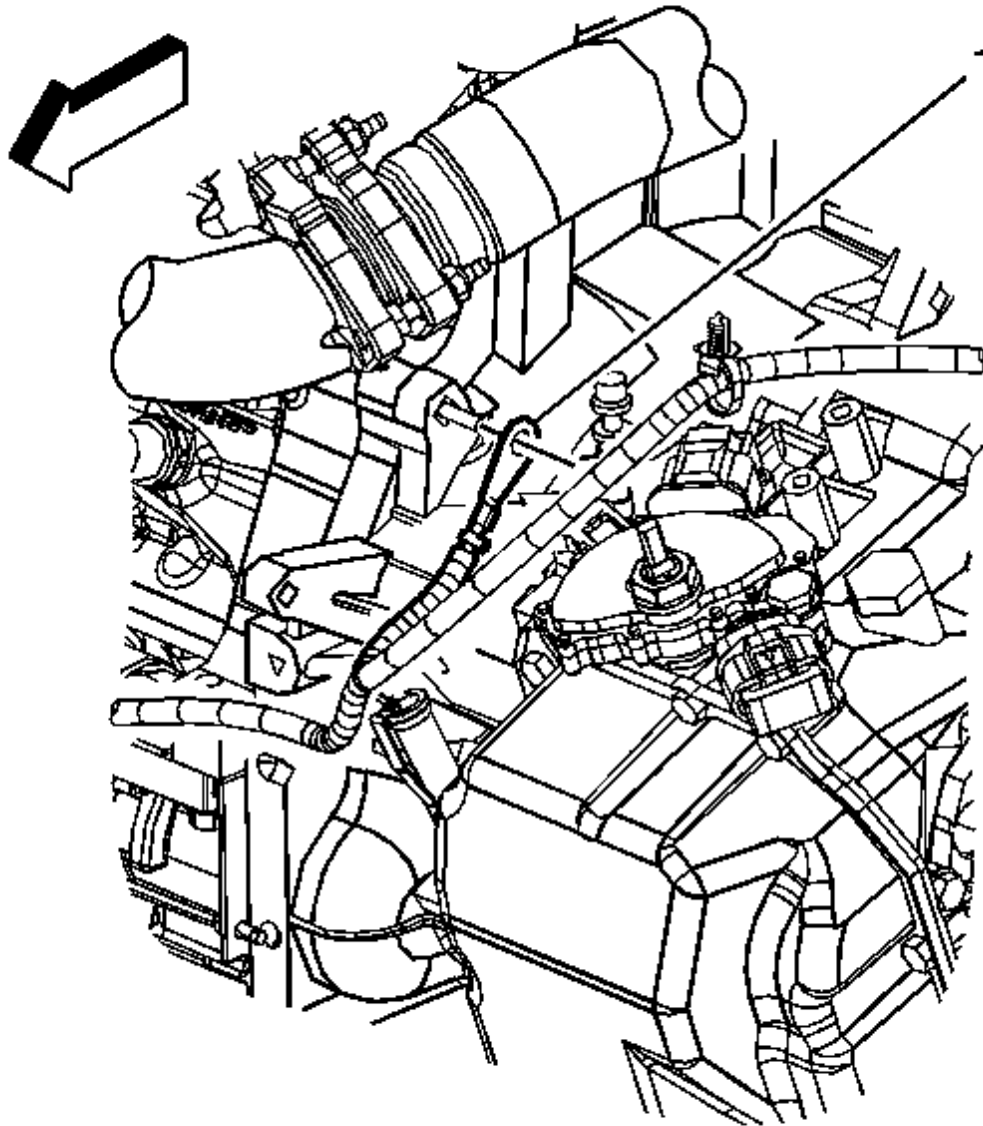


Fig. 224: View Of Negative Battery Cable At Transaxle Stud
Courtesy of GENERAL MOTORS CORP.

9. Install the negative battery cable (1) to the transaxle stud.
10. Install the negative battery cable-to-transaxle nut to the transaxle stud and tighten the nut to 45 N.m (33 lb ft).

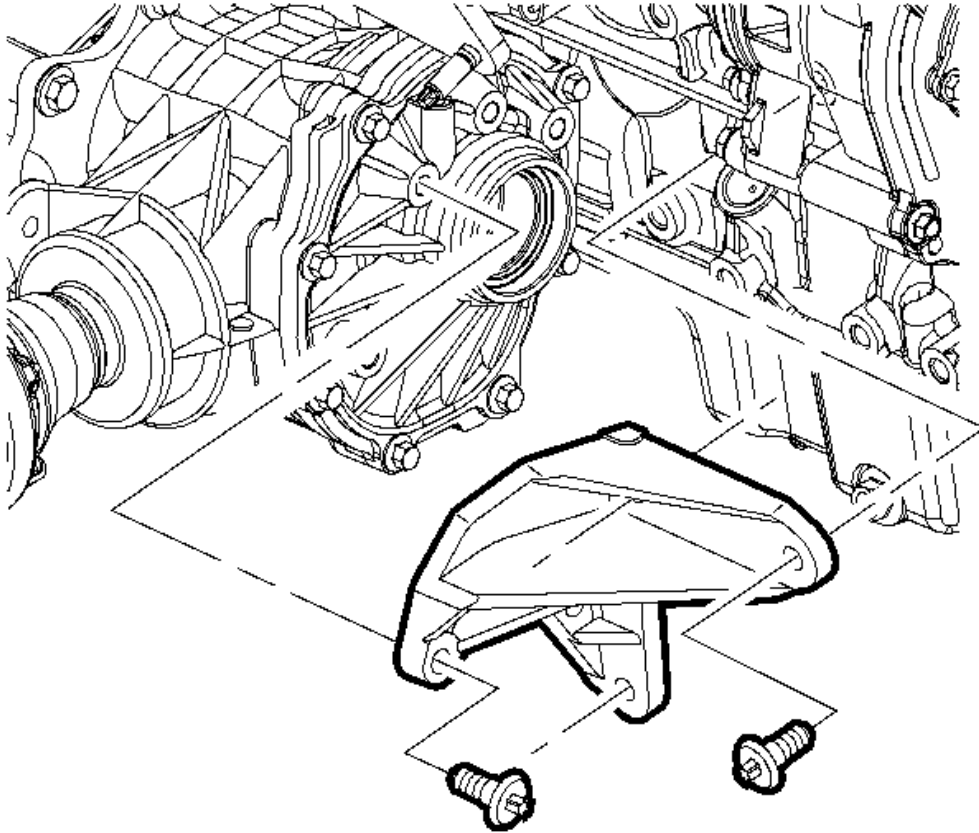


Fig. 225: View Of Transfer Case Mounting Bracket
Courtesy of GENERAL MOTORS CORP.

11. If equipped with AWD, install the transfer case mounting bracket and bolts and tighten the bolts to 60 N.m (44 lb ft).
12. If equipped with FWD, install the intermediate shaft. Refer to **Intermediate Shaft Replacement** .

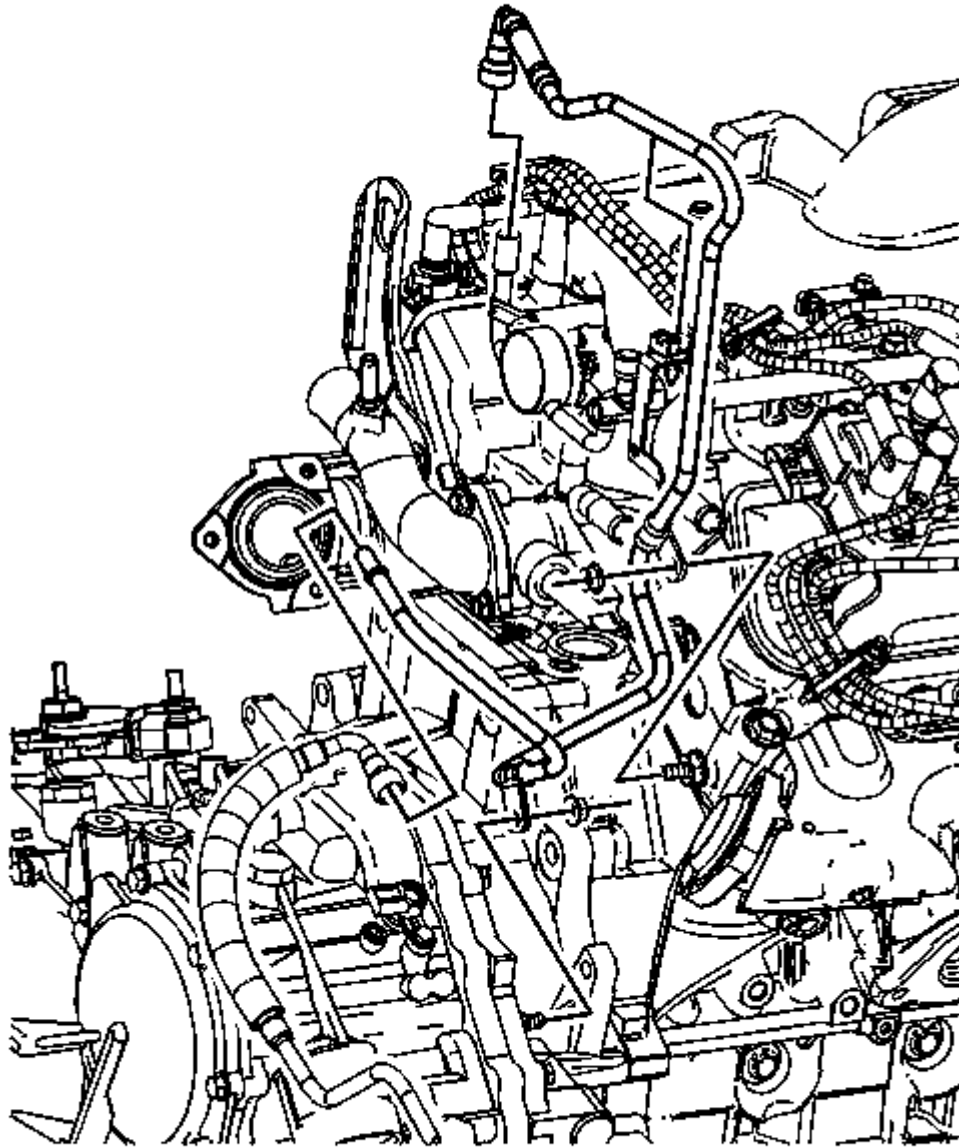


Fig. 226: View Of Hose/Pipe Retainer-To-Right Cylinder Head Nut & Fuel Pipe-To-Transaxle Nut
Courtesy of GENERAL MOTORS CORP.

13. Install the fuel pipe retainer to the threaded stud on the transaxle.
14. Install the nut securing the fuel pipe to the transaxle and tighten to 28 N.m (21 lb ft).
15. Install the throttle body assembly. Refer to **Throttle Body Assembly Replacement** .

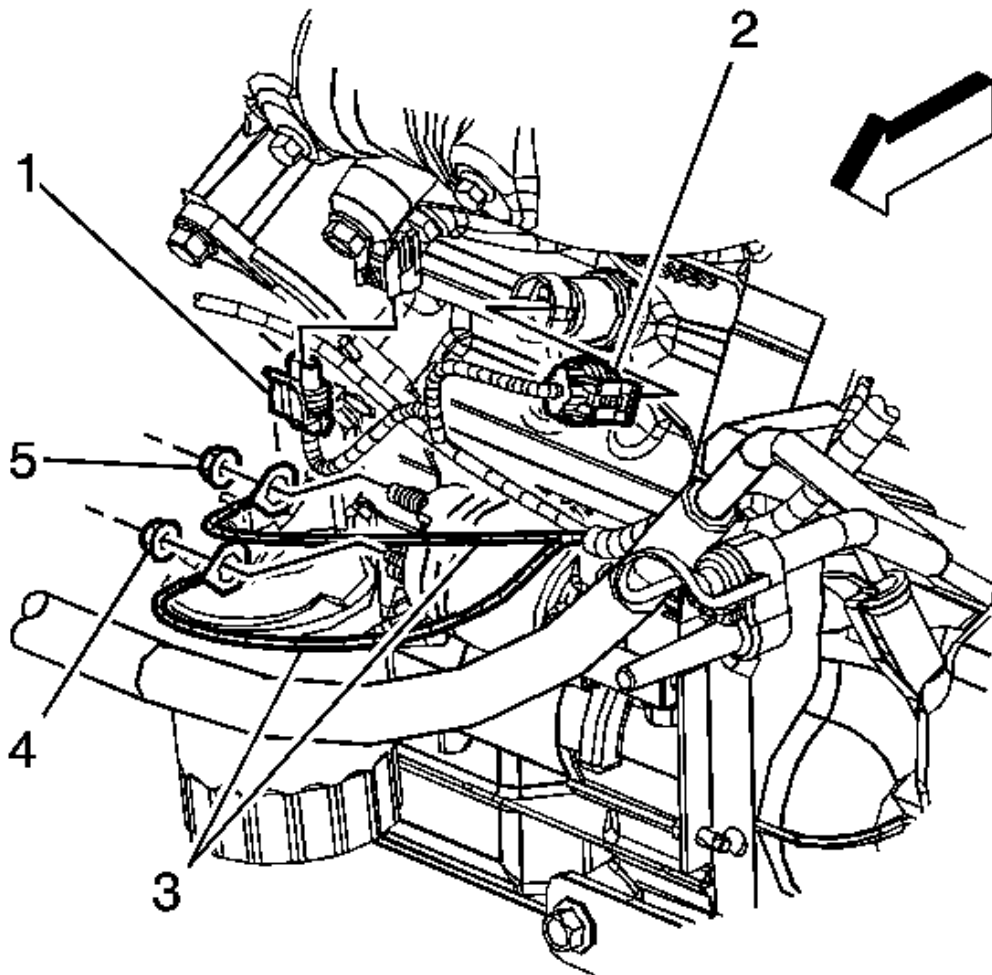


Fig. 227: View Of Knock Sensor & Oil Pressure Indicator Switch Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

16. Connect the engine electrical wiring harness to the following components:
- Oil pressure indicator switch (2)
 - Knock sensor (KS) (1)

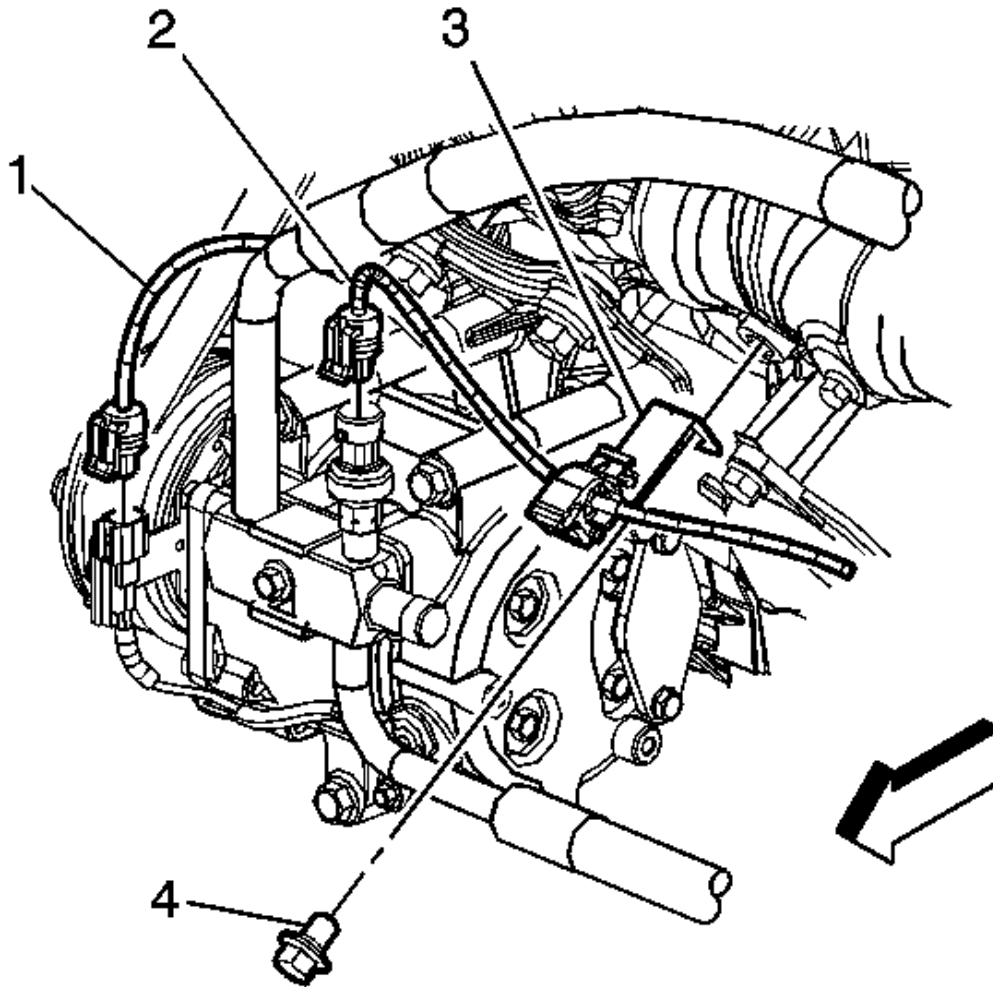


Fig. 228: View Of A/C Compressor Clutch, A/C Refrigerant Pressure Sensor & Wire Harness Retainers

Courtesy of GENERAL MOTORS CORP.

17. Connect the engine electrical wiring harness to the following components:
 - Install wire harness to retainer (3)
 - AC refrigerant pressure sensor (2)
 - Air conditioning (AC) compressor clutch (1)

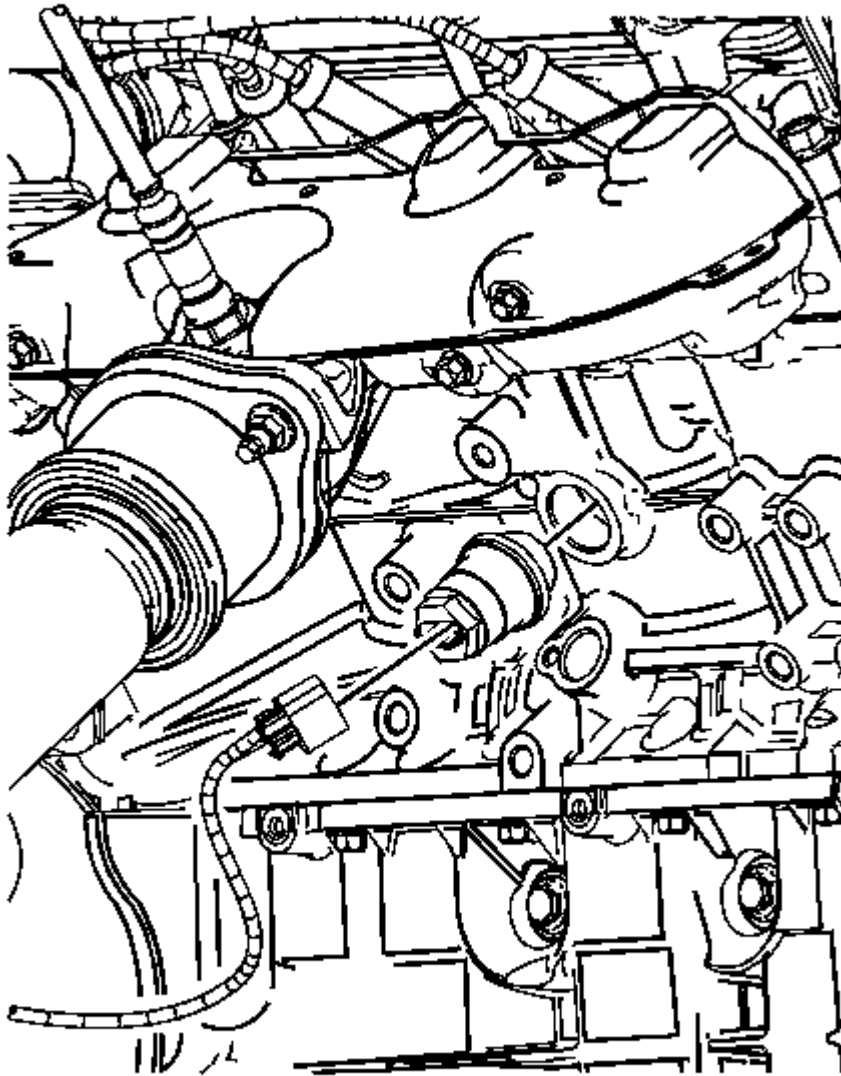


Fig. 229: View Of Coolant Heater
Courtesy of GENERAL MOTORS CORP.

18. If equipped with an engine coolant heater, connect the coolant heater cord.

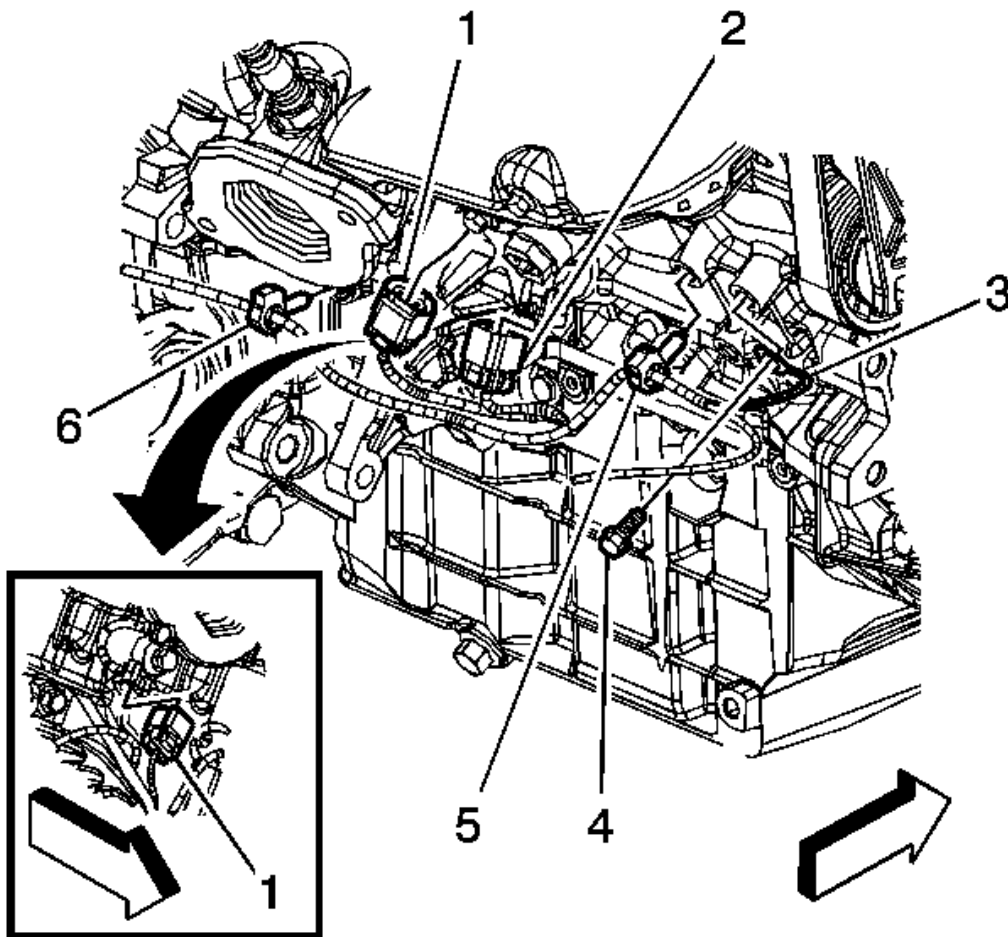


Fig. 230: View Of Crankshaft Position Sensor & Knock Sensor Electrical Connectors
 Courtesy of GENERAL MOTORS CORP.

19. Connect the engine electrical wiring harness to the following components:

- Install the wire harness to retainers (5, 6).
- Install ground lead (3) and bolt (4).

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

- CKP sensor (2)
- KS (1)

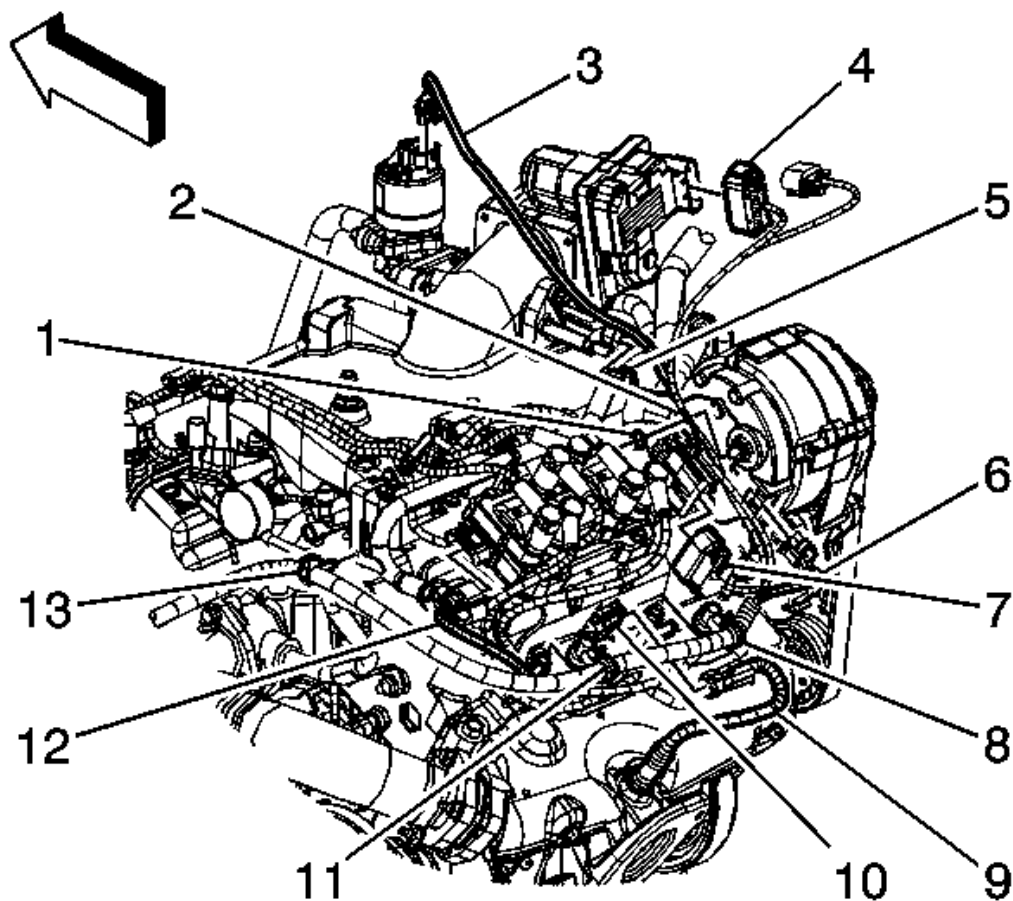


Fig. 231: View Of Engine Electrical Wiring Harness Connections
Courtesy of GENERAL MOTORS CORP.

20. Connect the engine electrical wiring harness to the following components:

- Install wire harness to retainers (8, 11, 13)
- Ignition coil/control module (12)
- H2OS 1 (9, 10)
- Fuel injector inline connector (7)
- Generator regulator (6)
- Install generator B+ lead (2) and nut (1)

Tighten the nut to 13 N.m (115 lb in).

- EVAP purge solenoid (5)

- Throttle body (4)
- EGR valve (3)

NOTE: **Inspect for areas of body to powertrain contact or entanglement of wires and hoses while joining the vehicle body to the powertrain.**

21. Carefully lower the vehicle body down to the powertrain.

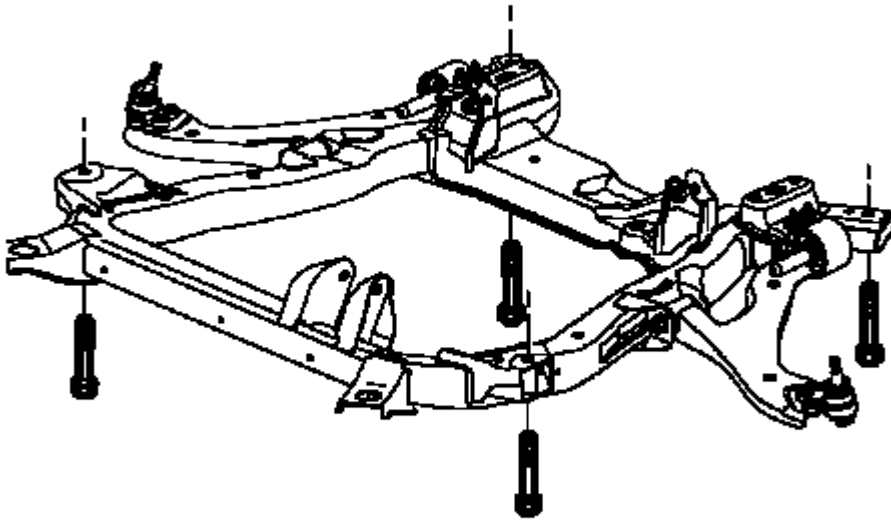


Fig. 232: Removing/Installing Frame To Body Bolts
Courtesy of GENERAL MOTORS CORP.

22. Install NEW frame-to-body bolts and tighten to 155 N.m (114 lb ft).
23. Raise the vehicle up away from the frame support fixture or jackstands and remove the support fixture or jackstands from under the vehicle.
24. Lower the vehicle.

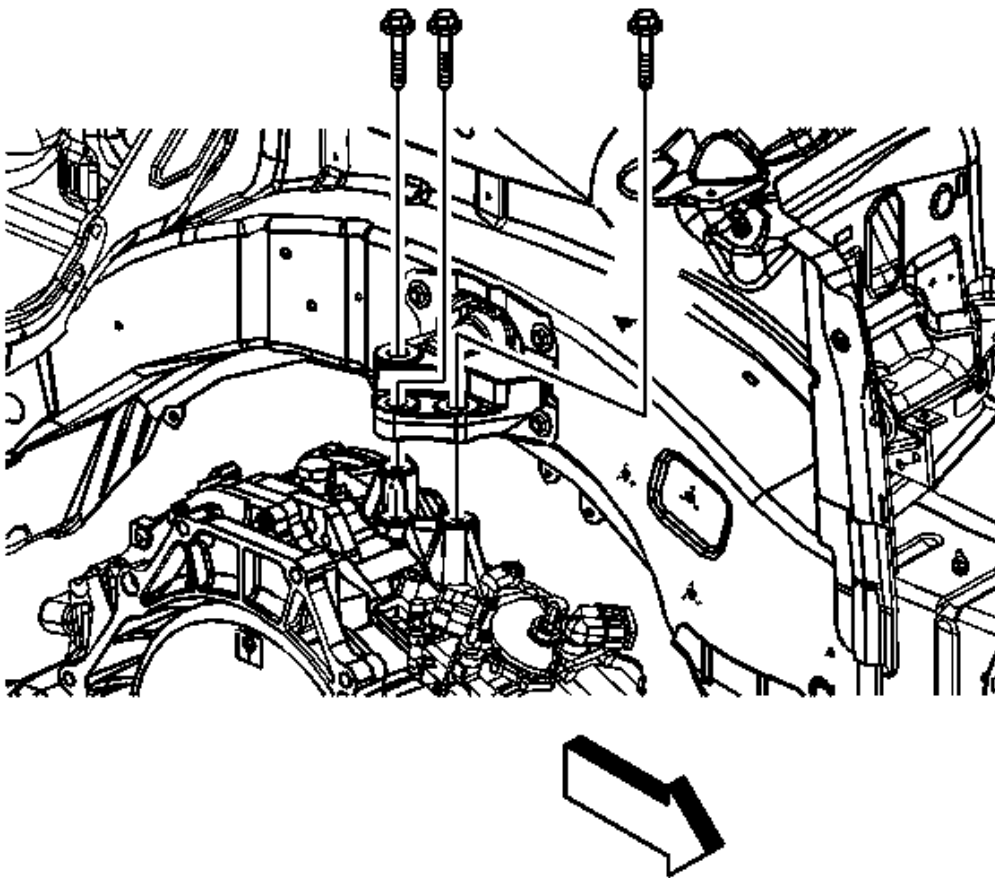


Fig. 233: Removing/Installing Transaxle Mount (Left) Bolts
Courtesy of GENERAL MOTORS CORP.

25. Install the bolts that secure the left transaxle mount to the transaxle and tighten the bolts to 50 N.m (37 lb ft).

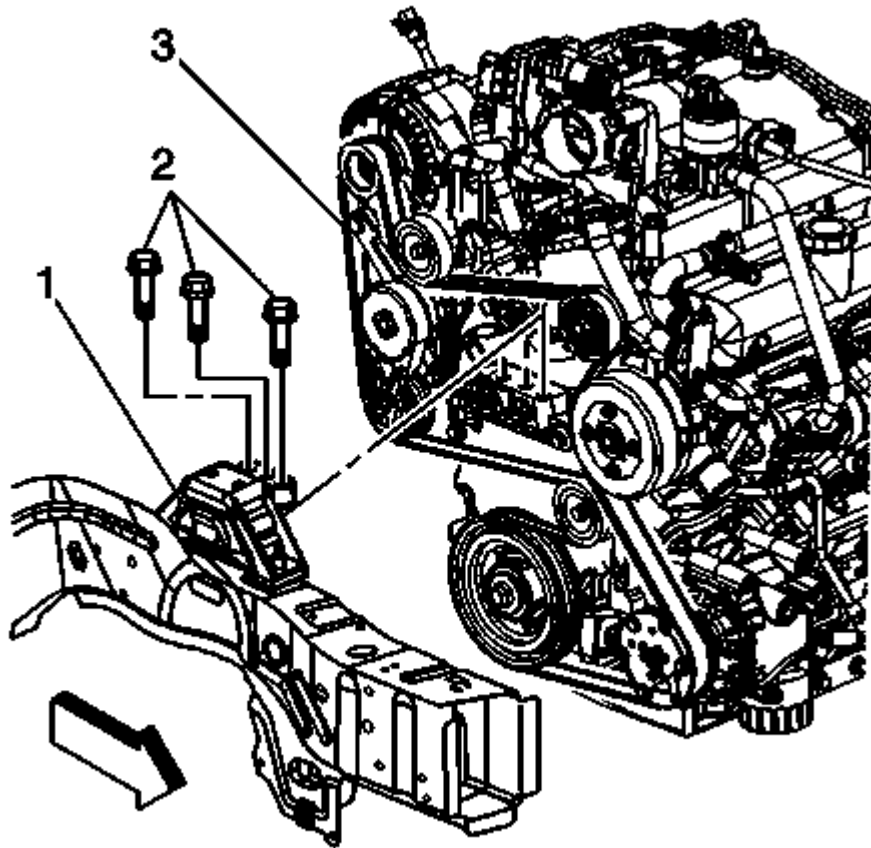


Fig. 234: View Of Right Engine Mount & Bolts
Courtesy of GENERAL MOTORS CORP.

26. Install the bolts (2) that secure the right engine mount (1) to the engine (3) and tighten the bolts to 50 N.m (37 lb ft).
27. Raise the vehicle.

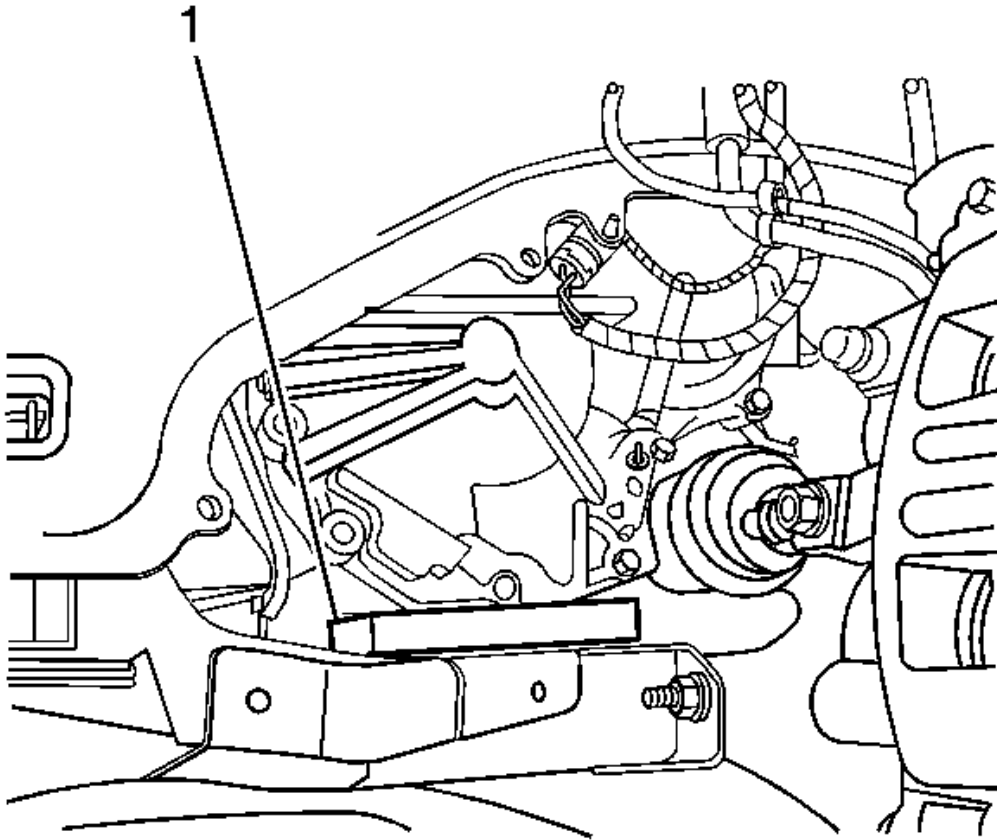


Fig. 235: Removing/Installing Block Of Wood Between Frame & Transaxle
Courtesy of GENERAL MOTORS CORP.

28. Remove the block of wood (1) between the frame and the transaxle used to support the transaxle while the bolts were removed from the left transaxle mount.

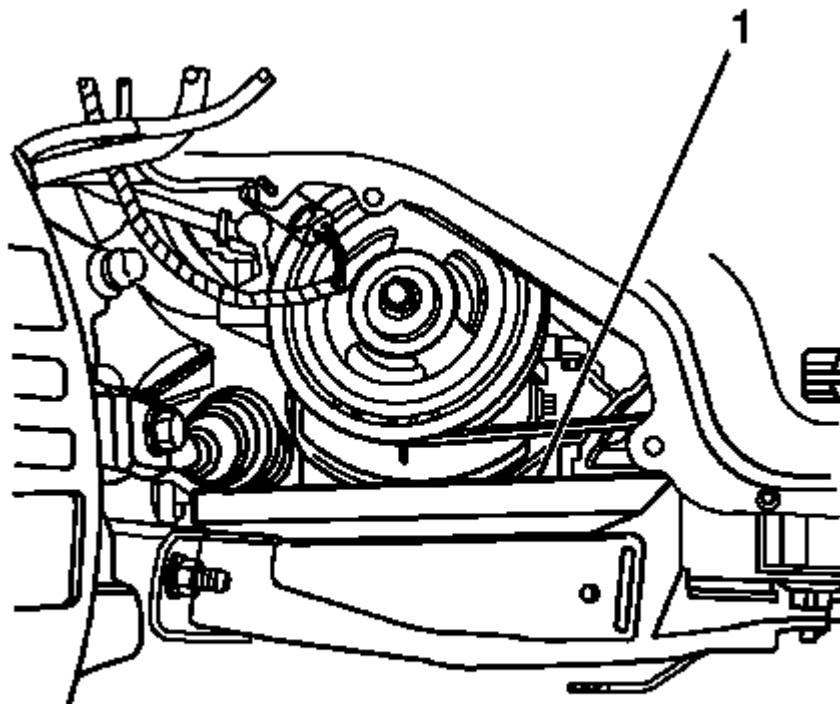


Fig. 236: Removing/Installing Block Of Wood Between Frame & Engine Oil Pan
Courtesy of GENERAL MOTORS CORP.

29. Remove the block of wood (1) between the frame and the engine oil pan used to support the engine while the bolts were removed from the right engine mount.
30. If equipped with AWD, install the rear propeller shaft. Refer to **Propeller Shaft Replacement** .
31. Install the right and left front wheel drive shafts. Refer to **Front Wheel Drive Shaft Replacement** .

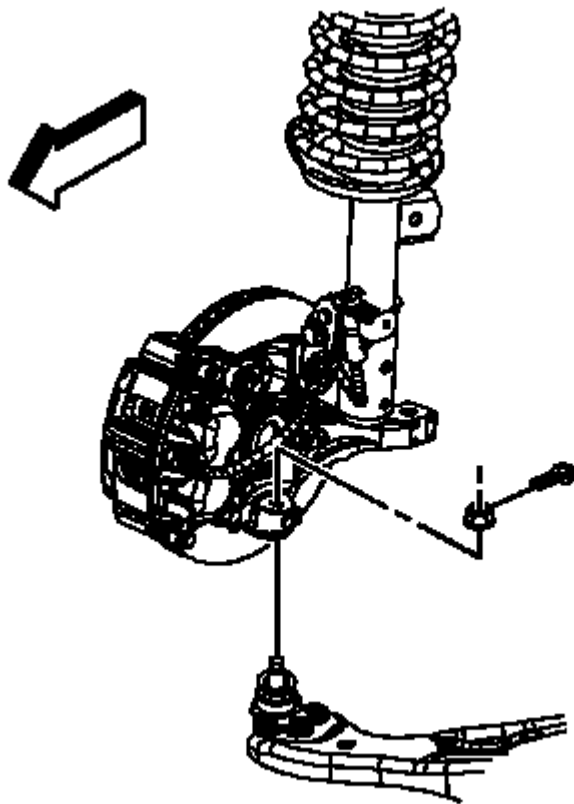


Fig. 237: View Of Lower Ball Joint At Steering Knuckle
Courtesy of GENERAL MOTORS CORP.

32. Install the right and left lower ball joints to the steering knuckles. Refer to **Lower Control Arm Replacement** .

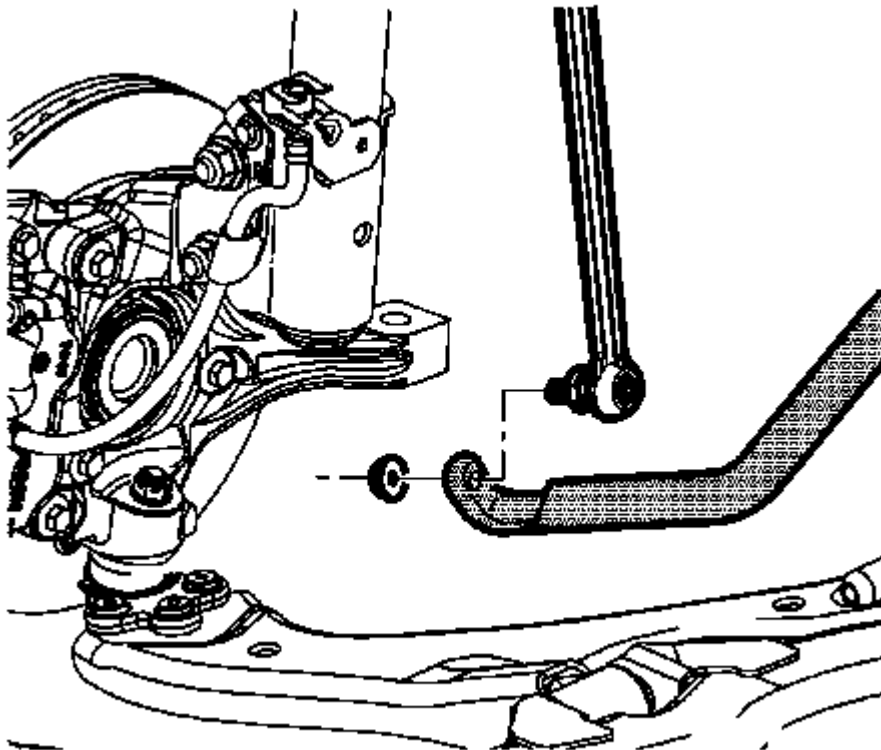


Fig. 238: View Of Stabilizer Shaft & Link
Courtesy of GENERAL MOTORS CORP.

33. Install the right and left stabilizer shaft links to the stabilizer shaft. Refer to **Stabilizer Shaft Link Replacement** .

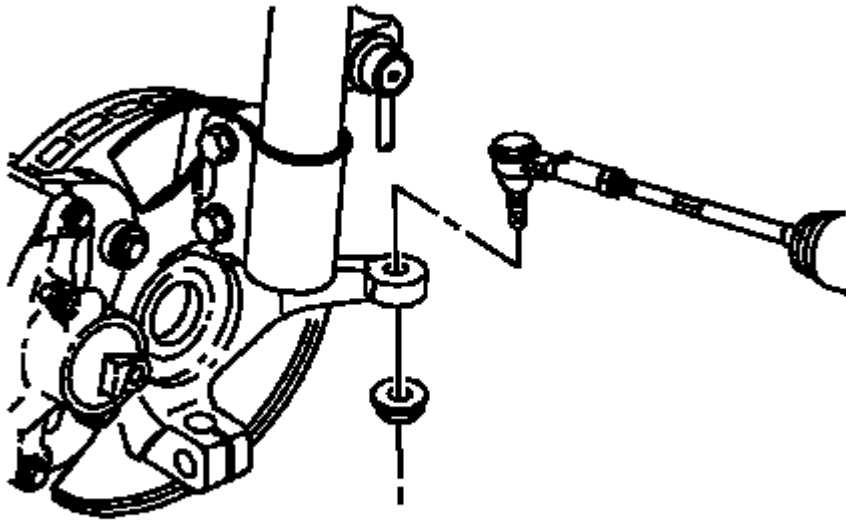


Fig. 239: View Of Tie Rod End To Steering Knuckle
Courtesy of GENERAL MOTORS CORP.

34. Install the right and left tie rod ends to the steering knuckles. Refer to **Steering Linkage Outer Tie Rod Replacement** .

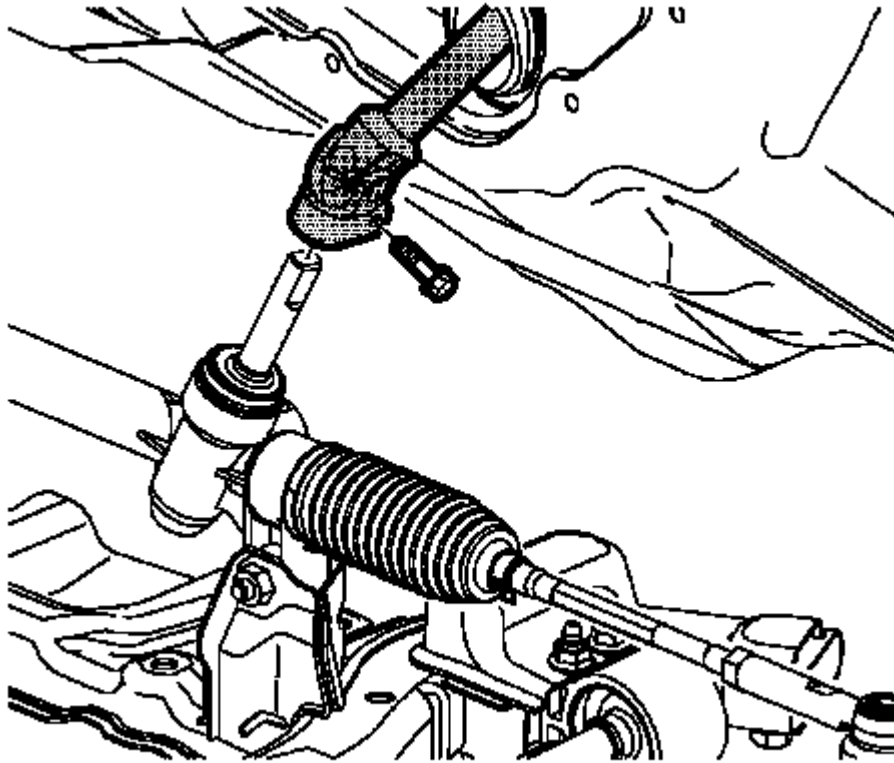


Fig. 240: Removing/Installing Steering Shaft To Intermediate Shaft
Courtesy of GENERAL MOTORS CORP.

35. Connect the steering intermediate shaft to the steering gear.
36. Install a NEW pinch bolt to the steering intermediate shaft and tighten the bolt to 34 N.m (25 lb ft).
37. Install the right and left engine splash shields. Refer to **Engine Splash Shield Replacement** .
38. Install the front tires. Refer to **Tire and Wheel Removal and Installation** .

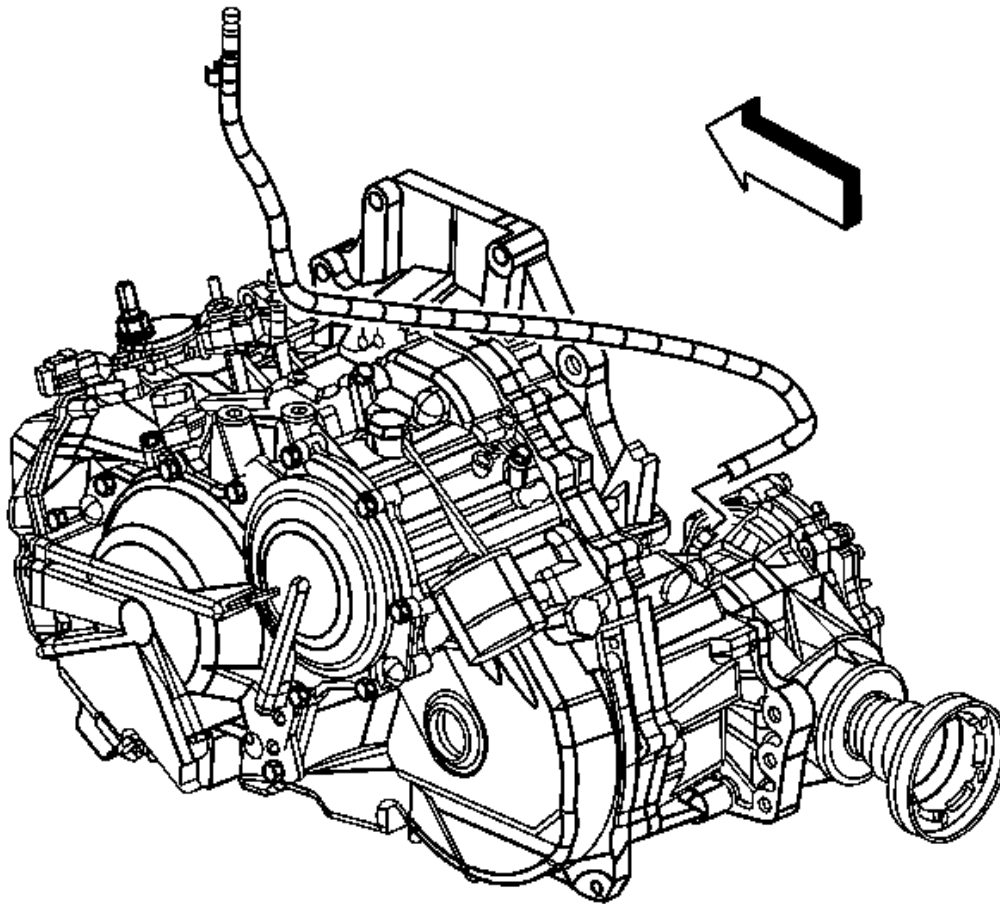


Fig. 241: View Of Transfer Case Vent Hose
Courtesy of GENERAL MOTORS CORP.

39. If equipped with AWD, connect the transfer case vent hose to the transfer case.
40. Install the catalytic converter. Refer to **Catalytic Converter Replacement** .

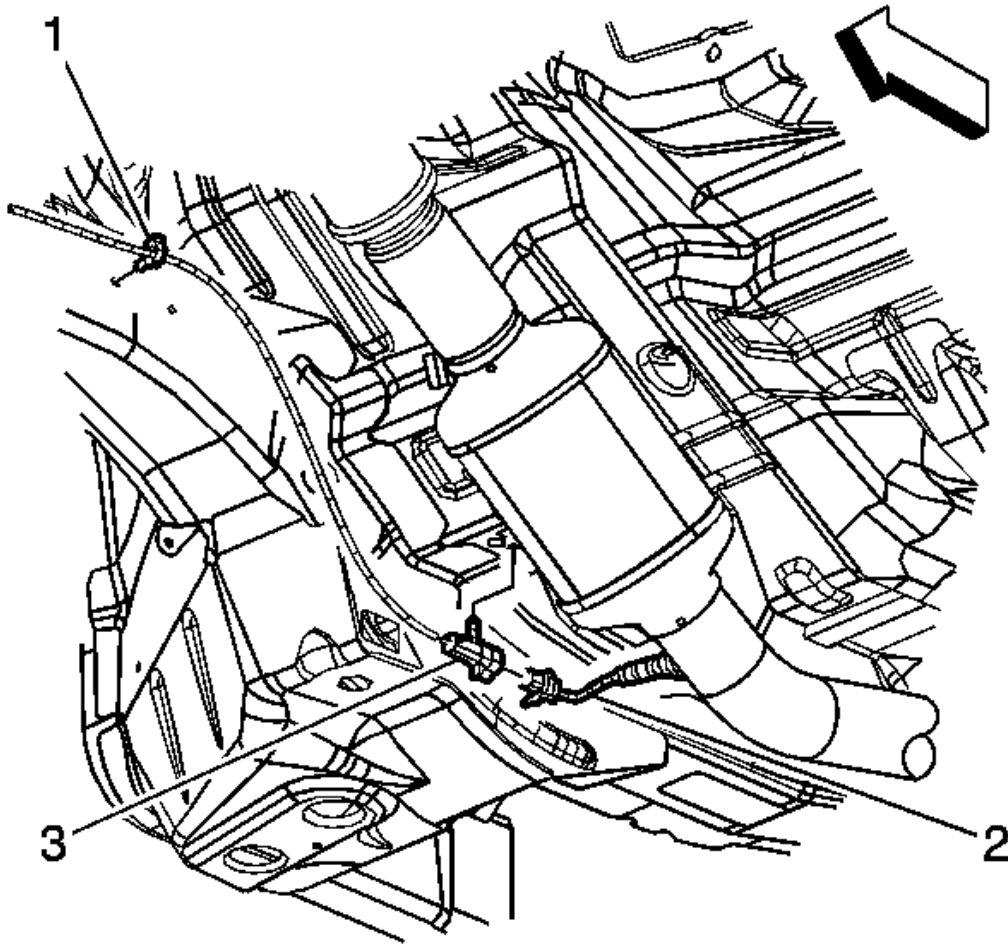


Fig. 242: View Of HO2S 2 & Harness Connector
 Courtesy of GENERAL MOTORS CORP.

41. Install the HO2S 2 wiring harness retainers (1, 3) to the vehicle underbody.
42. Connect the HO2S 2 wiring harness.
43. Install the front bumper fascia air deflector. Refer to **Front Bumper Fascia Air Deflector Replacement (Equinox)** or **Front Bumper Fascia Air Deflector Replacement (SS)**.

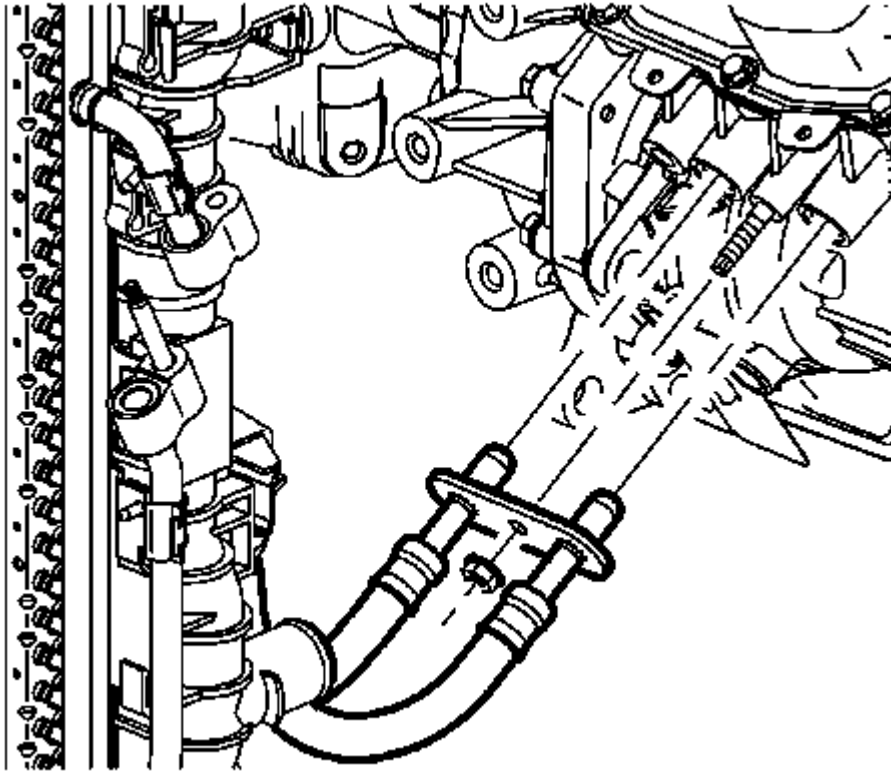


Fig. 243: View Of Transaxle Oil Cooler Line Assembly
Courtesy of GENERAL MOTORS CORP.

44. Install new seals and connect the transaxle oil cooler lines to the transaxle. Refer to **Transmission Fluid Cooler Pipe Seal Replacement** .
45. Install the radiator outlet hose. Refer to **Radiator Outlet Hose Replacement (LNJ)** .
46. Lower the vehicle.
47. Install the radiator inlet hose. Refer to **Radiator Inlet Hose Replacement (LNJ Chevrolet)** or **Radiator Inlet Hose Replacement (LNJ Pontiac)** .
48. Connect the heater hoses to the engine. Refer to **Heater Inlet Hose Replacement (LNJ)** and **Heater Outlet Hose Replacement (LNJ)** .
49. Install the coolant surge tank. Refer to **Radiator Surge Tank Replacement** .
50. Untie the radiator, AC condenser, and fan module assembly from the upper radiator support.

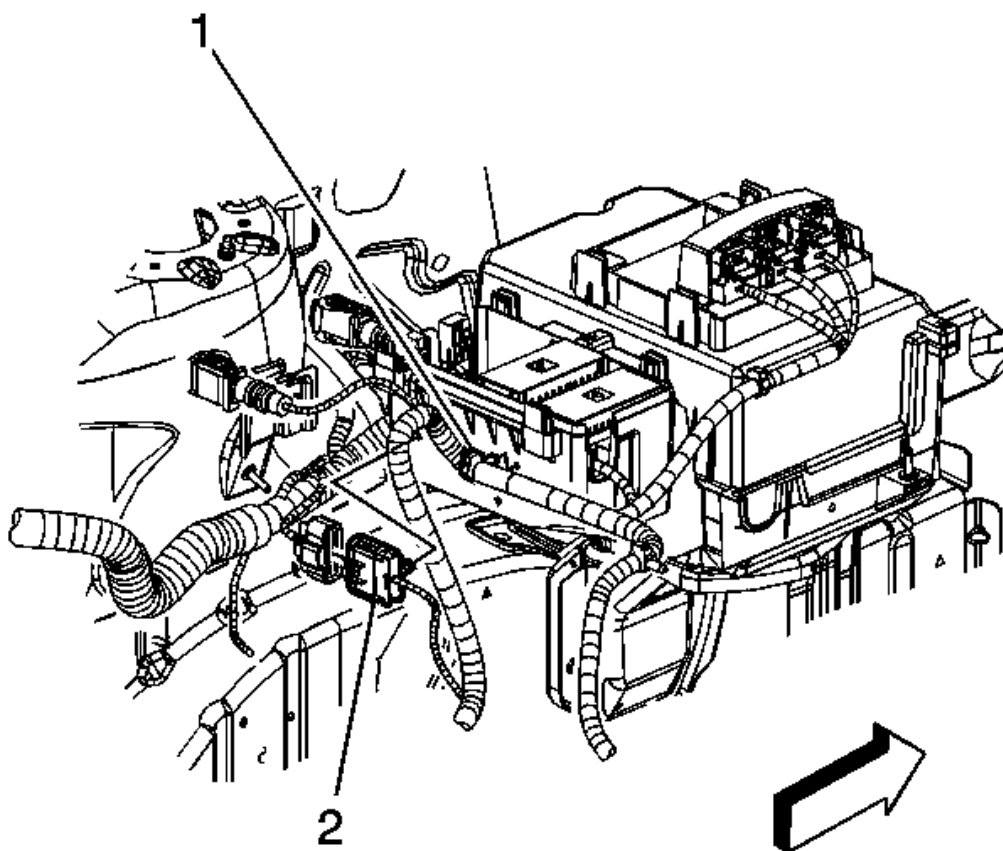


Fig. 244: View Of Engine Wire Harness Retainer & Connector
Courtesy of GENERAL MOTORS CORP.

51. Connect engine to body inline connector C102 (2).
52. Connect the transaxle shift control cable to the transaxle. Refer to **Shift Control Cable Replacement** .
53. Install the AC compressor hose assembly to the compressor. Refer to **Air Conditioning Compressor Hose Replacement (LNJ)** .

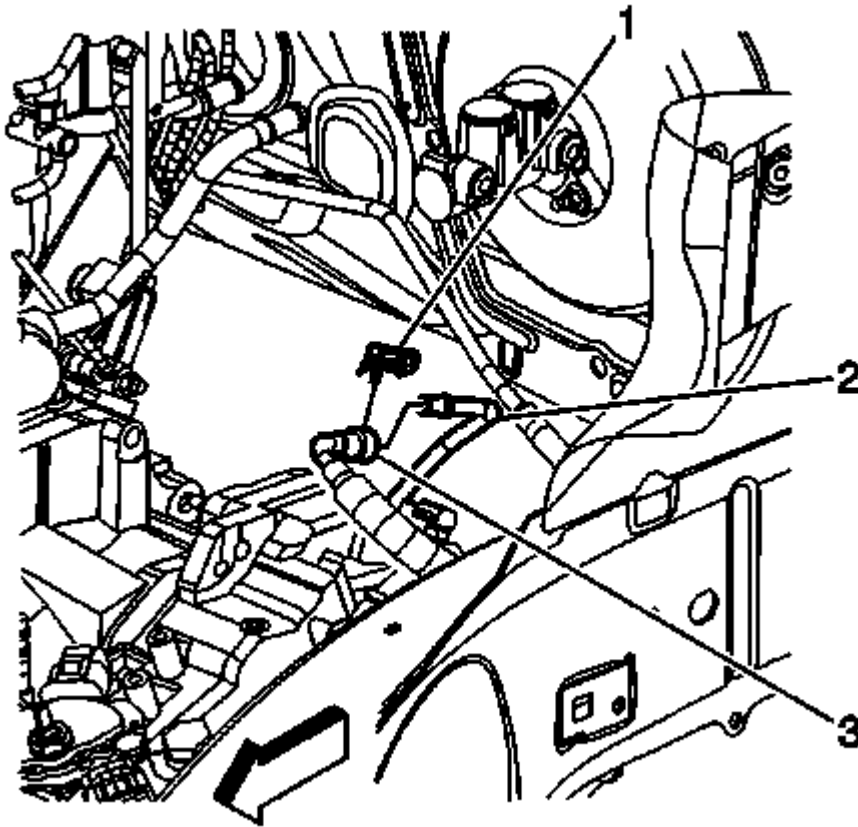


Fig. 245: Disconnecting/Connecting Engine Fuel Hose/Pipe At Chassis Fuel Hose/Pipe
Courtesy of GENERAL MOTORS CORP.

54. Connect the engine fuel hose/pipe (3) to the chassis fuel hose/pipe (2). Refer to **Metal Collar Quick Connect Fitting Service** .
55. Connect the EVAP hose/pipe to the EVAP canister purge solenoid valve. Refer to **Plastic Collar Quick Connect Fitting Service** .
56. Install the air cleaner assembly and air intake duct. Refer to **Air Cleaner Assembly Replacement** .

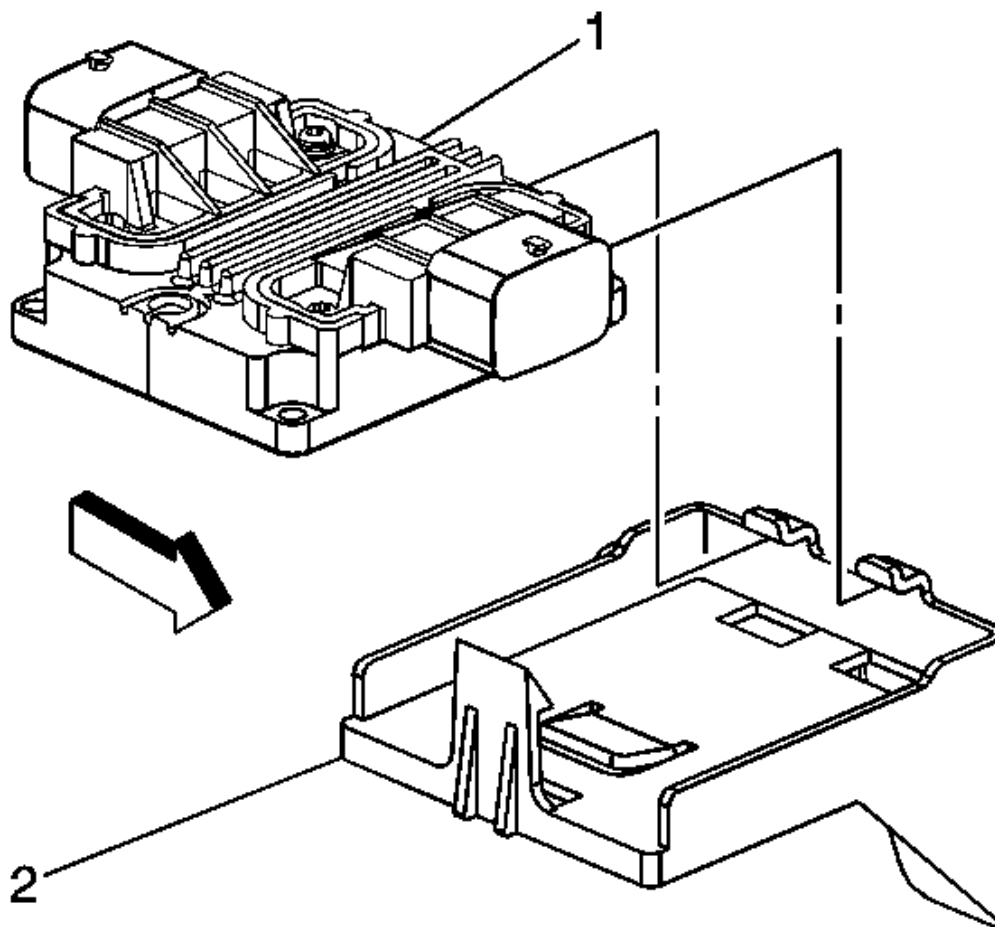


Fig. 246: View Of TCM & Bracket
Courtesy of GENERAL MOTORS CORP.

57. Install the TCM (1) to the TCM bracket (2).

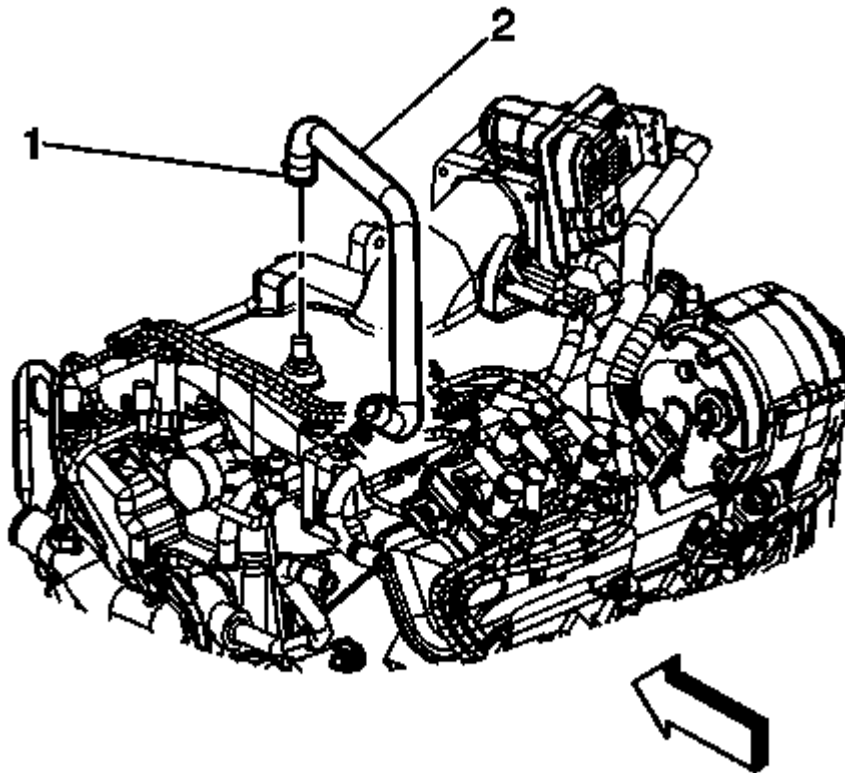


Fig. 247: View Of Brake Booster Vacuum Hose
Courtesy of GENERAL MOTORS CORP.

58. Connect the brake booster vacuum hose (2) to the intake manifold.
59. Position the clamp (1) on the brake booster vacuum hose connection.
60. Install the fuel injector sight shield. Refer to **Fuel Injector Sight Shield Replacement**.

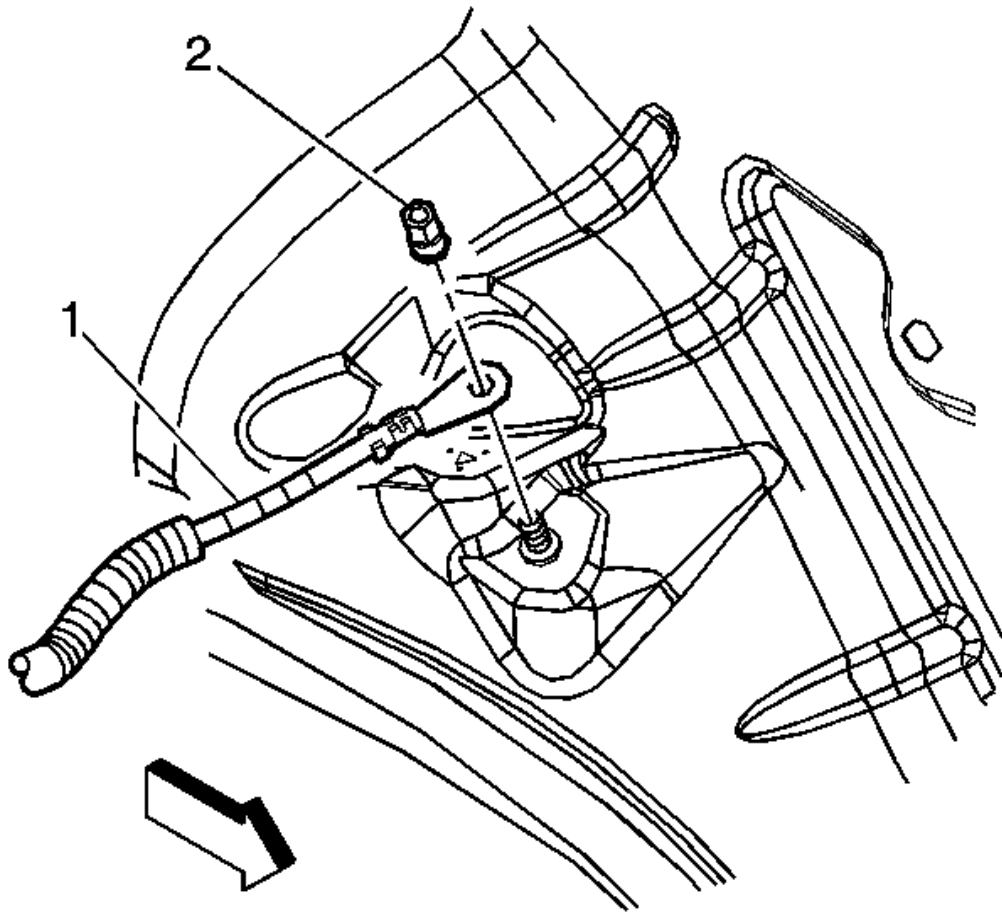


Fig. 248: View Of Negative Battery Cable At Inner Fender Body Ground Stud
Courtesy of GENERAL MOTORS CORP.

61. Install the negative battery cable from the inner fender body ground stud.
62. Install the negative battery cable nut (2) to the inner fender body ground stud and tighten the nut to 12 N.m (106 lb in).

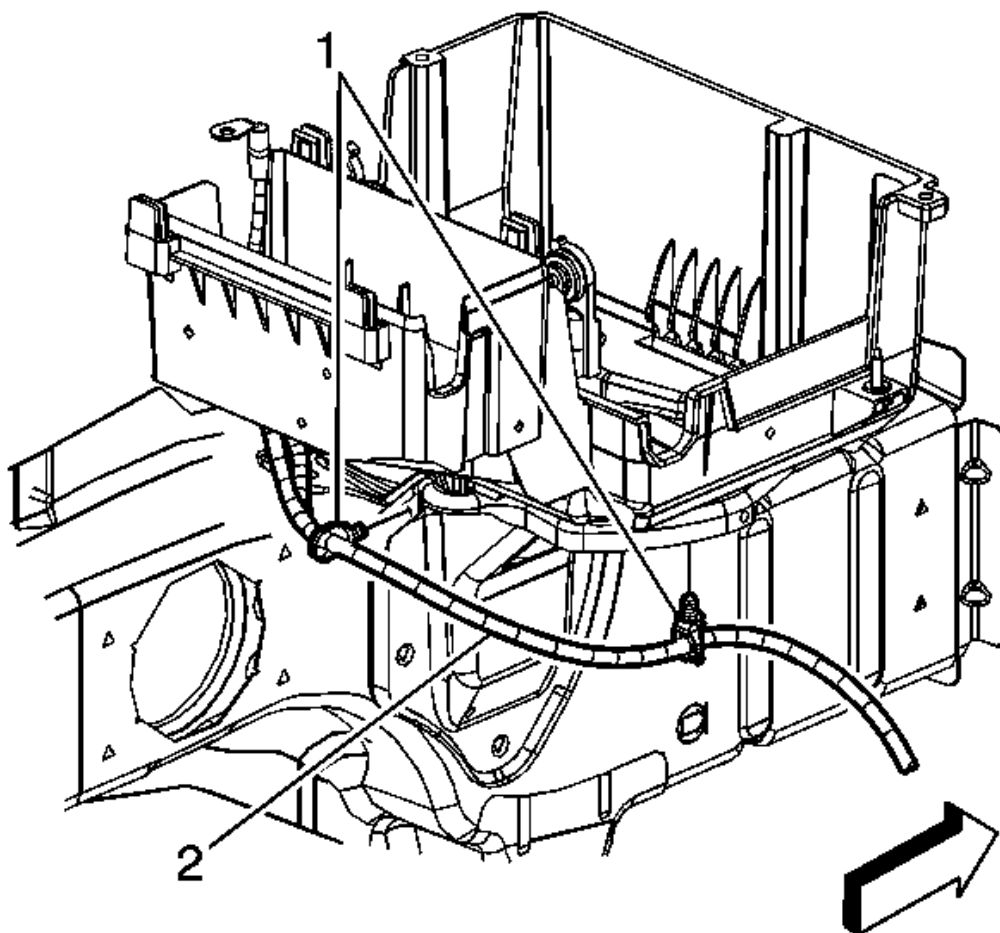


Fig. 249: View Of Battery Cable Retainers At Battery Tray
Courtesy of GENERAL MOTORS CORP.

63. Install the battery cable retainers (1) to the battery tray.
64. Install the battery box, battery and ECM. Refer to **Battery Box Replacement** .
65. Fill the engine with engine oil. Refer to **Approximate Fluid Capacities** , **Fluid and Lubricant Recommendations** , and **Maintenance Schedule (North American Emissions)** .
66. Fill the engine with coolant. Refer to **Cooling System Draining and Filling (LNJ GE 47716 Fill)** or **Cooling System Draining and Filling (LNJ Static Fill)** .
67. Check the transaxle fluid level. Refer to **Adhesives, Fluids, Lubricants, and Sealers** , **Transmission General Specifications** , and **Fluid Capacity Specifications** .
68. Charge the AC system. Refer to **Refrigerant Recovery and Recharging** .
69. Prime the fuel system.

1. Cycle the ignition ON for 5 seconds then OFF for 10 seconds. Repeat cycling twice.
 2. Crank the engine until it starts. The maximum starter motor cranking time is 20 seconds.
 3. If the engine does not start, repeat the steps.
70. Perform the CKP system variation learn procedure. Refer to **Crankshaft Position System Variation Learn** .

ENGINE OIL AND OIL FILTER REPLACEMENT

Removal Procedure

1. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .
2. Position the oil drain pan under the engine oil drain plug.

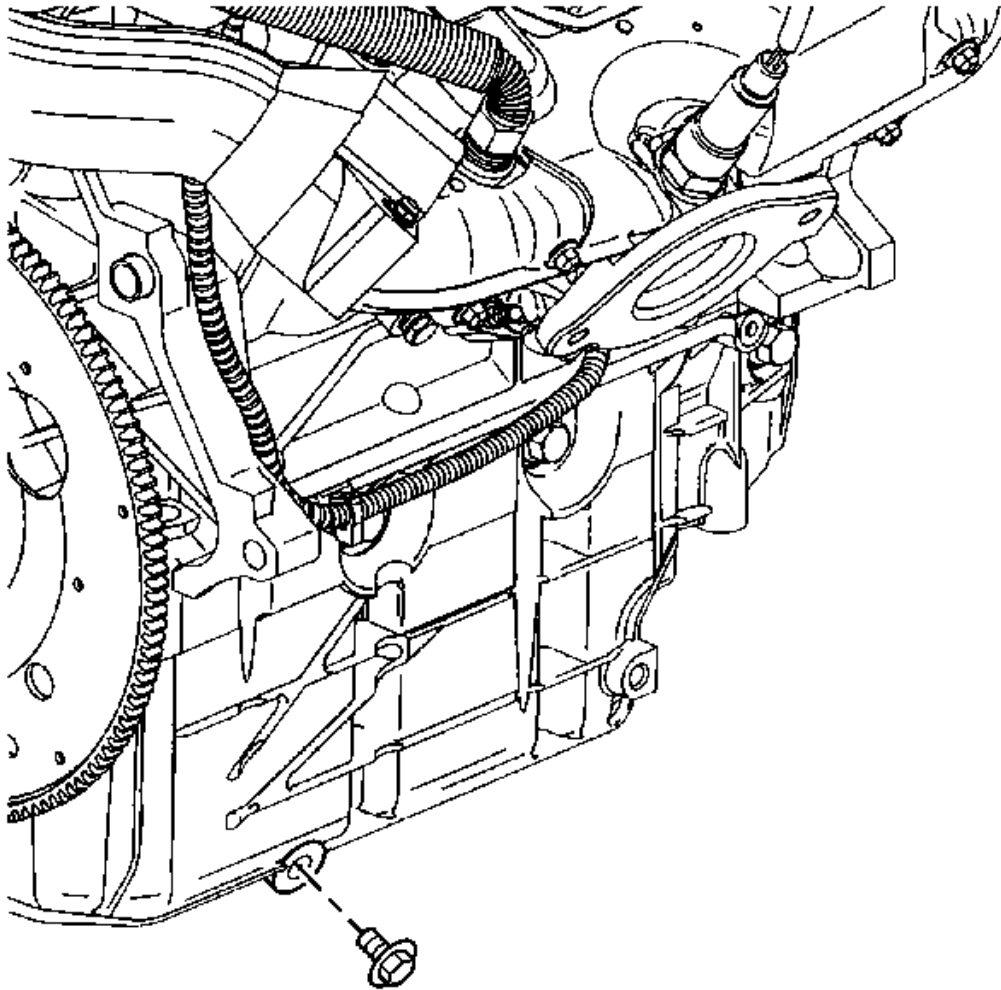


Fig. 250: View Of Engine Oil Drain Plug
Courtesy of GENERAL MOTORS CORP.

3. Remove the engine oil drain plug.
4. Clean and inspect the engine oil drain plug, replace if necessary.
5. Clean and inspect the engine oil drain plug sealing surface on the oil pan, repair or replace oil pan if necessary.

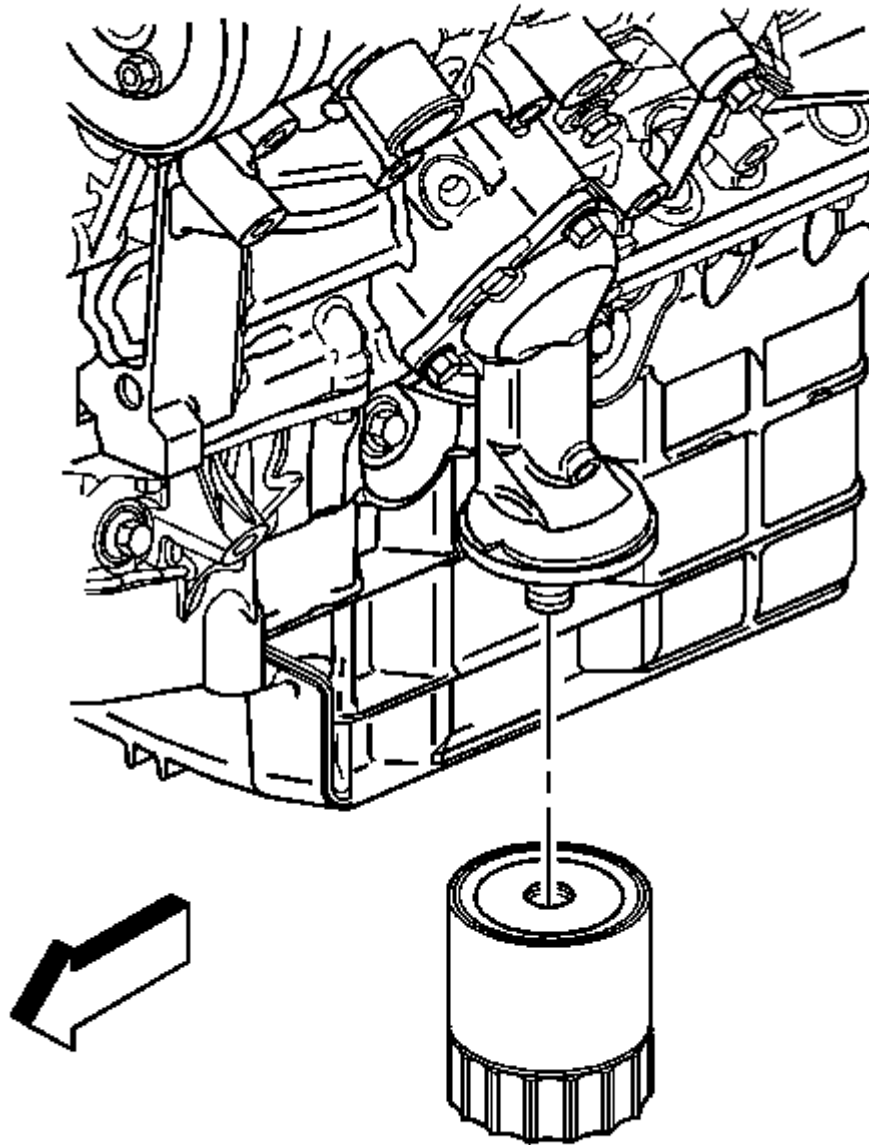


Fig. 251: View Of Oil Filter
Courtesy of GENERAL MOTORS CORP.

6. Remove the oil filter.
7. Clean and inspect the oil filter sealing area on the oil filter adapter, repair or replace if necessary.

Installation Procedure

1. Lightly oil the replacement oil filter gasket with clean oil.

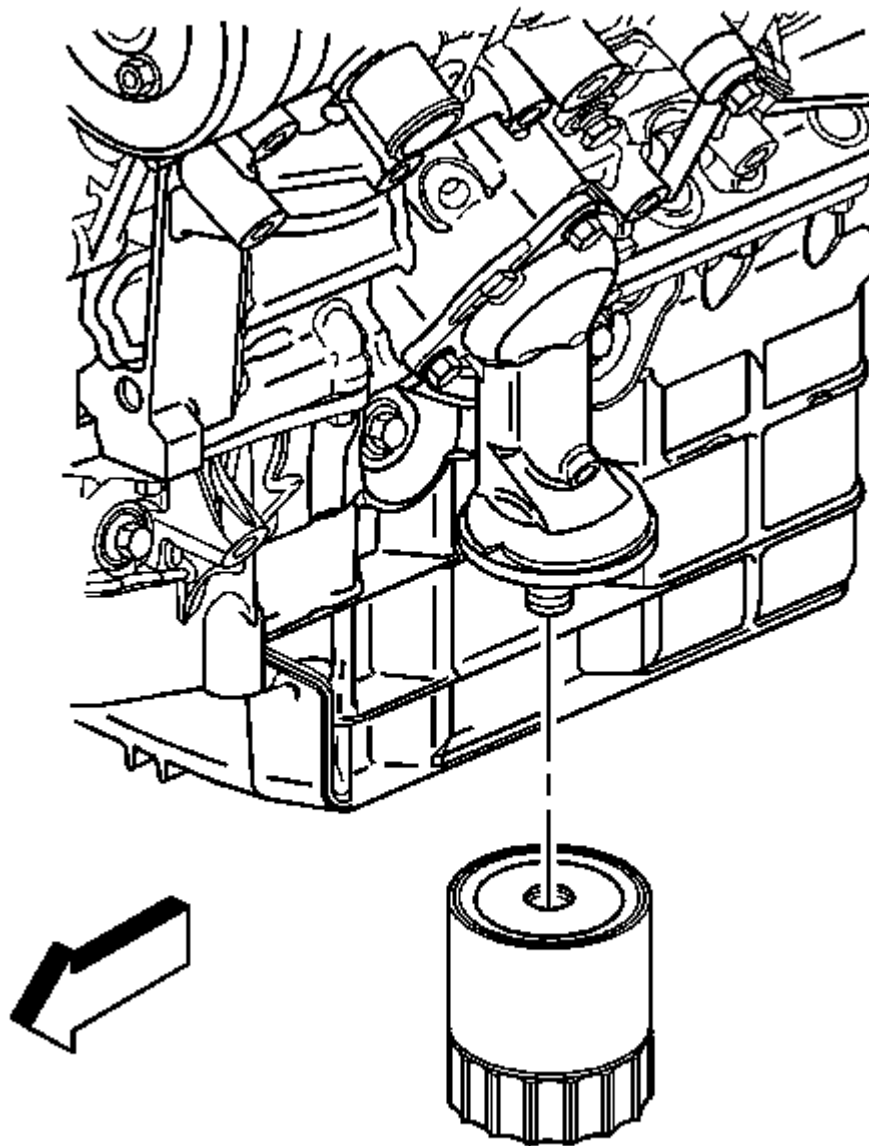


Fig. 252: View Of Oil Filter

Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Component Fastener Tightening Caution .

2. Install the new oil filter. Refer to **Maintenance Items** .

Tighten the filter to 3/4 to 1 full turn, after the oil filter gasket contacts the oil filter mounting surface.

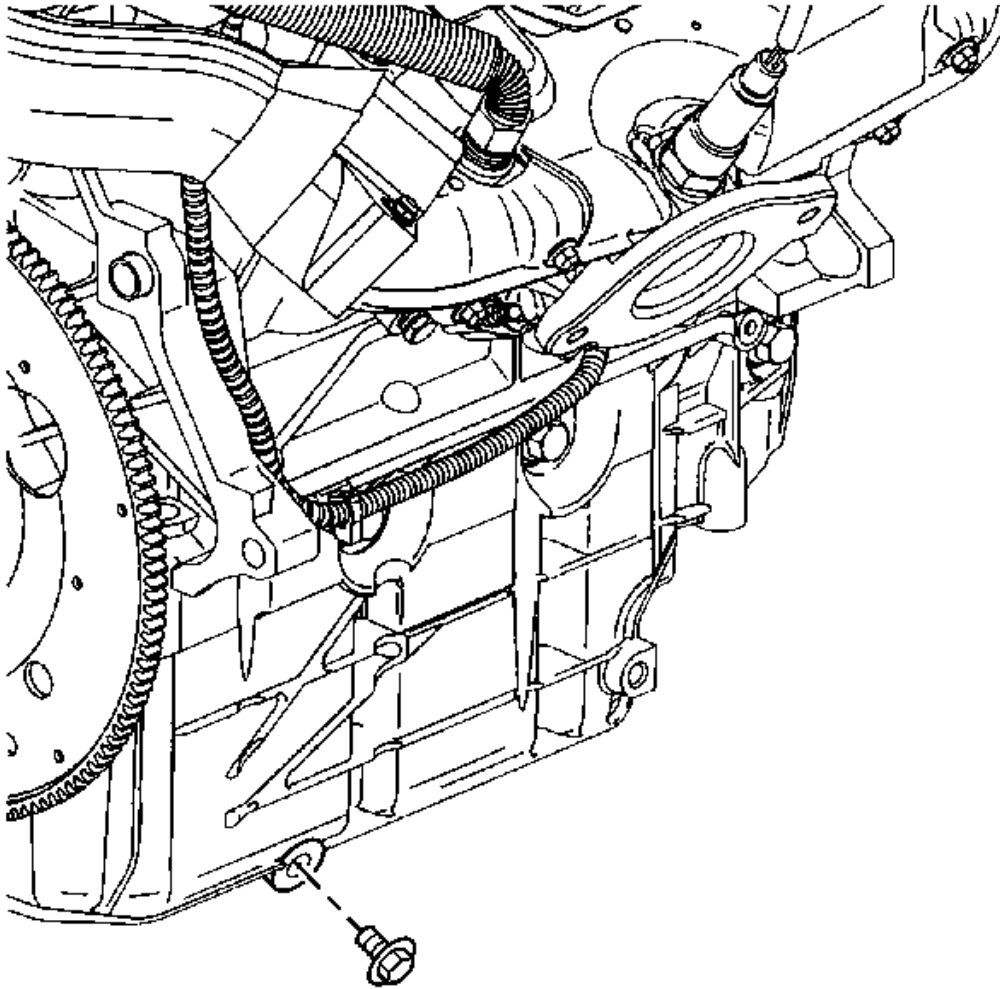


Fig. 253: View Of Engine Oil Drain Plug
Courtesy of GENERAL MOTORS CORP.

3. Install the engine oil drain plug and tighten to 25 N.m (18 lb ft).
4. Remove the oil drain pan.
5. Lower the vehicle.

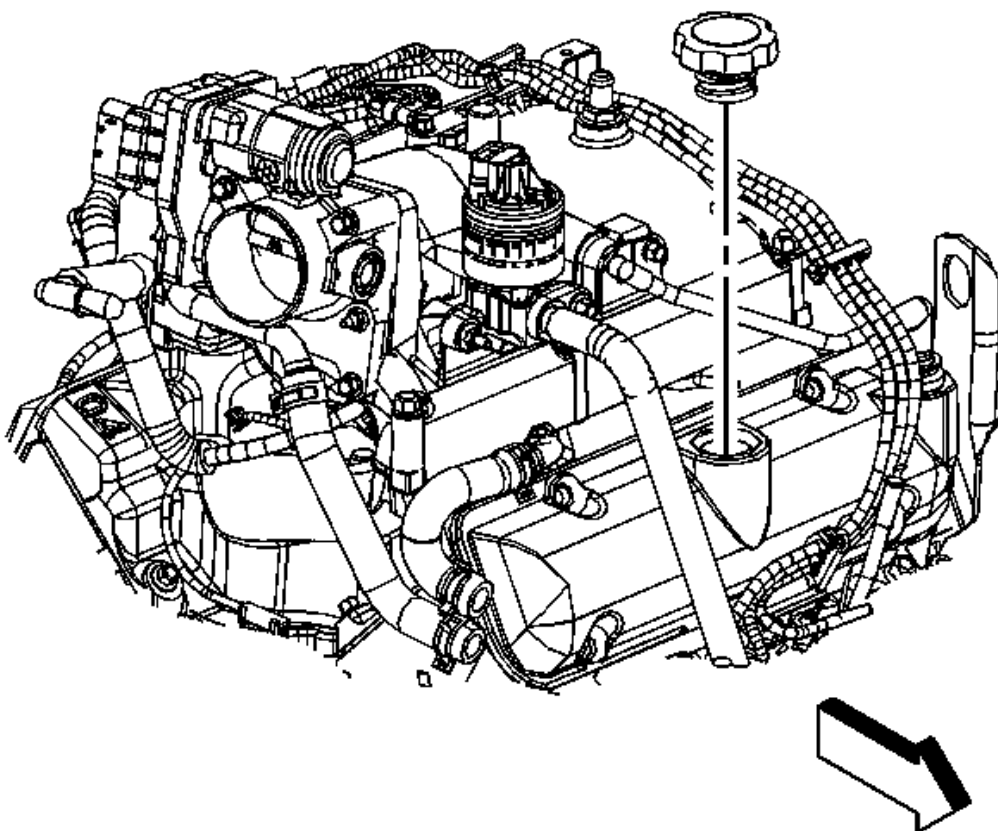


Fig. 254: View Of Oil Fill Cap
Courtesy of GENERAL MOTORS CORP.

6. Remove the oil fill cap from the rocker arm cover.
7. Fill the engine with new engine oil. Refer to Approximate Fluid Capacities , Fluid and Lubricant Recommendations and Maintenance Schedule (North American Emissions) .
8. Install the oil fill cap to the rocker arm cover.

REPAIR INSTRUCTIONS - OFF VEHICLE

DRAINING FLUIDS AND OIL FILTER REMOVAL

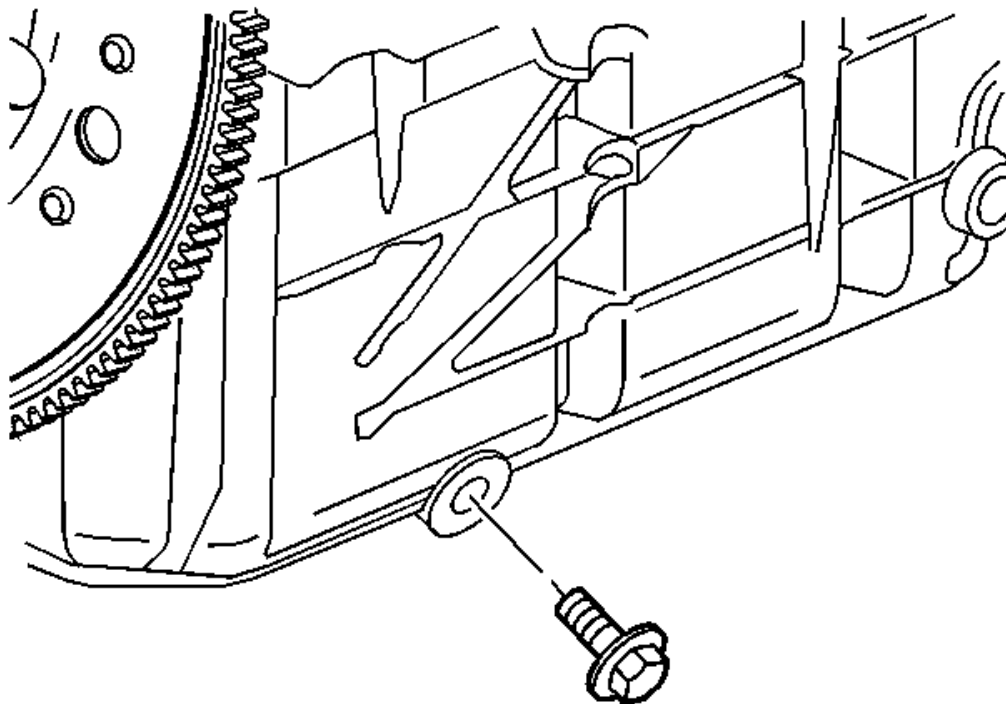


Fig. 255: View Of Oil Pan Drain Plug
Courtesy of GENERAL MOTORS CORP.

1. Remove the oil pan drain plug.
2. Drain the engine oil.

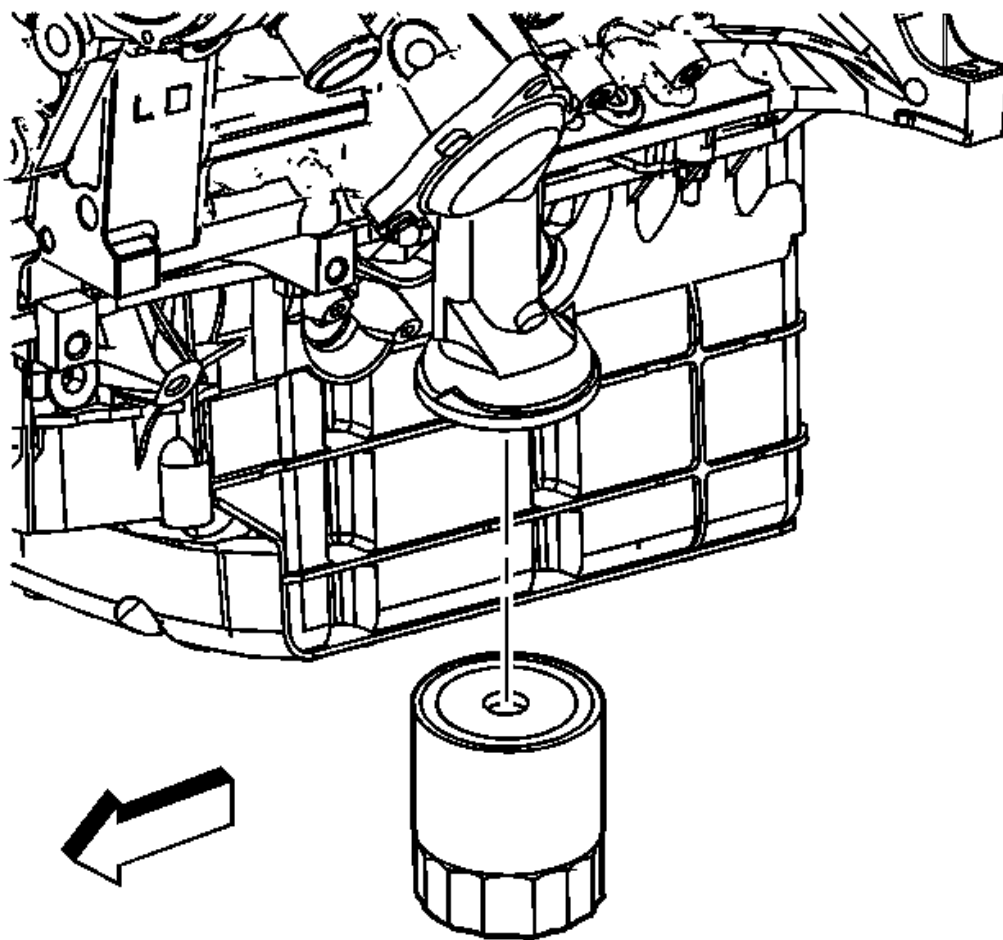


Fig. 256: View Of Oil Filter

Courtesy of GENERAL MOTORS CORP.

3. Remove the oil filter.

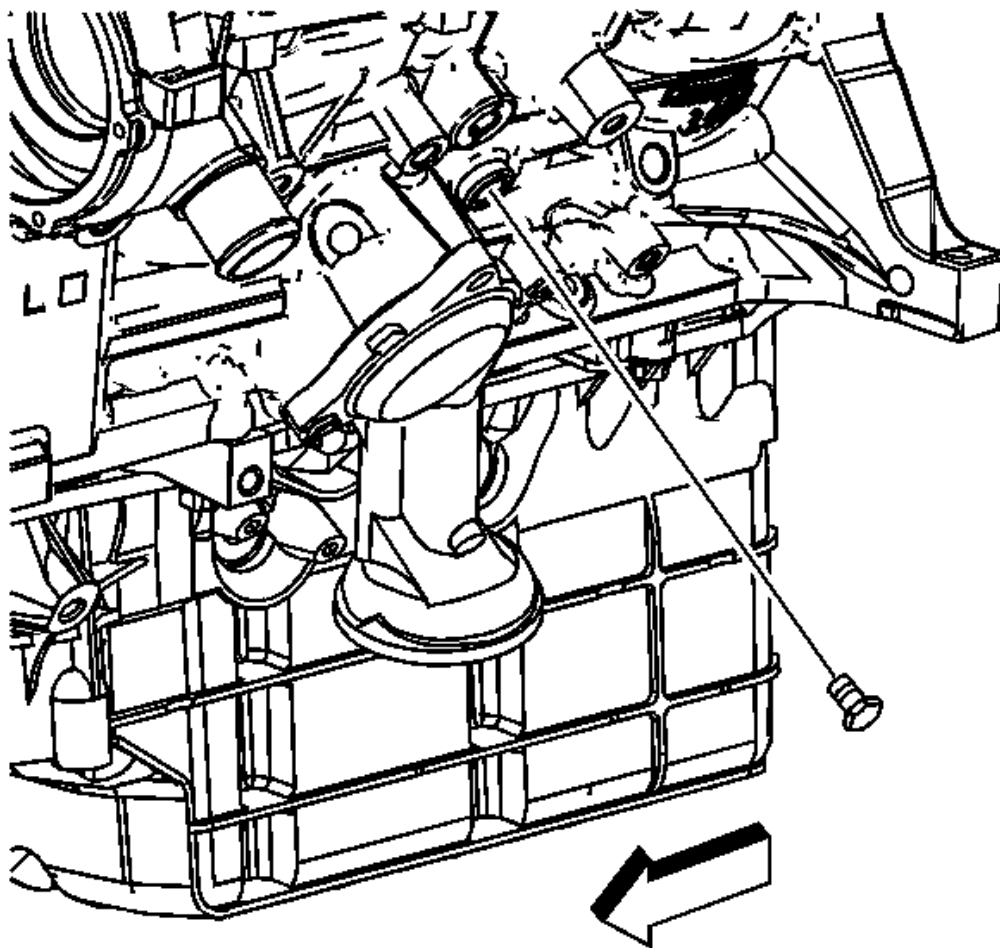


Fig. 257: View Of Left Coolant Drain Plug
Courtesy of GENERAL MOTORS CORP.

4. Remove the coolant drain plug from the left side.

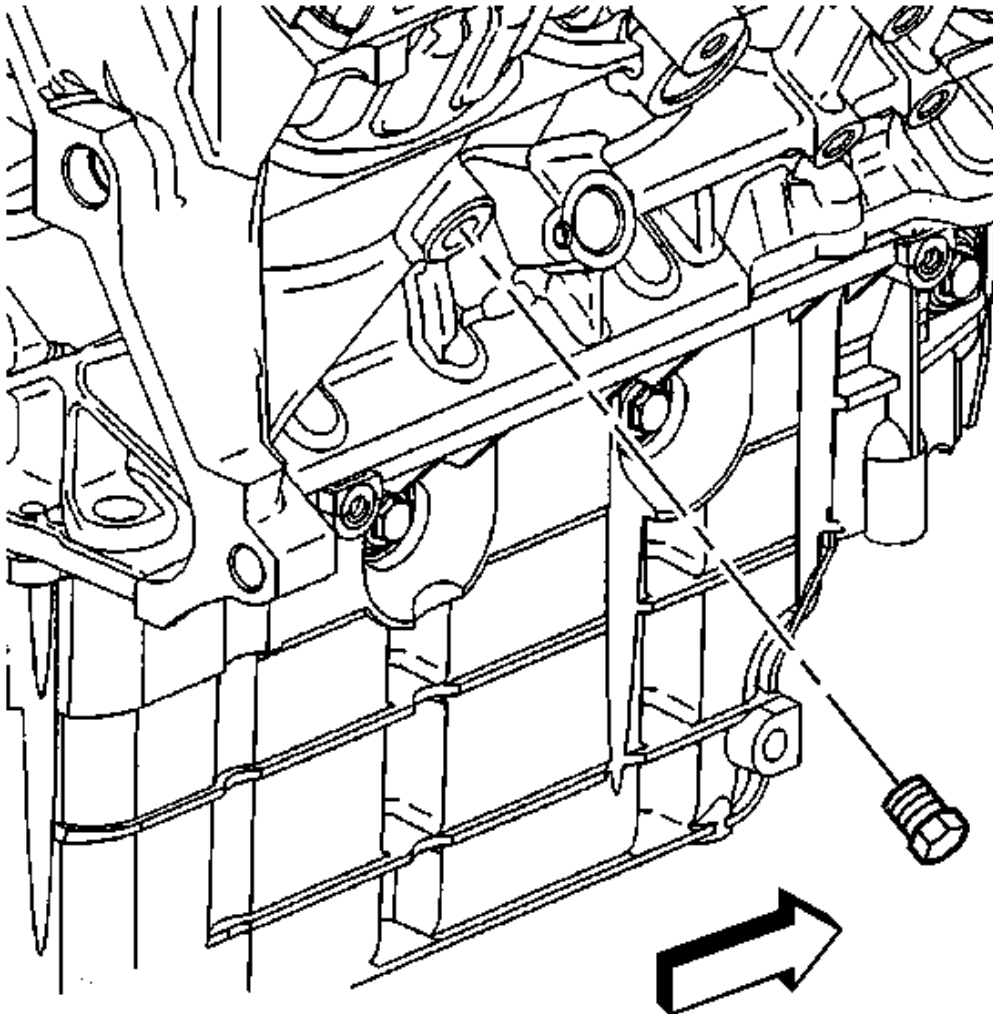


Fig. 258: View Of Right Coolant Drain Plug
Courtesy of GENERAL MOTORS CORP.

5. Remove the coolant drain plug from the right side.
6. Drain the coolant.

CRANKSHAFT BALANCER REMOVAL

Special Tools

- **EN 46359:** Puller End Protector

- **EN-49010:** Flywheel Holding Tool
- **J 41816-A:** Crankshaft Balancer Remover

For equivalent regional tools, refer to **Special Tools**.

Removal

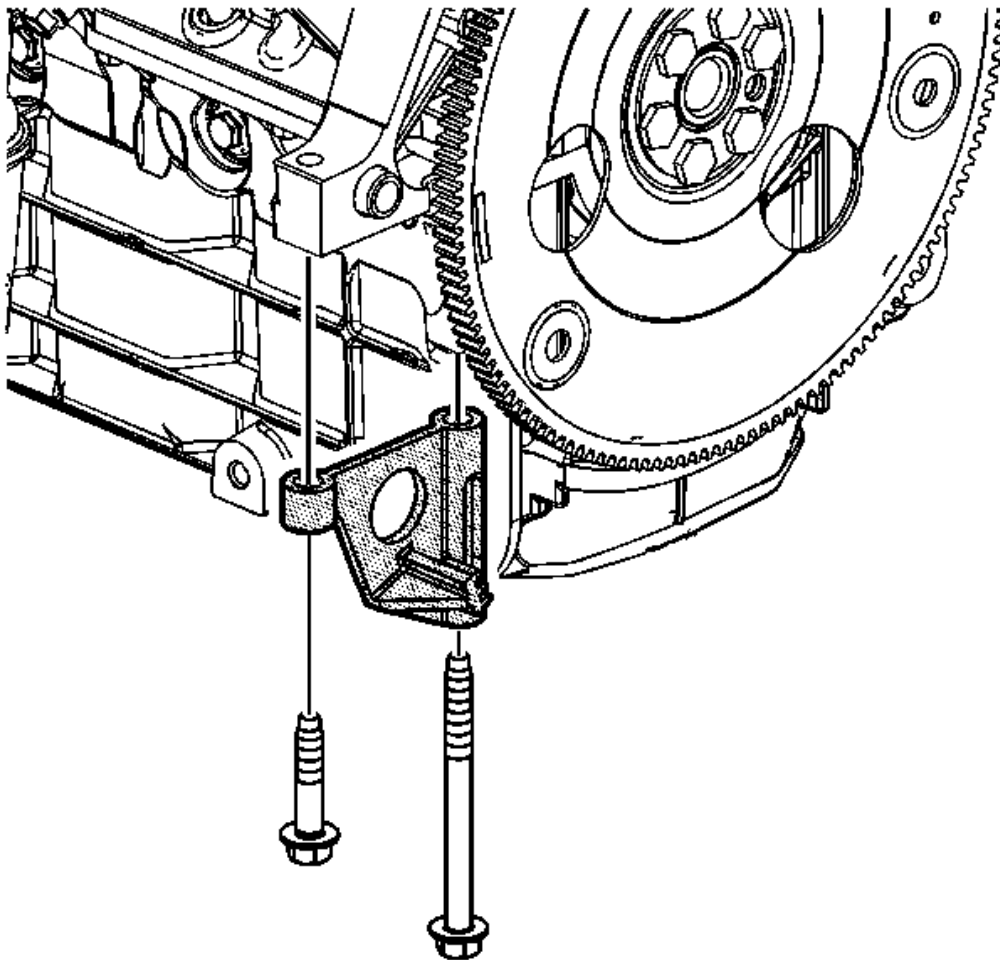


Fig. 259: Identifying EN-49010 At Starter Mounting Holes
Courtesy of GENERAL MOTORS CORP.

1. Install the **EN-49010:** tool to the starter mounting holes.

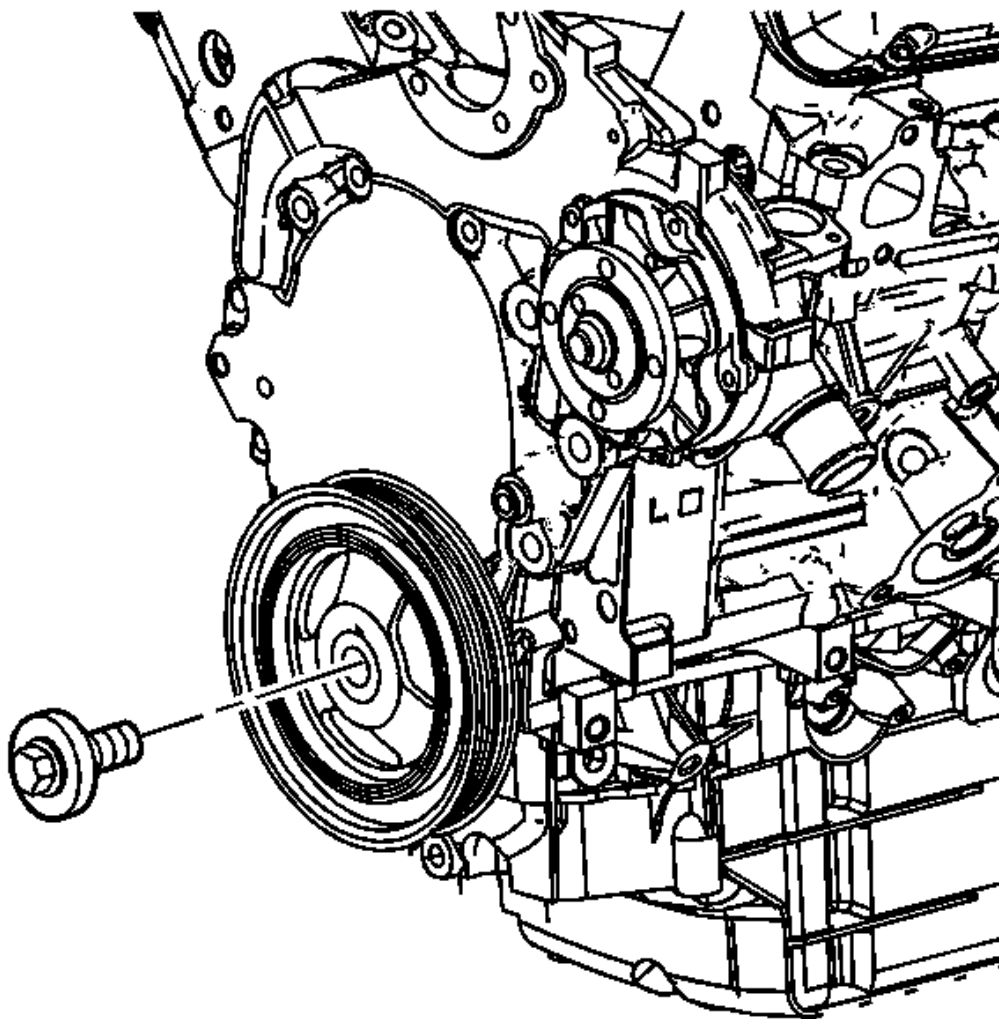


Fig. 260: View Of Crankshaft Balancer Bolt & Washer
Courtesy of GENERAL MOTORS CORP.

2. Remove the crankshaft balancer bolt and washer.

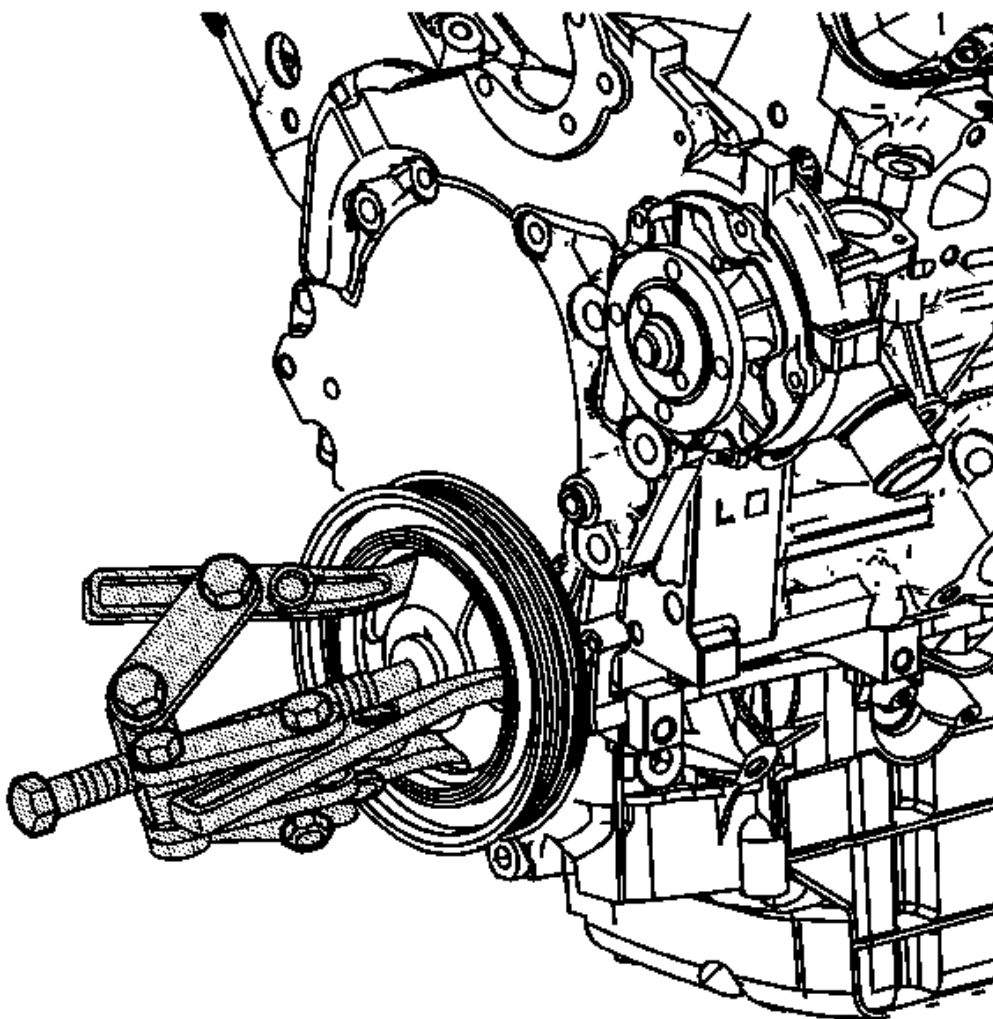


Fig. 261: View Of Crankshaft Balancer
Courtesy of GENERAL MOTORS CORP.

CAUTION: Do NOT use a power-assisted tool with the special tool in order to remove or install this component. You cannot properly control the alignment of this component using a power-assisted tool, and this can damage the component.

3. Remove the crankshaft balancer using the **J 41816-A**: remover along with **EN 46359**: protector or equivalent.
4. Remove the **EN-49010**: tool.

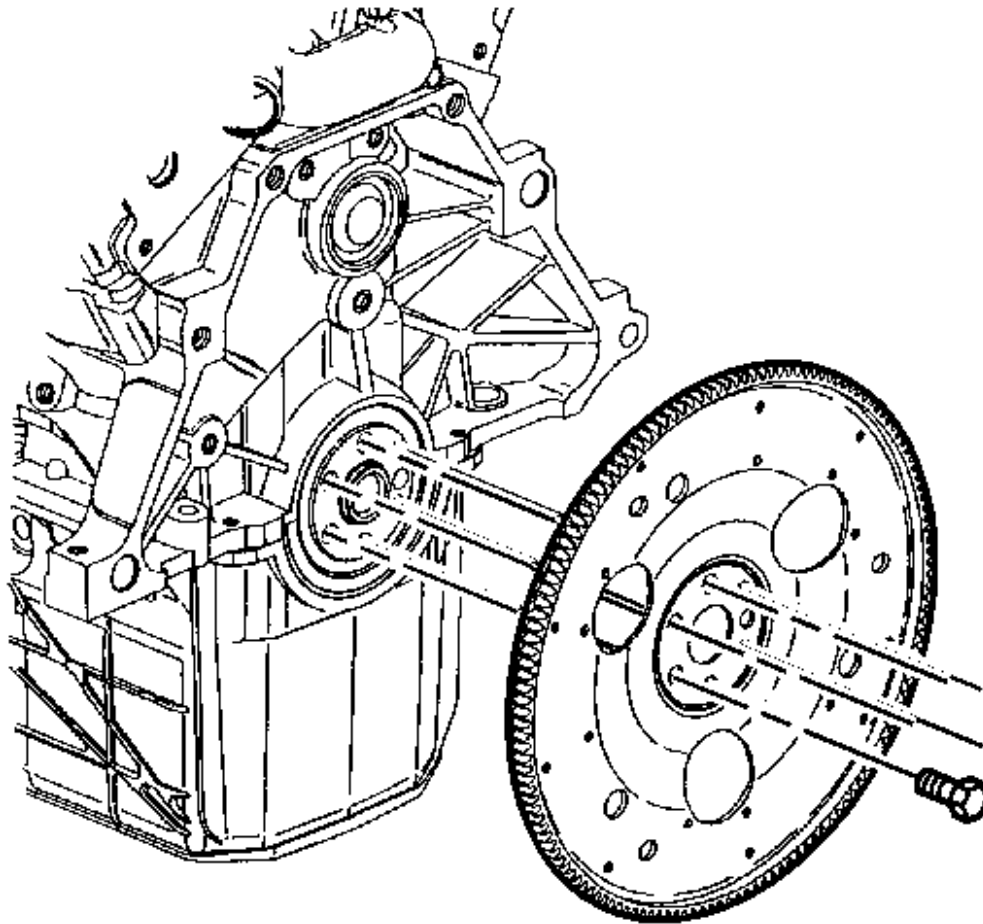
ENGINE FLYWHEEL REMOVAL

Fig. 262: View Of Engine Flywheel
Courtesy of GENERAL MOTORS CORP.

1. Remove the flywheel bolts.
2. Remove the flywheel.

DRIVE BELT TENSIONER REMOVAL

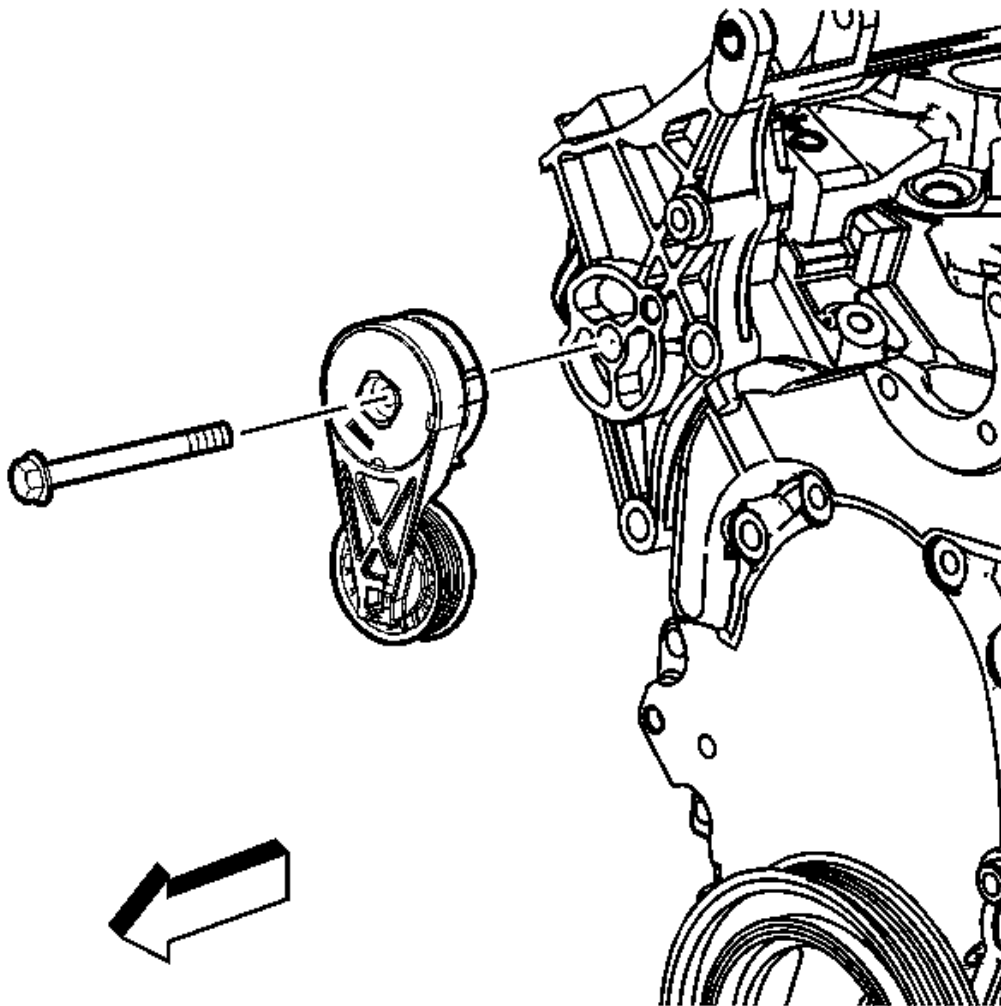


Fig. 263: View Of Drive Belt Tensioner Bolt
Courtesy of GENERAL MOTORS CORP.

1. Remove the drive belt tensioner bolt.
2. Remove the drive belt tensioner.

ENGINE MOUNT SUPPORT AND STRUT BRACKET REMOVAL

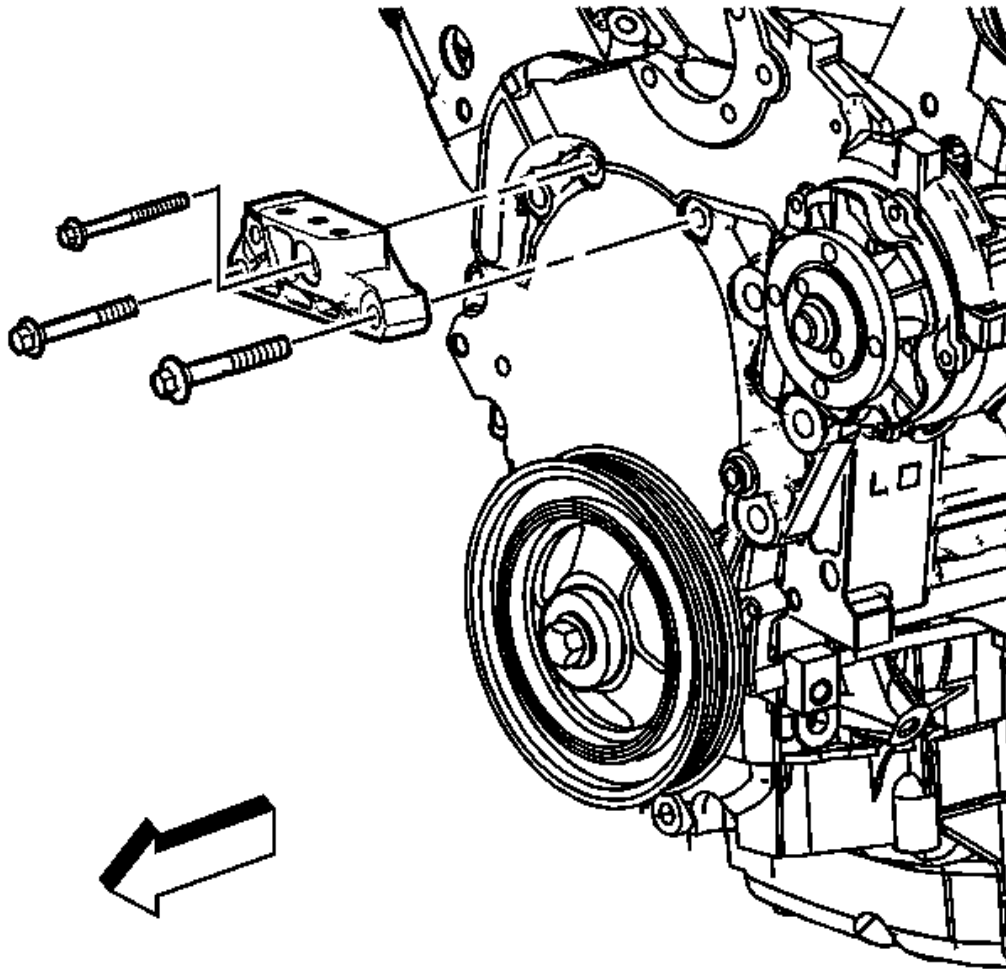


Fig. 264: View Of Engine Mount Support & Strut Bracket
Courtesy of GENERAL MOTORS CORP.

1. Remove the engine mount support and strut bracket bolts.
2. Remove the engine mount support and strut bracket.

GENERATOR AND ENGINE LIFT FRONT BRACKET REMOVAL

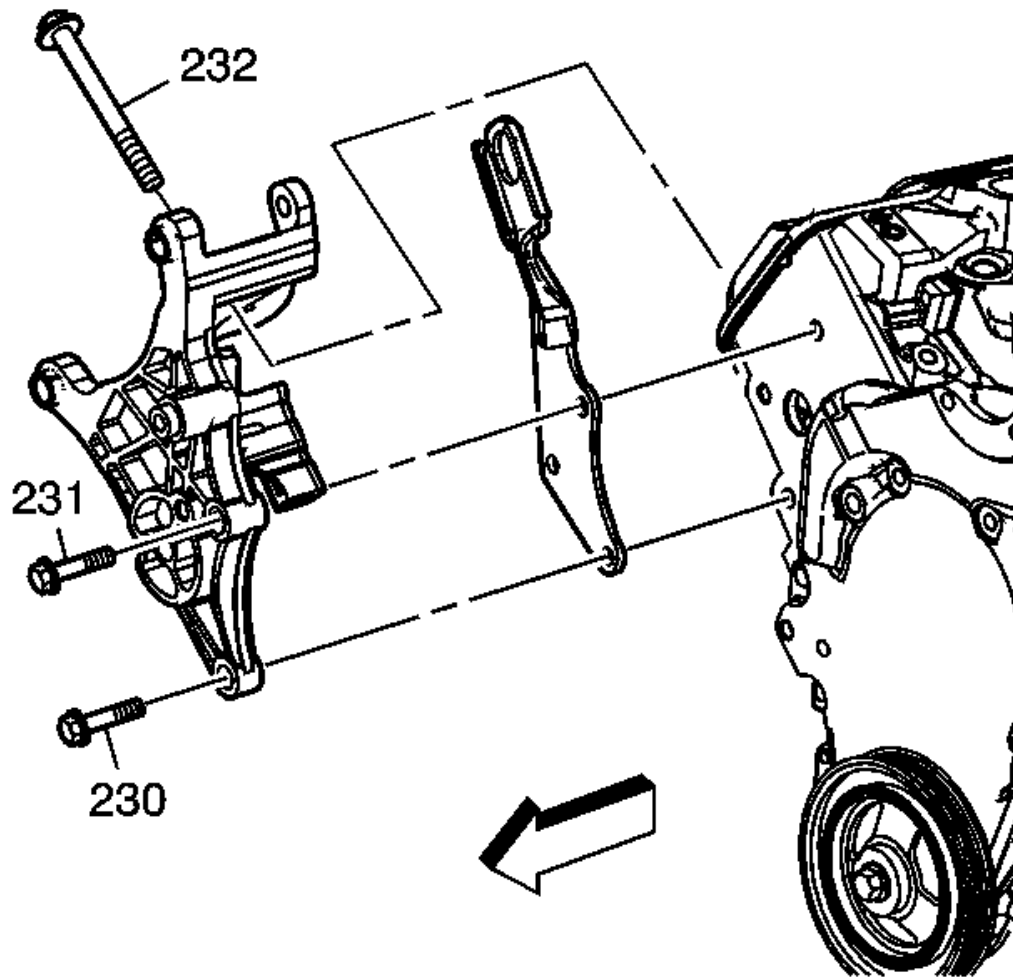


Fig. 265: View Of Generator Bracket Assembly, Bolts & Front Engine Lift Hook
 Courtesy of GENERAL MOTORS CORP.

1. Remove the generator bracket assembly bolts (230, 231, 232).
2. Remove the generator assembly bracket.
3. Remove the front engine lift hook.

ENGINE LIFT REAR BRACKET REMOVAL

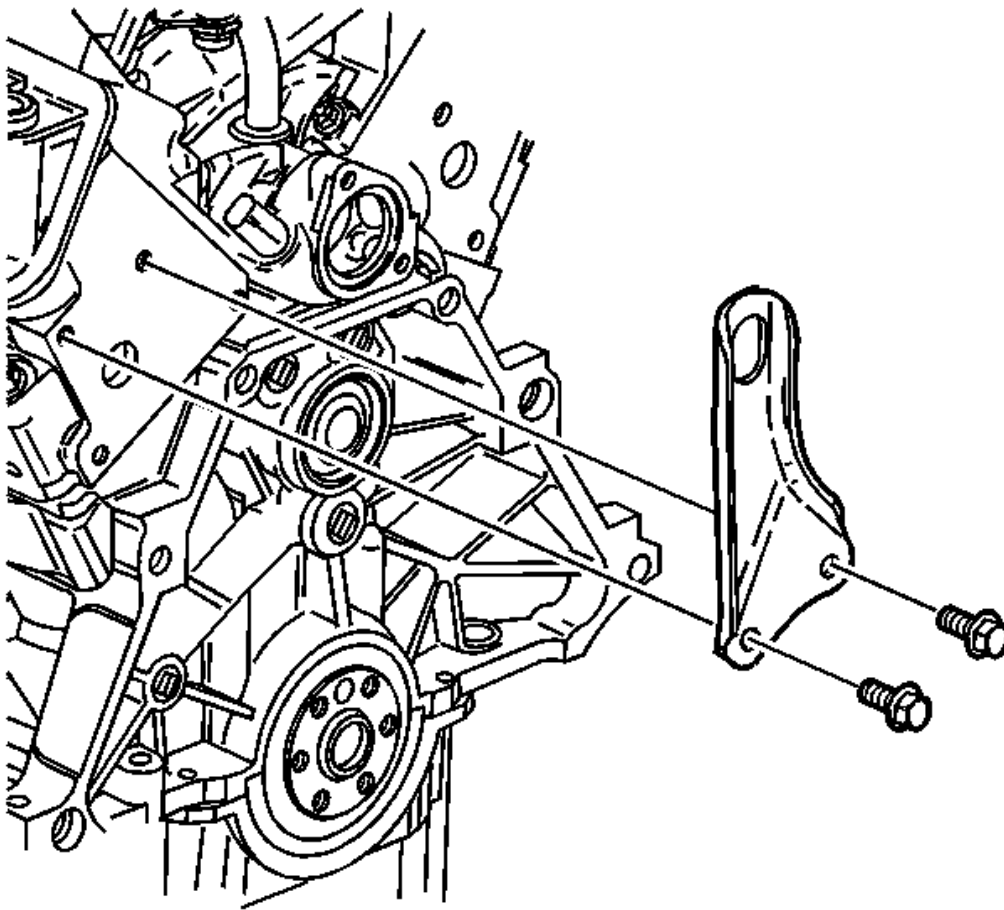


Fig. 266: View Of Rear Engine Lift Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Remove the rear engine lift bracket bolts.
2. Remove the rear engine lift bracket.

OIL LEVEL INDICATOR AND TUBE REMOVAL

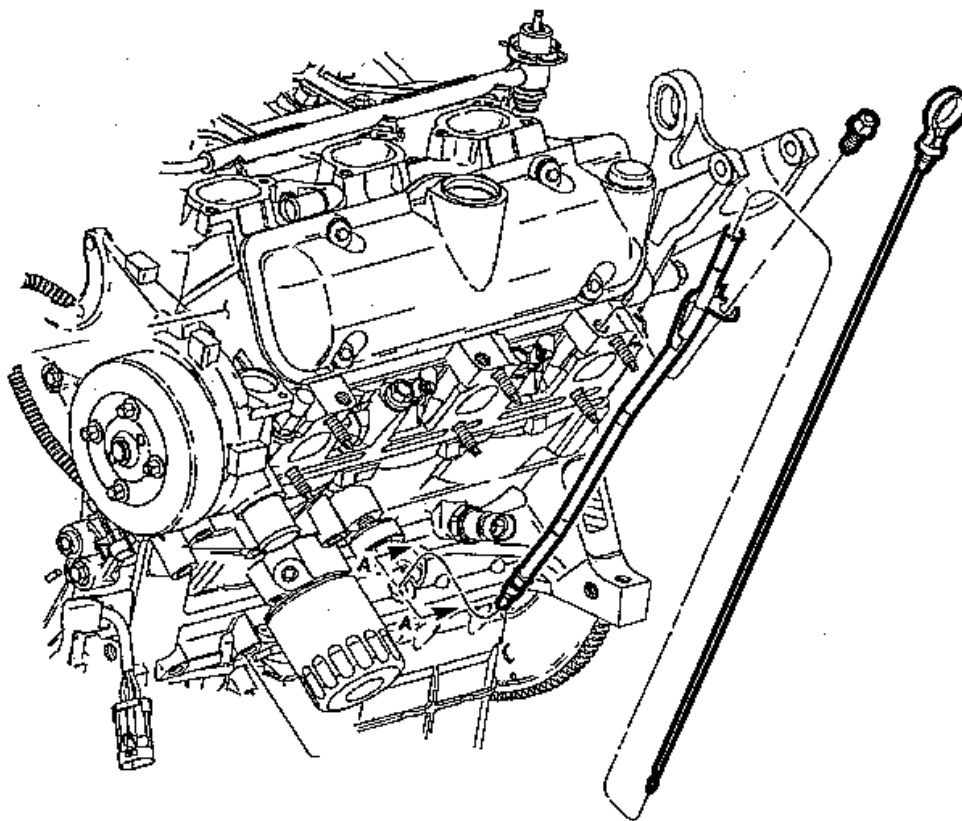


Fig. 267: Locating Oil Level Indicator And Oil Level Indicator Tube
Courtesy of GENERAL MOTORS CORP.

1. Remove the oil level indicator tube bolt.
2. Remove the oil level indicator and oil level indicator tube.

OIL FILTER ADAPTER REMOVAL

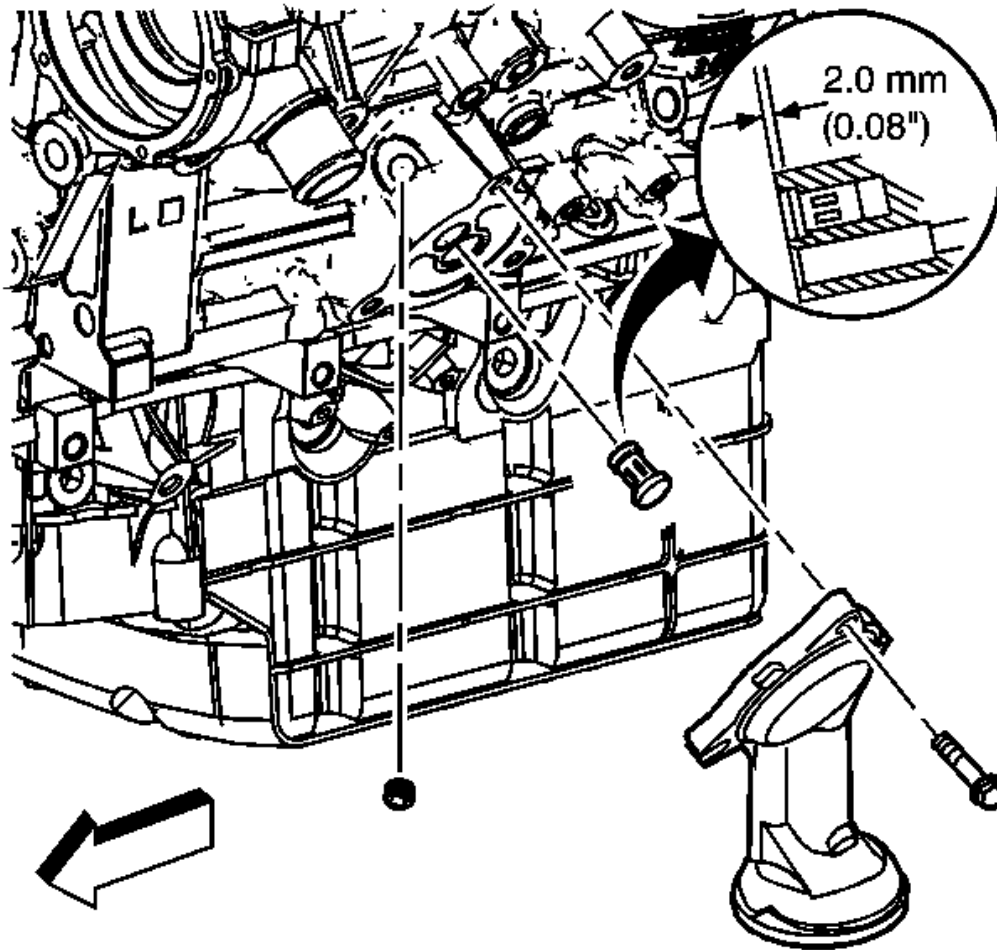


Fig. 268: View Of Oil Filter Adapter Bolts
 Courtesy of GENERAL MOTORS CORP.

1. Remove the oil filter adapter bolts.
2. Remove the oil filter adapter and gasket.
3. Remove the oil filter bypass hole plug.

IMPORTANT: Do not pry against the threads in the oil filter bypass hole when removing the bypass valve.

4. Remove the oil filter bypass valve by prying out with a suitable tool.

EXHAUST CROSSOVER PIPE REMOVAL

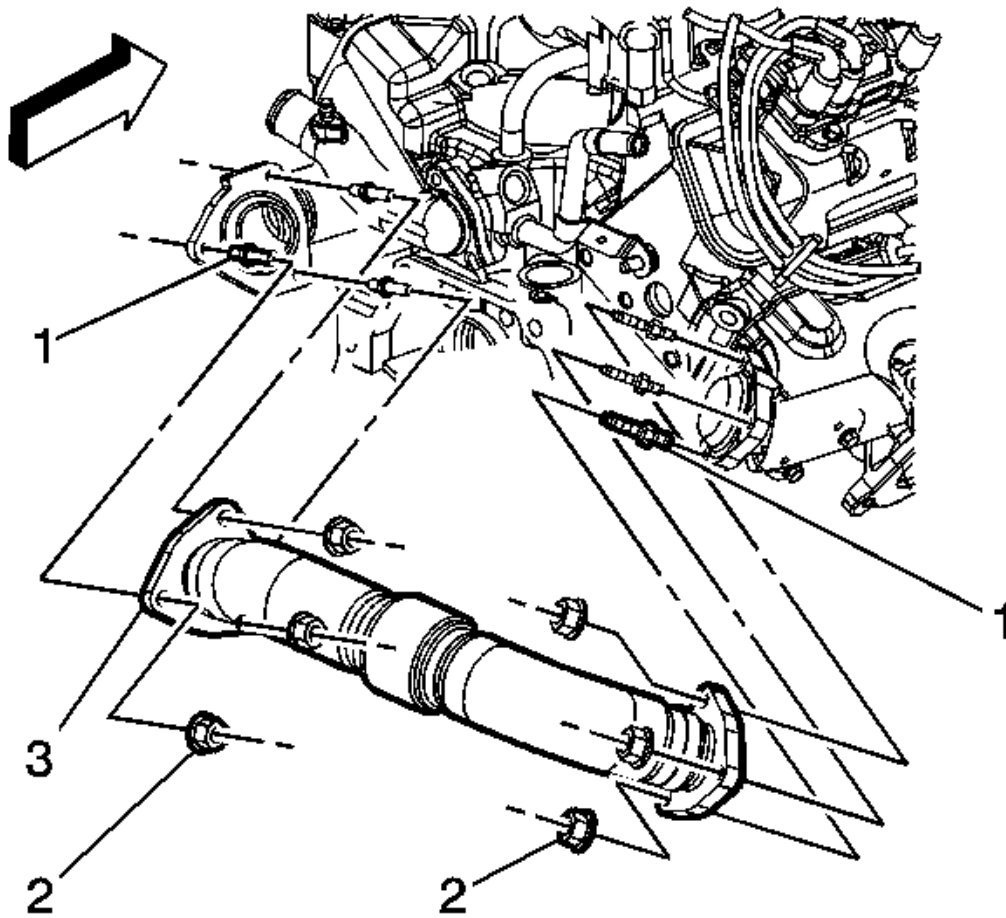


Fig. 269: View Of Exhaust Crossover Pipe, Studs & Nuts
Courtesy of GENERAL MOTORS CORP.

1. Remove the exhaust crossover pipe nuts (2).
2. Remove the exhaust crossover pipe (3).
3. Remove the exhaust crossover pipe studs if necessary (1).

EXHAUST MANIFOLD REMOVAL - LEFT SIDE

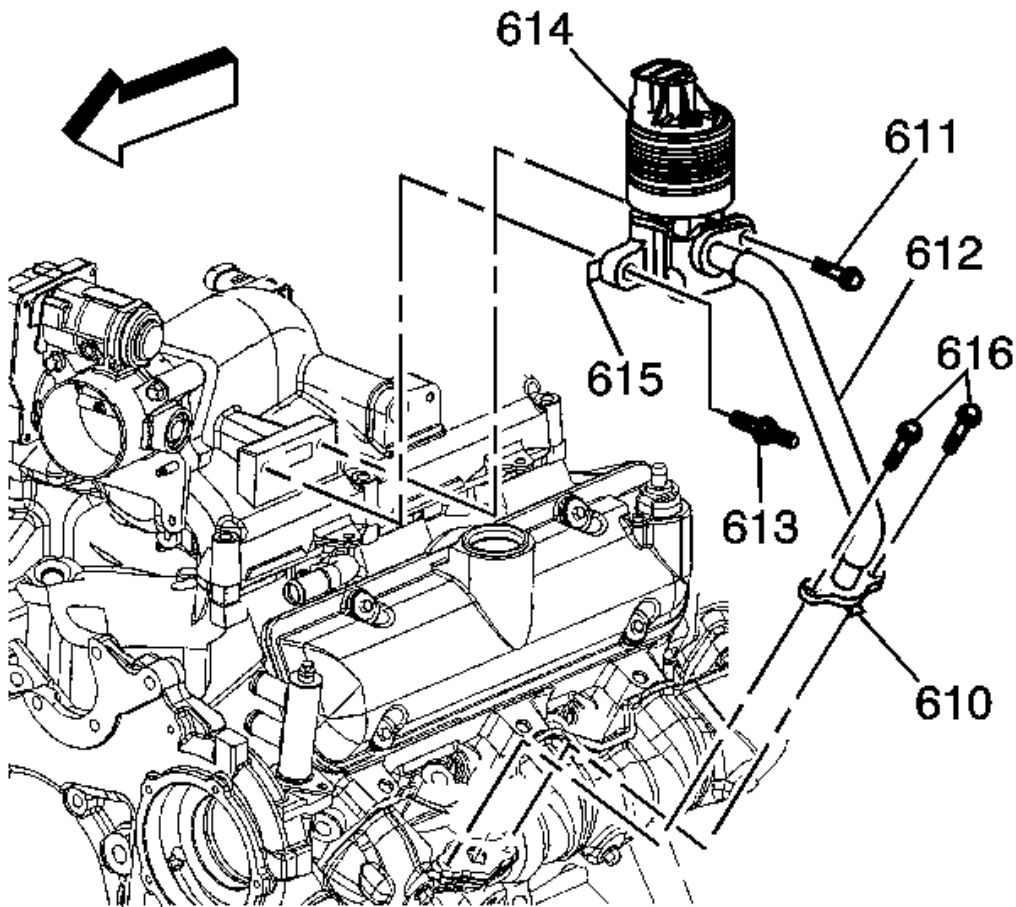


Fig. 270: View Of EGR Valve & Components
Courtesy of GENERAL MOTORS CORP.

1. Remove the exhaust gas recirculation (EGR) pipe bolts (616) and gasket (610) from the left exhaust manifold.
2. Remove the EGR valve bolts (613), EGR valve (614), and gasket (615) from the upper intake manifold and remove the assembly from the engine.

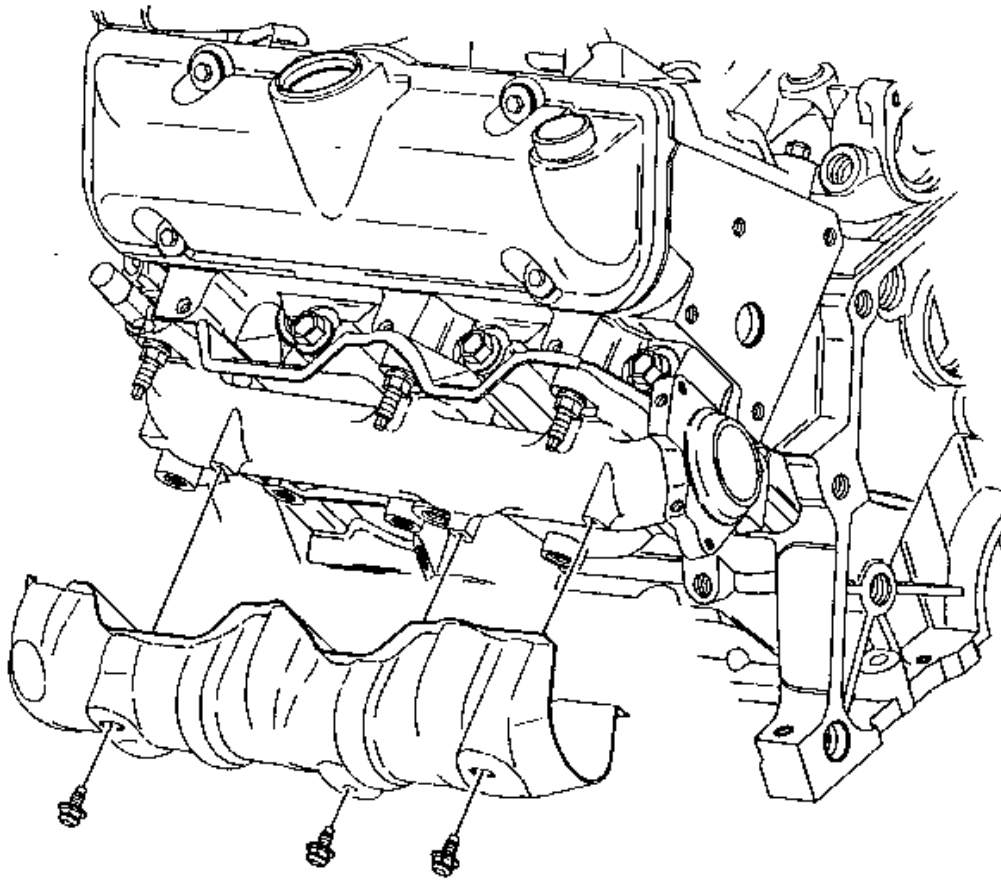


Fig. 271: View Of Exhaust Manifold Heat Shield & Bolts - Left
Courtesy of GENERAL MOTORS CORP.

3. Remove the spark plug wires from the spark plugs.
4. Remove the spark plugs.
5. Remove the exhaust manifold heat shield bolts.
6. Remove the exhaust manifold heat shield.

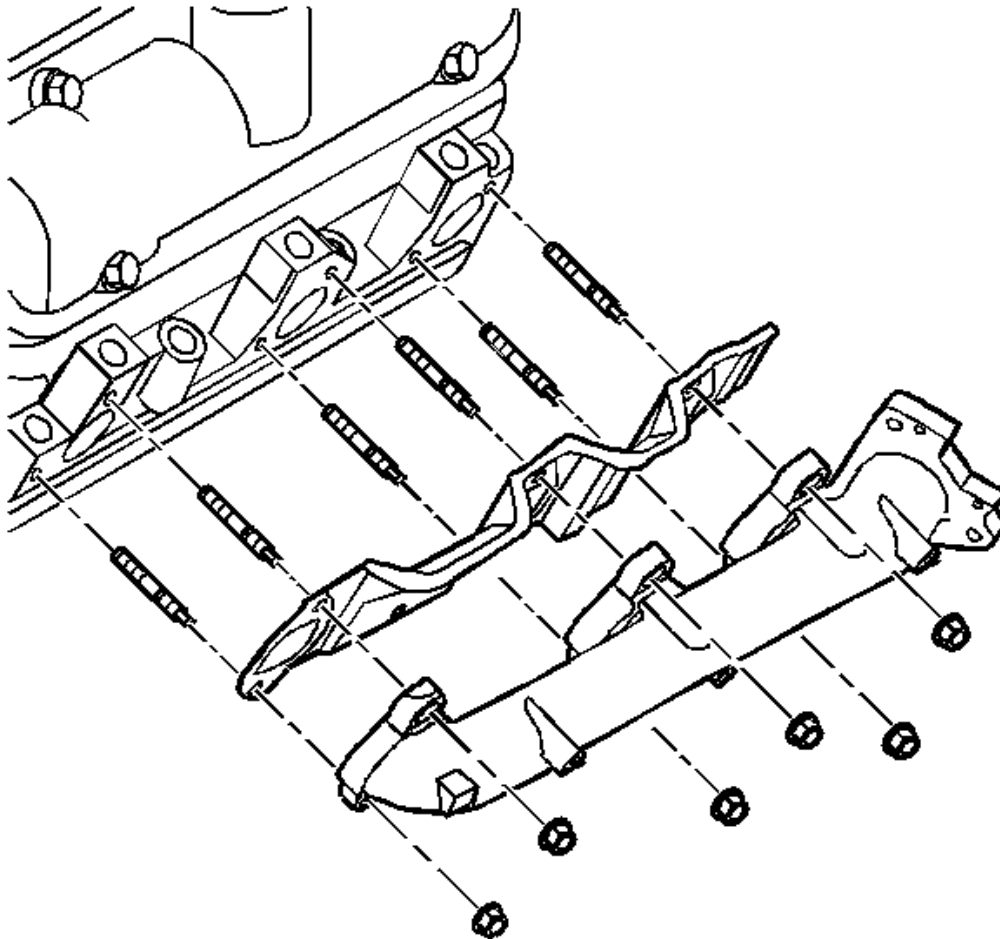


Fig. 272: View Of Exhaust Manifold & Exhaust Manifold Gasket - Left
 Courtesy of GENERAL MOTORS CORP.

7. Remove the exhaust manifold nuts.
8. Remove the exhaust manifold.
9. Remove the exhaust manifold gasket.
10. Remove the exhaust studs, if required.

EXHAUST MANIFOLD REMOVAL - RIGHT SIDE

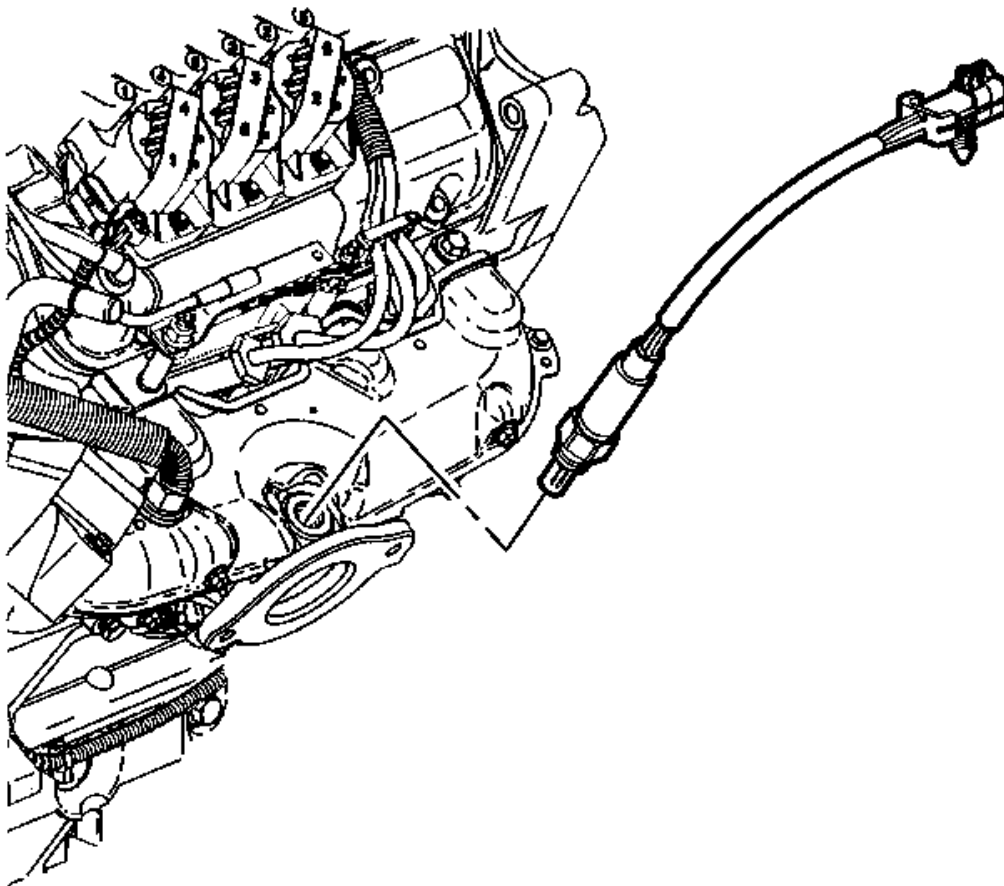


Fig. 273: Identifying Heated Oxygen Sensor
Courtesy of GENERAL MOTORS CORP.

1. Remove the spark plug wires from the spark plugs.
2. Remove the spark plugs.
3. Remove the heated oxygen sensor.

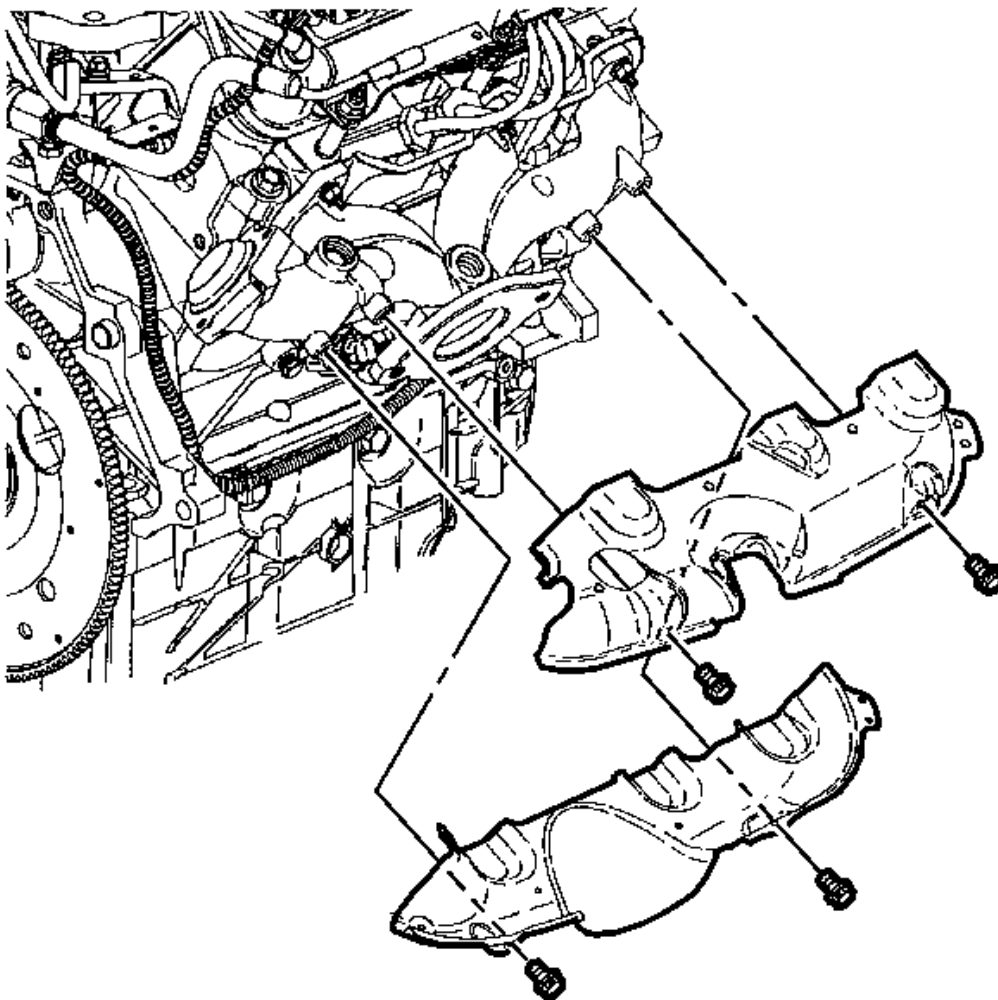


Fig. 274: View Of Right Exhaust Manifold Heat Shields & Bolts
Courtesy of GENERAL MOTORS CORP.

4. Remove the exhaust manifold heat shield bolts.
5. Remove the exhaust manifold heat shields.

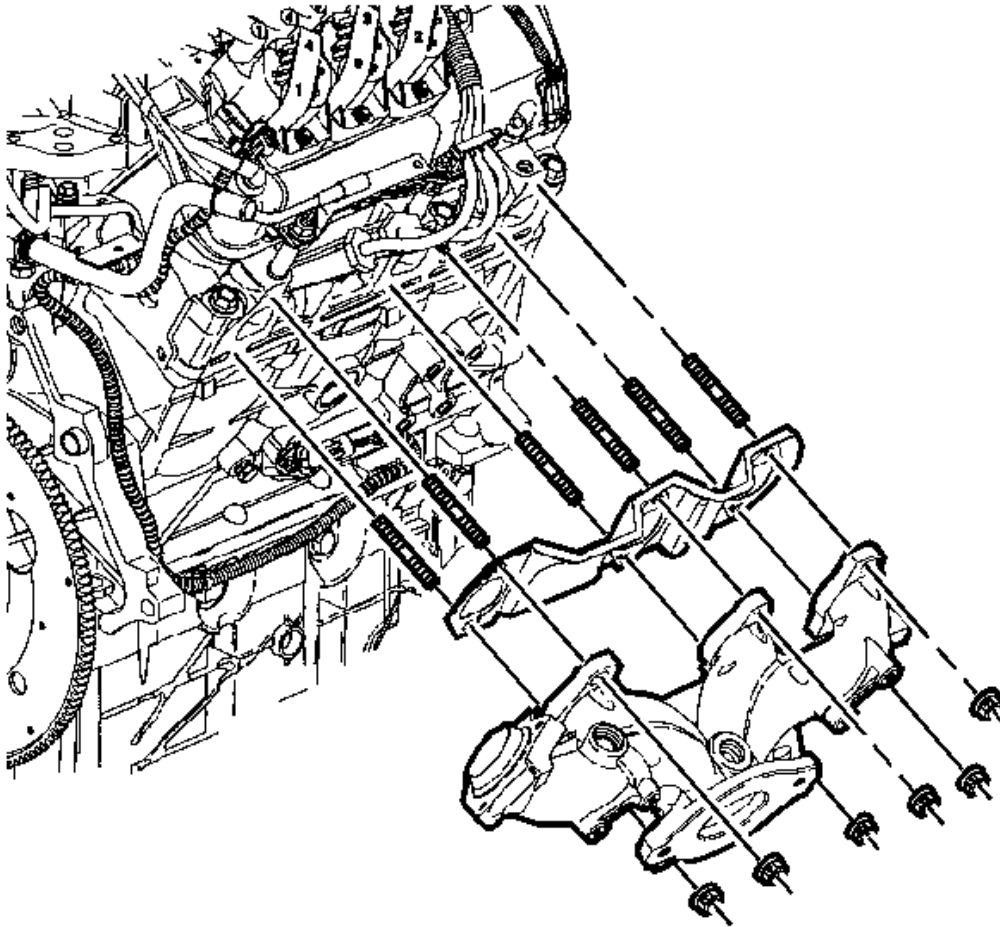


Fig. 275: View Of Right Exhaust Manifold & Nuts (3.4L)

Courtesy of GENERAL MOTORS CORP.

6. Remove the exhaust manifold nuts.
7. Remove the exhaust manifold.
8. Remove the exhaust manifold gasket.
9. Remove the exhaust studs, if required.

WATER OUTLET AND ENGINE COOLANT THERMOSTAT REMOVAL

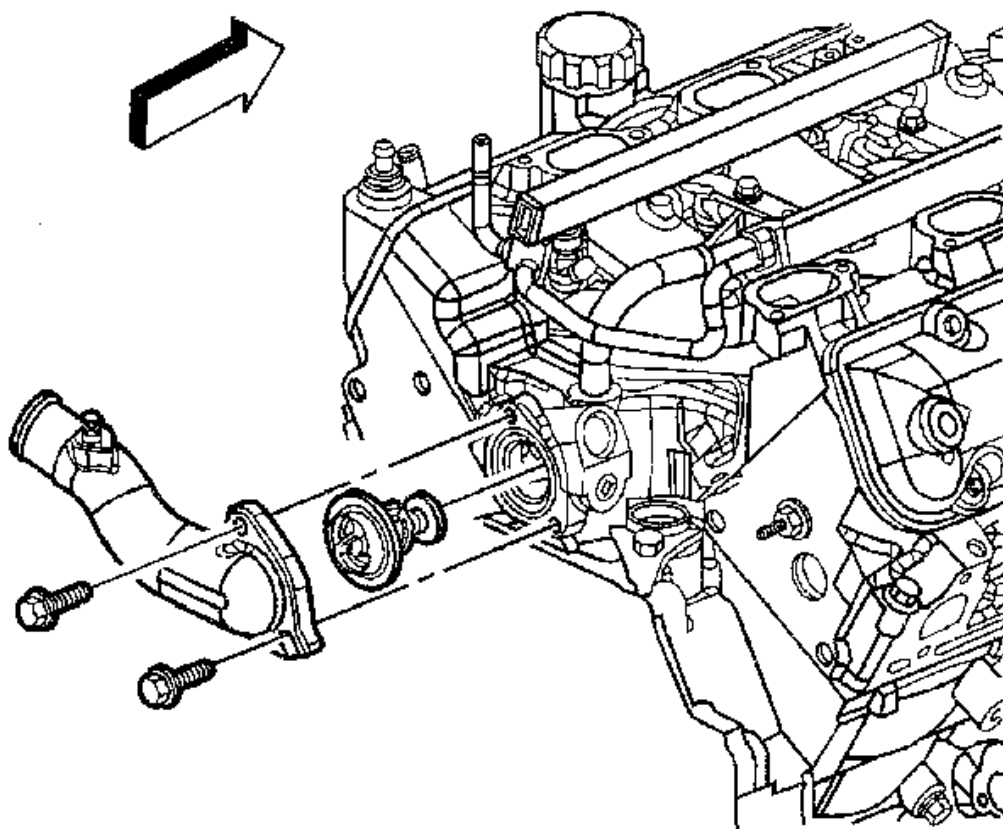


Fig. 276: View Of Water Outlet & Thermostat
Courtesy of GENERAL MOTORS CORP.

1. Remove the water outlet bolts.
2. Remove the water outlet.
3. Remove the thermostat.

VALVE ROCKER ARM COVER REMOVAL - LEFT SIDE

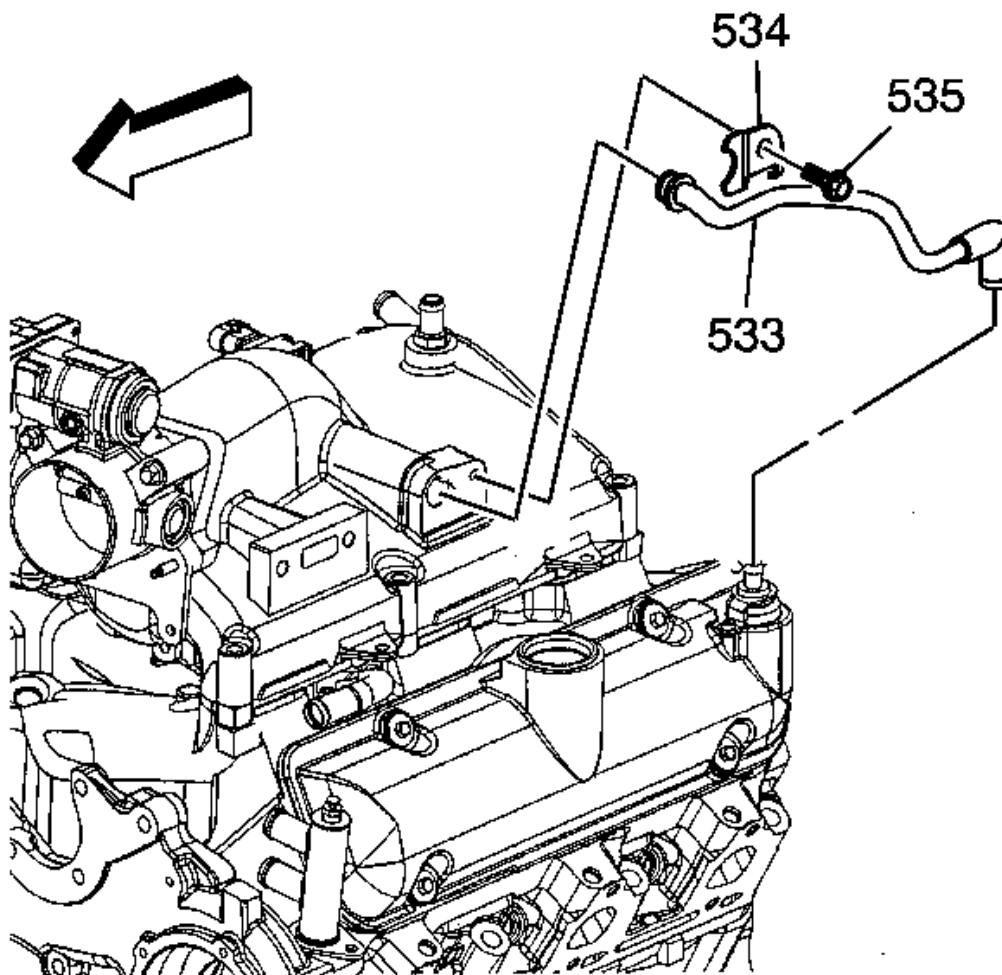


Fig. 277: View Of Foul Air Tube
Courtesy of GENERAL MOTORS CORP.

1. Remove the foul air tube bolt (535) and the clip (534).
2. Remove the foul air tube (533).

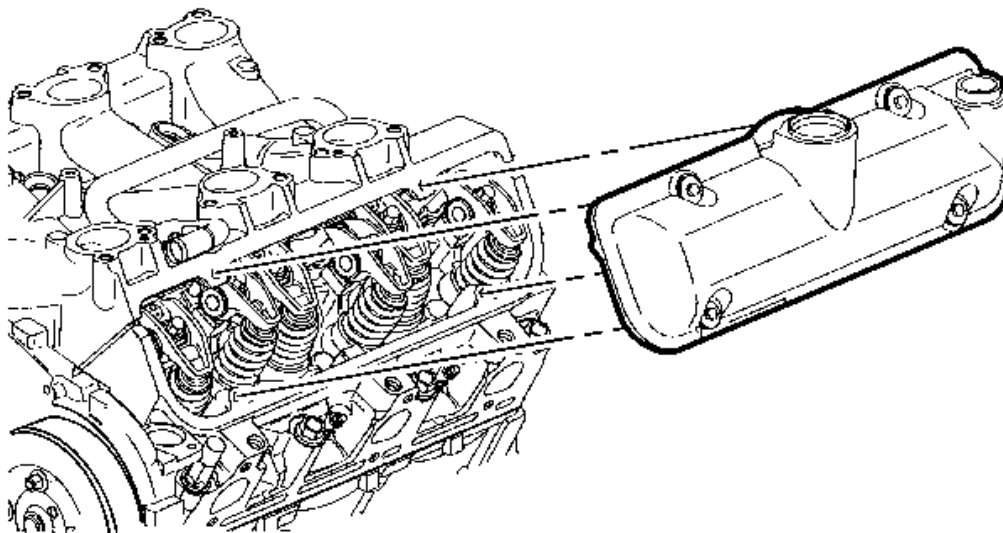


Fig. 278: View Of Valve Rocker Arm Cover - Left
Courtesy of GENERAL MOTORS CORP.

CAUTION: Valve rocker arm cover gasket and sealant must be carefully trimmed away from lower intake manifold gasket. Failure to do so will damage the lower intake manifold gasket, causing a severe oil leak.

NOTE: When removing the valve rocker arm cover make sure the gasket stays in place attached to the cylinder head.

3. Remove the valve rocker arm cover bolts.
4. Remove the valve rocker arm cover.
5. Remove and discard the valve rocker arm cover gasket, valve rocker arm cover grommets and valve rocker arm cover bolts if they are serviced with the grommet.

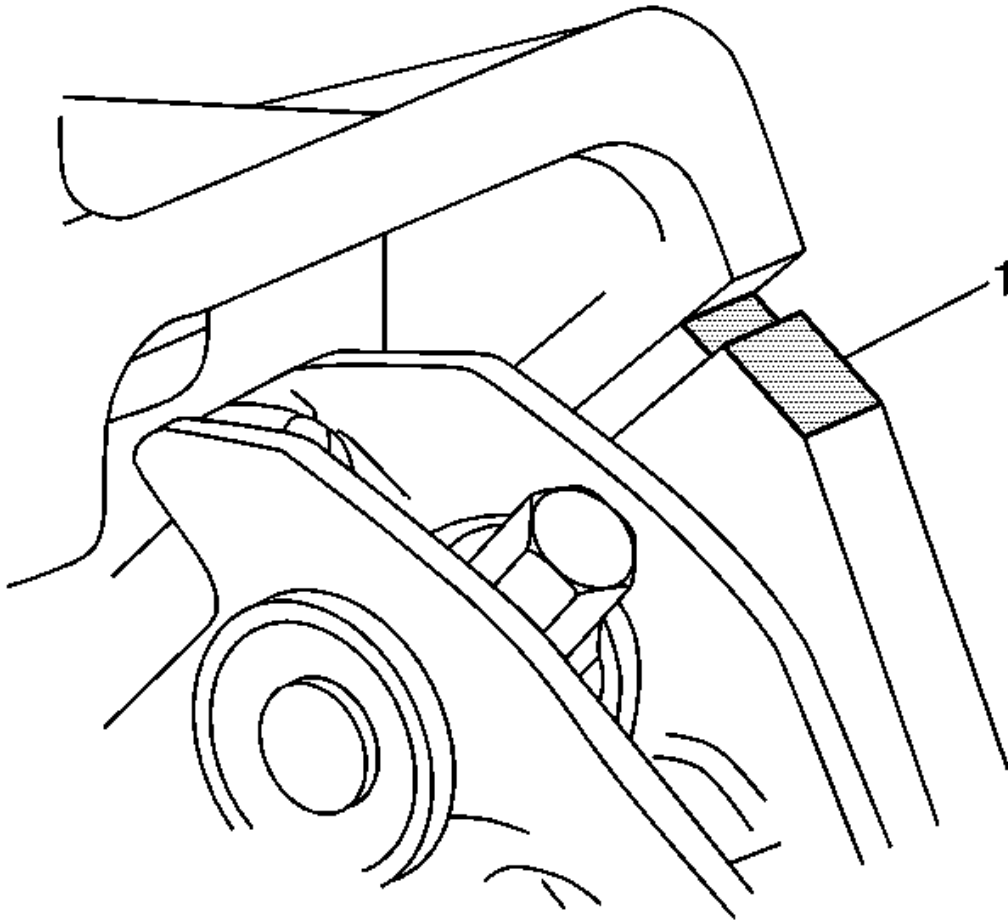


Fig. 279: Identifying Cylinder Head To Lower Intake Manifold Joint
Courtesy of GENERAL MOTORS CORP.

6. Trim valve cover gasket and sealant away from lower intake manifold gasket at the cylinder head to lower intake manifold joints (1).
7. Remove the valve rocker arm cover gasket.

VALVE ROCKER ARM COVER REMOVAL - RIGHT SIDE

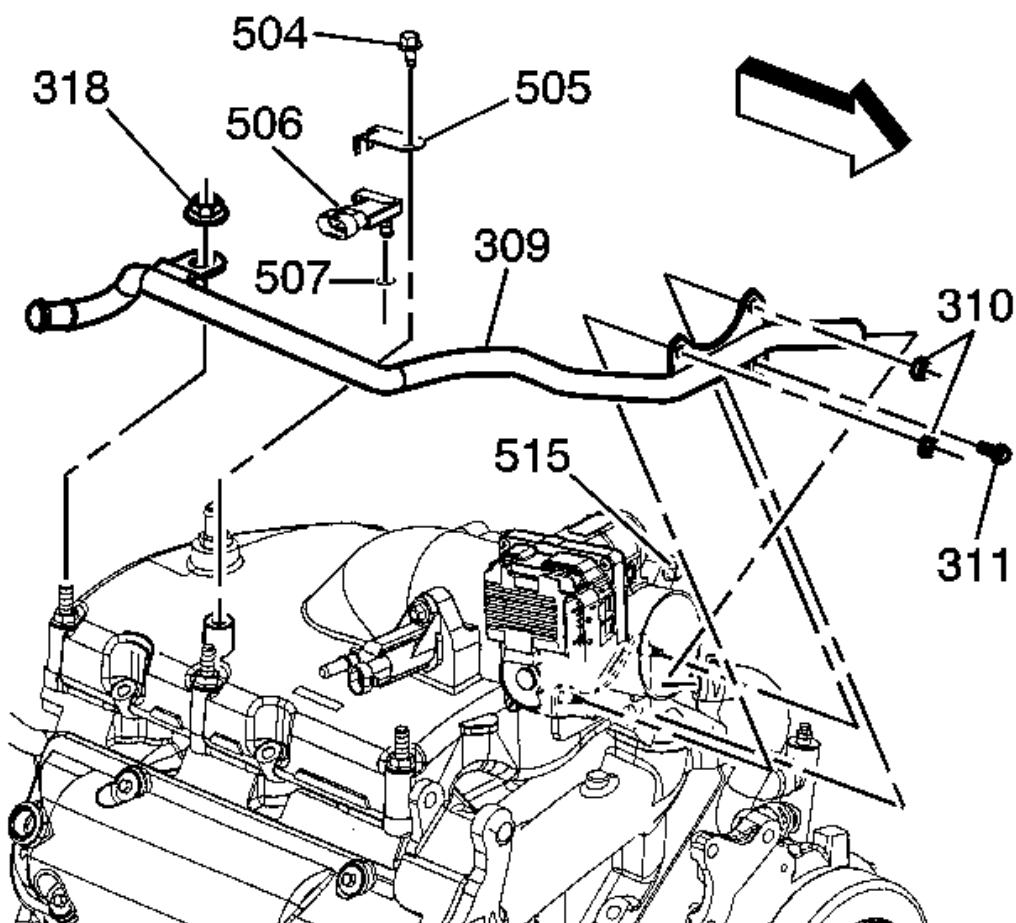


Fig. 280: View Of MAP Sensor & Heater Outlet Pipe
Courtesy of GENERAL MOTORS CORP.

1. Remove the manifold absolute pressure (MAP) sensor bolt (504), the clip (505), and the sensor (506) from the upper intake manifold.
2. Remove the heater outlet pipe hose clamp and hose from the pipe.
3. Remove the heater outlet pipe nuts and bolt (310, 311, 318) from the upper intake manifold.
4. Remove the heater outlet pipe (309).

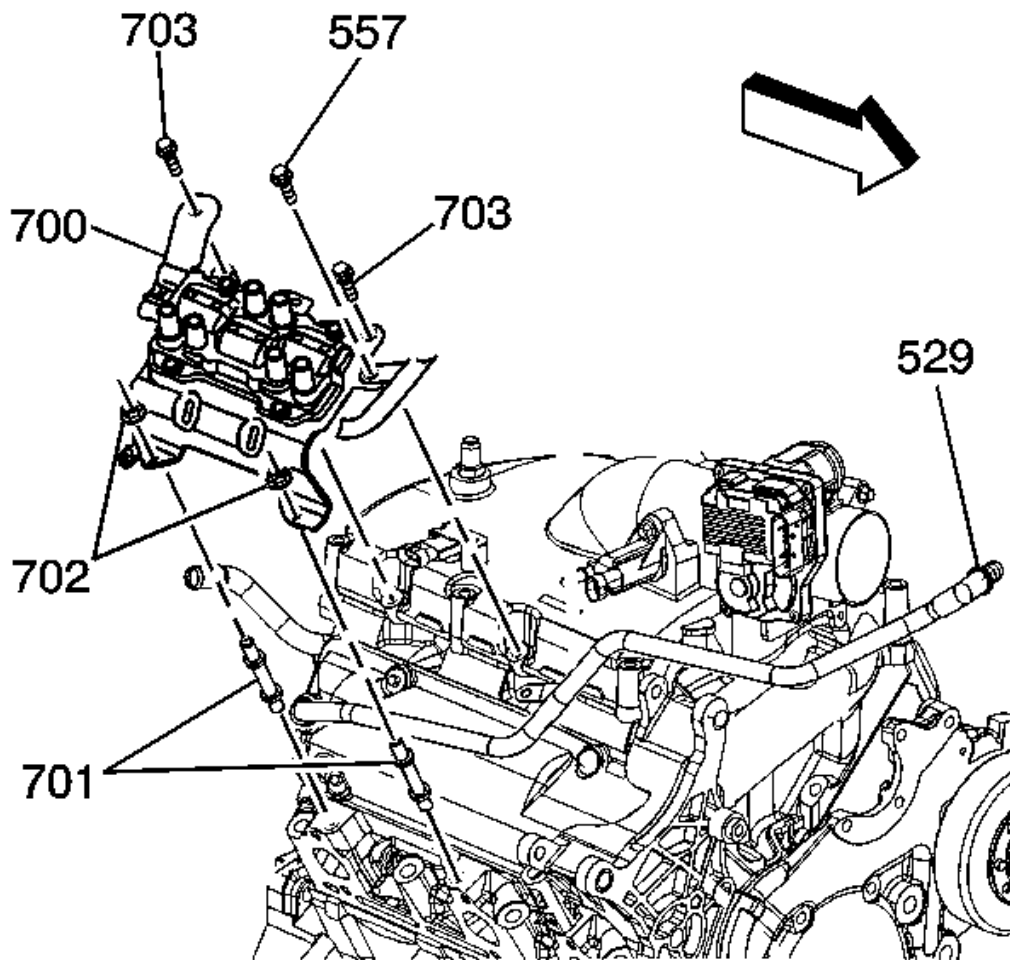


Fig. 281: View Of Ignition Module & PCV Fresh Air Tube
Courtesy of GENERAL MOTORS CORP.

5. Remove the fresh air tube and the wire harness retaining bolt (557).
6. Remove the ignition module nuts (702) and bolts (703).
7. Remove the ignition module with the ignition wires attached (700).
8. Remove the ignition module studs (701).
9. Remove the PCV fresh air tube (529).

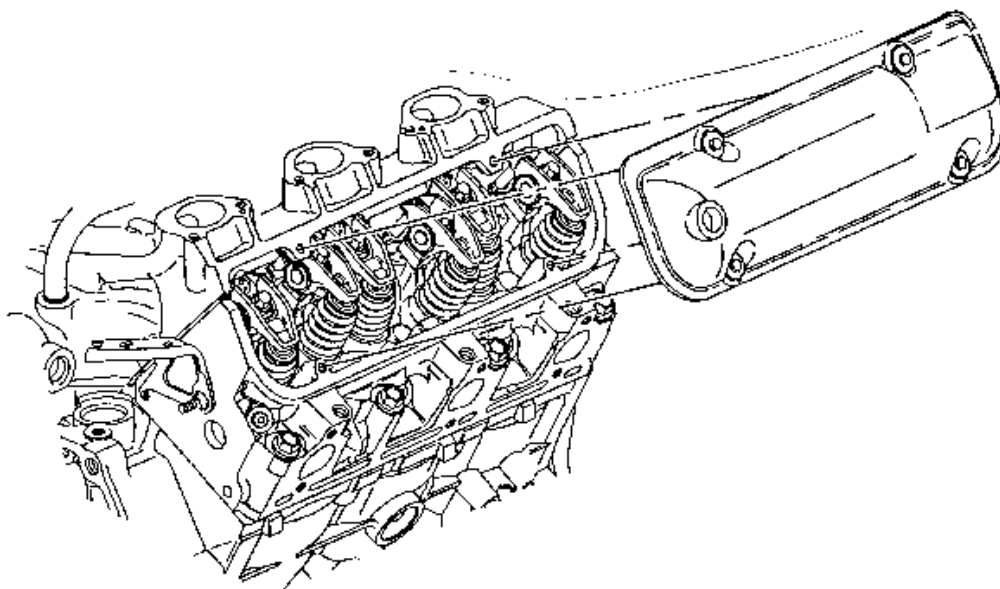


Fig. 282: View Of Valve Rocker Arm Cover - Right
Courtesy of GENERAL MOTORS CORP.

CAUTION: Valve rocker arm cover gasket and sealant must be carefully trimmed away from lower intake manifold gasket. Failure to do so will damage the lower intake manifold gasket, causing a severe oil leak.

NOTE: When removing the valve rocker arm cover make sure the gasket stays in place attached to the cylinder head.

10. Remove the valve rocker arm cover bolts.
11. Remove the valve rocker arm cover.
12. Remove and discard the valve rocker arm cover gasket, valve rocker arm cover grommets and valve rocker arm cover bolts if they are serviced with the grommet.

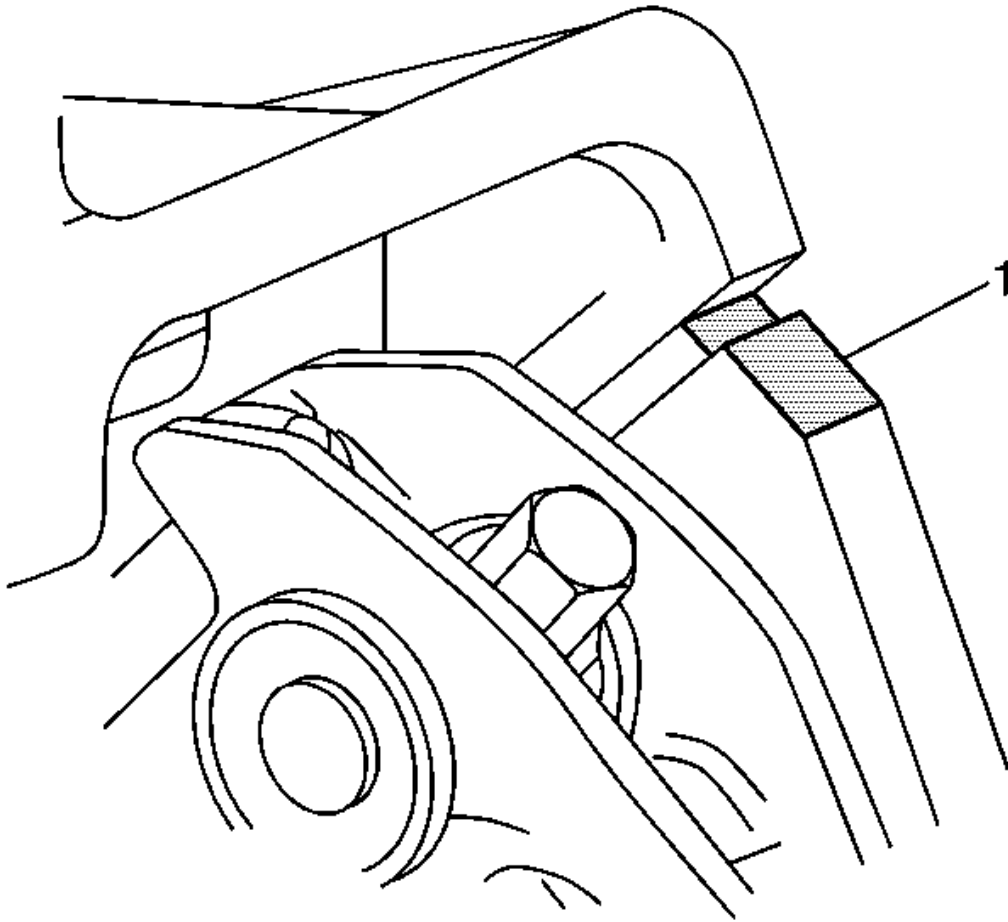


Fig. 283: Identifying Cylinder Head To Lower Intake Manifold Joint
Courtesy of GENERAL MOTORS CORP.

13. Trim valve cover gasket and sealant away from lower intake manifold gasket at the cylinder head to lower intake manifold joints (1).
14. Remove the valve rocker arm cover gasket.

UPPER INTAKE MANIFOLD REMOVAL

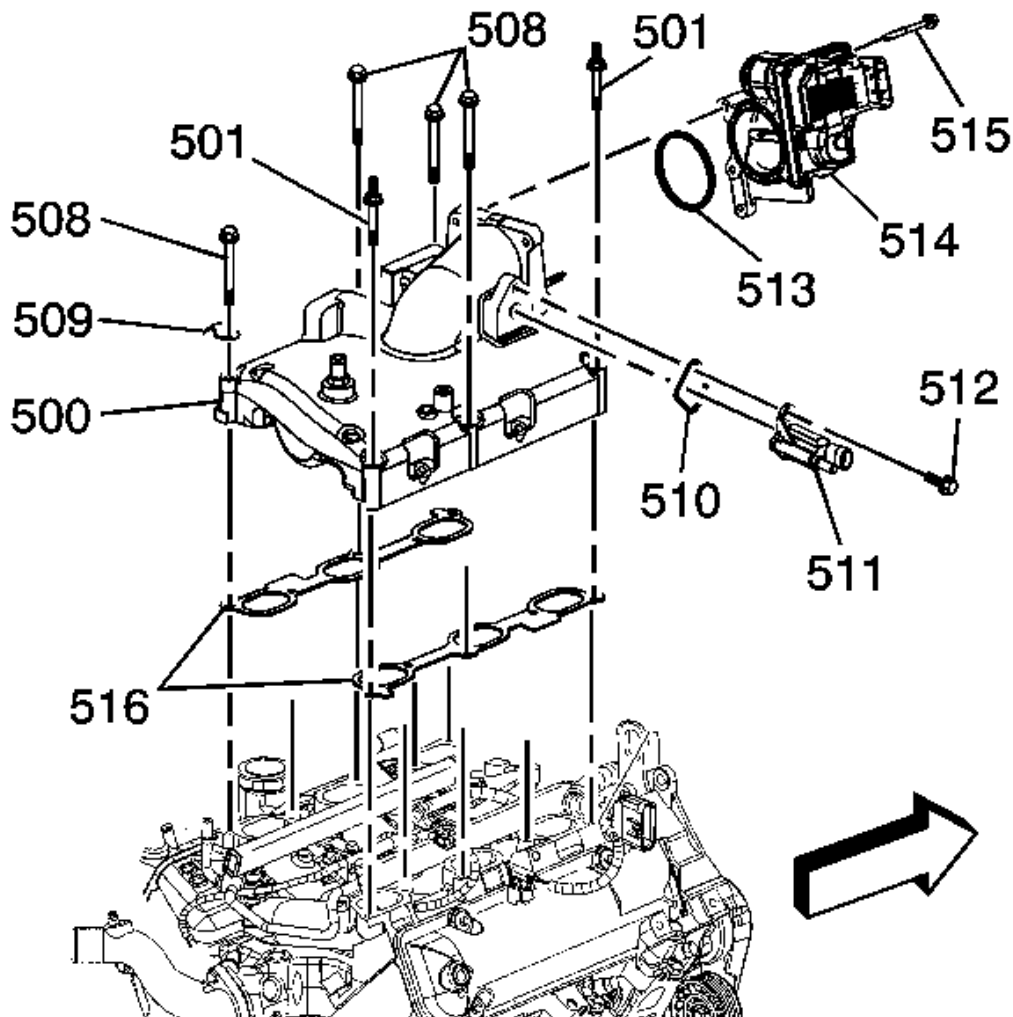


Fig. 284: View Of Throttle Body, Intake Manifold & Components
 Courtesy of GENERAL MOTORS CORP.

1. Remove the purge valve bolt (512) and valve (511).
2. Remove the throttle body bolts (515).
3. Remove the throttle body (514) and seal (513).
4. Remove the upper intake manifold bolts (501, 508).
5. Remove the upper intake manifold (500) and gaskets (516).

LOWER INTAKE MANIFOLD REMOVAL

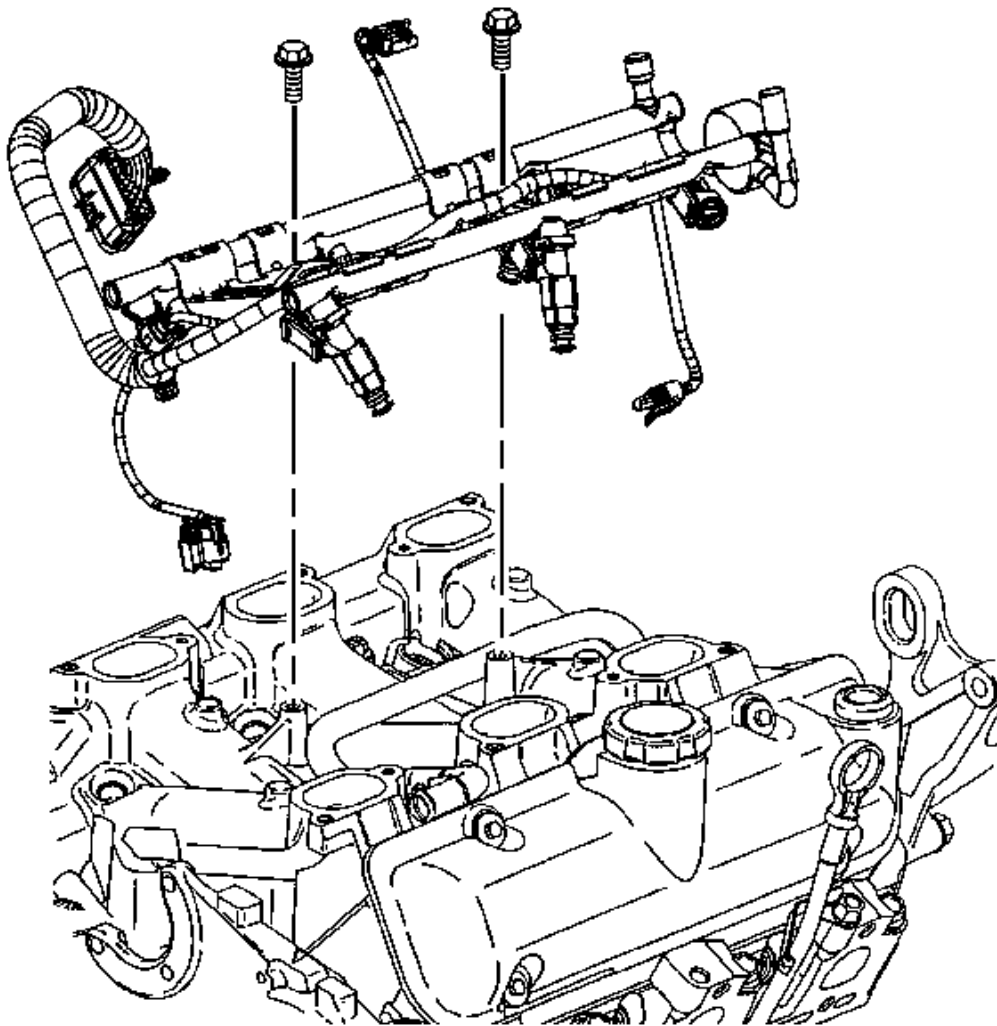


Fig. 285: View Of Fuel Injector Rail Assembly
Courtesy of GENERAL MOTORS CORP.

1. Disconnect the camshaft position sensor and engine coolant temperature sensor electrical connector.
2. Remove the fuel injector rail bolts.
3. Remove the fuel injector rail assembly.

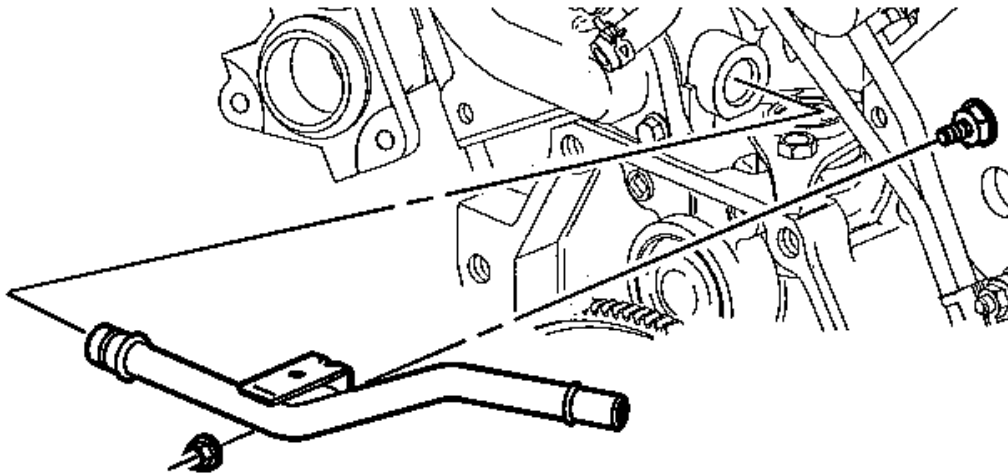


Fig. 286: View Of Heater Inlet Pipe & Nut
Courtesy of GENERAL MOTORS CORP.

4. Remove the heater inlet pipe nut.
5. Remove the heater inlet pipe.
6. Remove the hose clamp and hose from the thermostat bypass pipe.

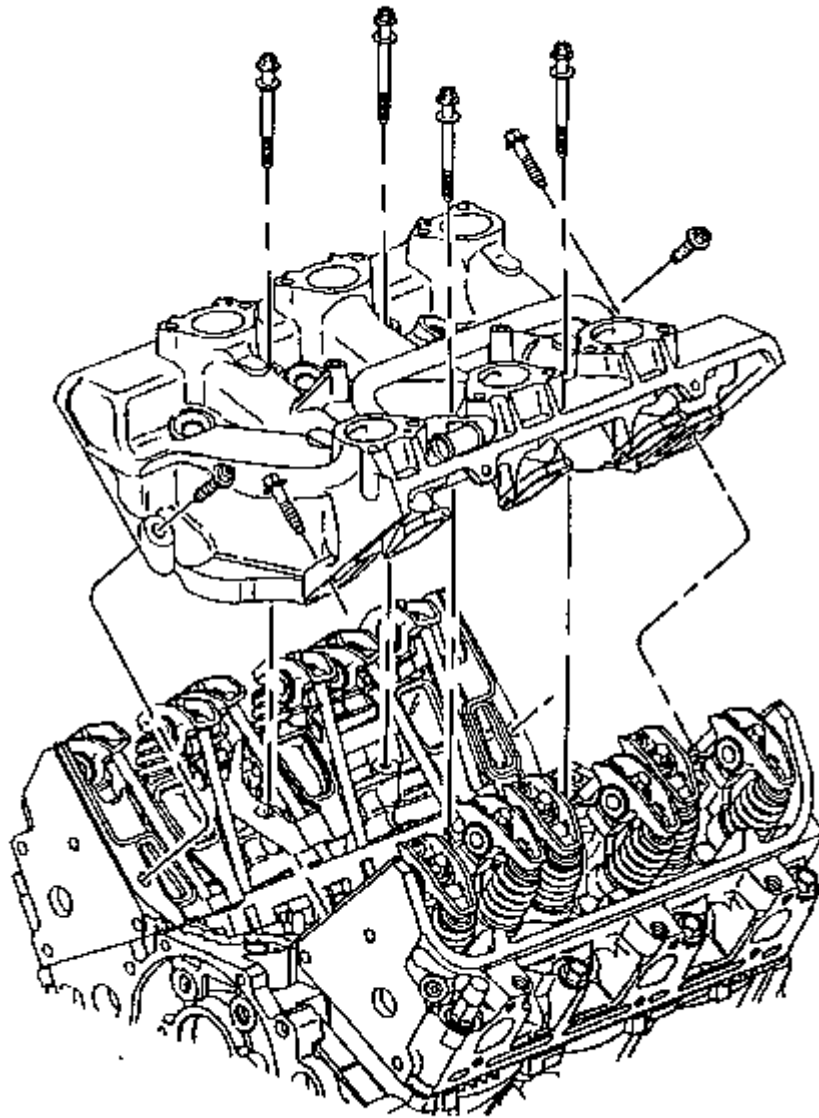


Fig. 287: View Of Lower Intake Manifold & Bolts
Courtesy of GENERAL MOTORS CORP.

7. Remove and discard the lower intake manifold bolts.
8. Remove the lower intake manifold.

VALVE ROCKER ARM AND PUSH ROD REMOVAL

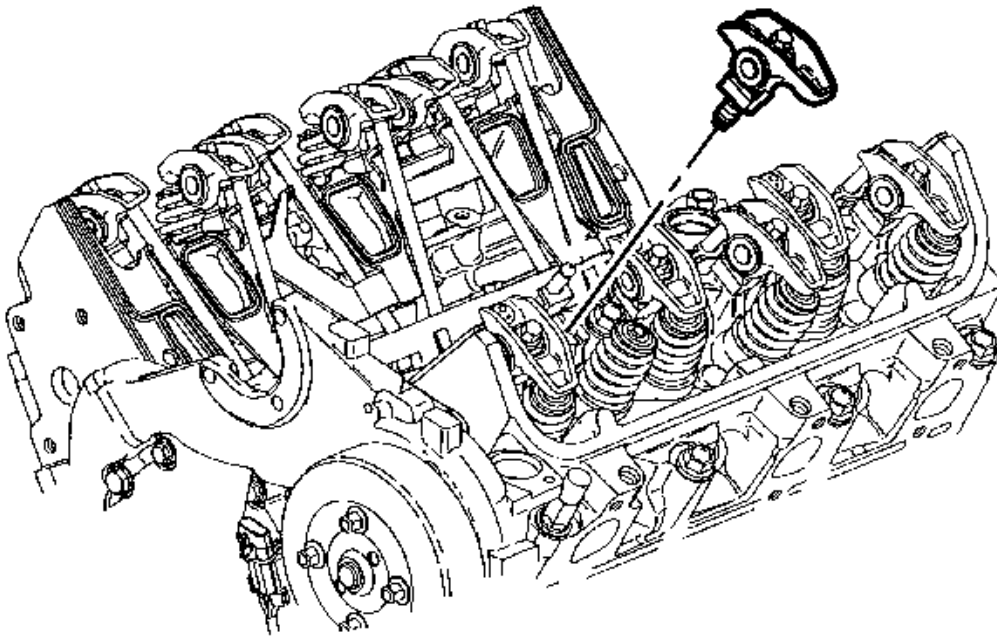


Fig. 288: View Of Valve Rocker Arm Bolts
Courtesy of GENERAL MOTORS CORP.

1. Loosen the valve rocker arm bolts.

IMPORTANT: Place the valve train components in a rack in order to ensure that the components are installed in the same location from which they were removed.

2. Remove the valve rocker arms.

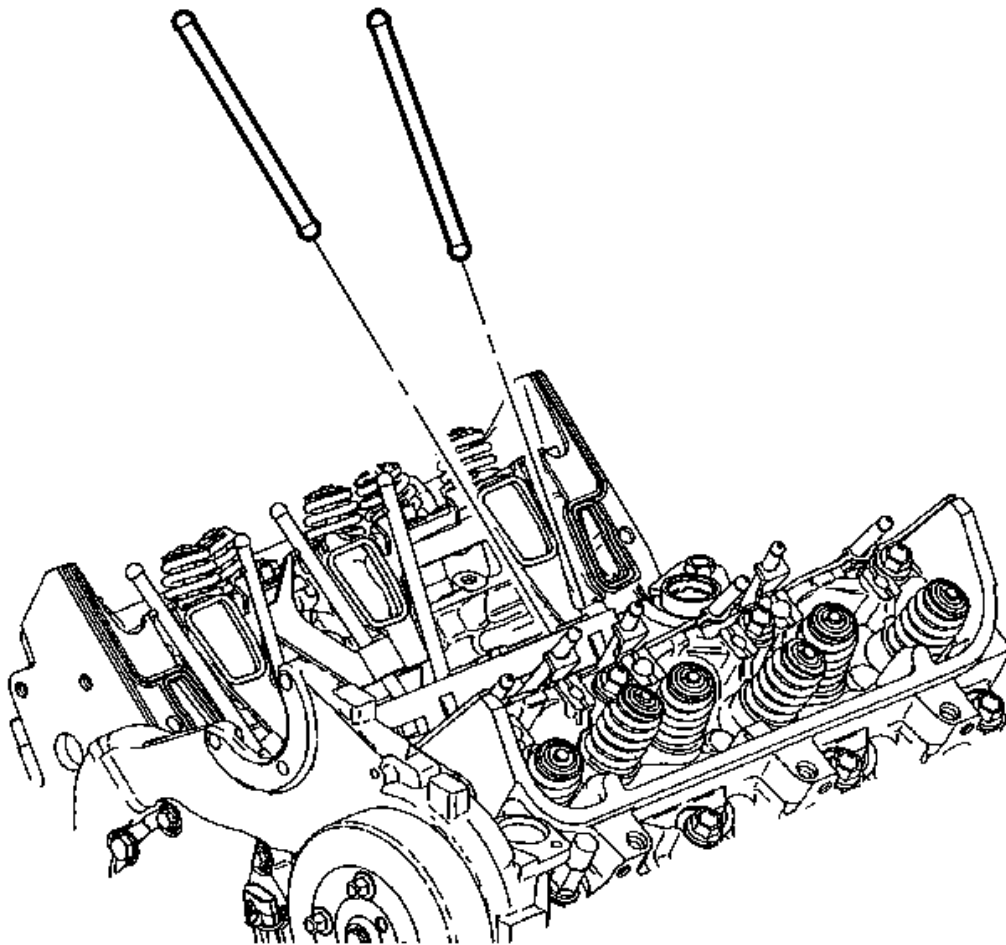


Fig. 289: View Of Push Rods

Courtesy of GENERAL MOTORS CORP.

3. Remove the push rods.
 - The intake push rods measure 144.18 mm (5.68 in).
 - The exhaust push rods measure 152.51 mm (6.0 in).

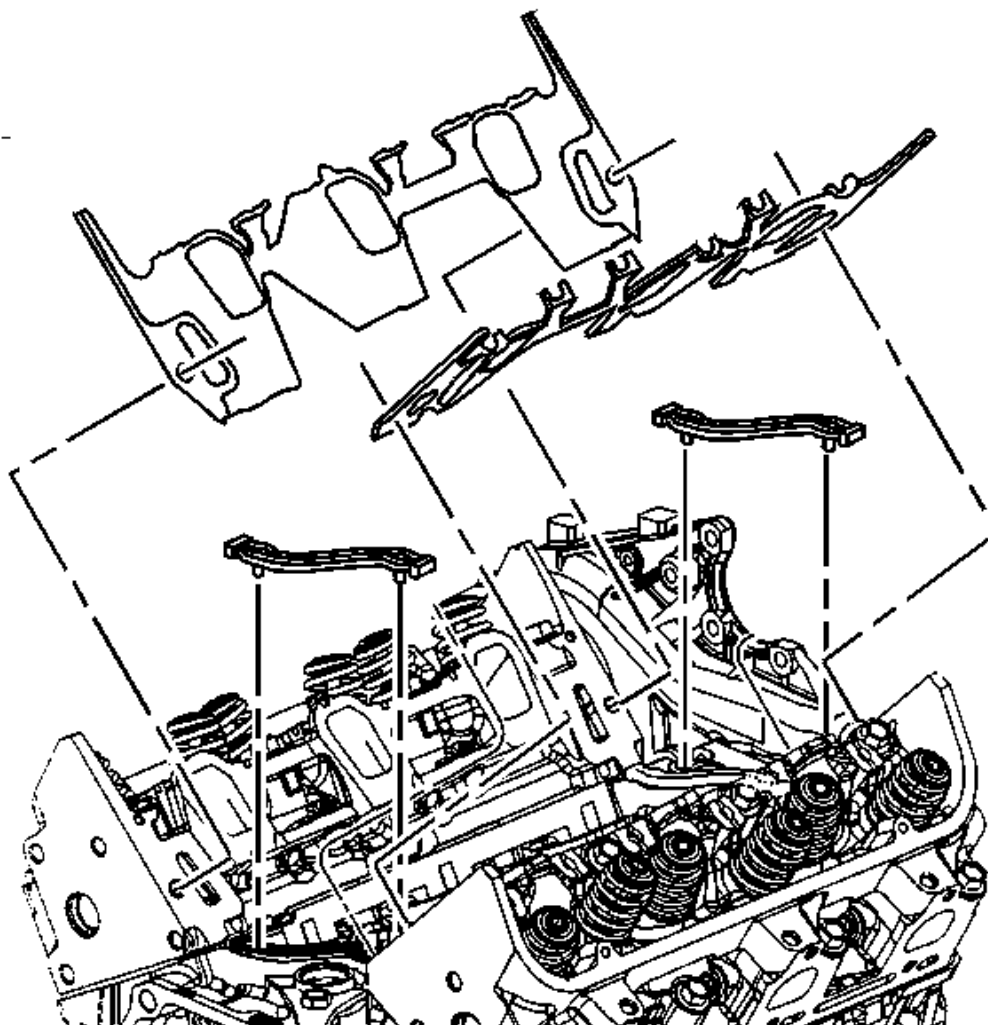


Fig. 290: View Of Intake Manifold Gaskets
Courtesy of GENERAL MOTORS CORP.

4. Remove the intake manifold gaskets.

VALVE LIFTER REMOVAL

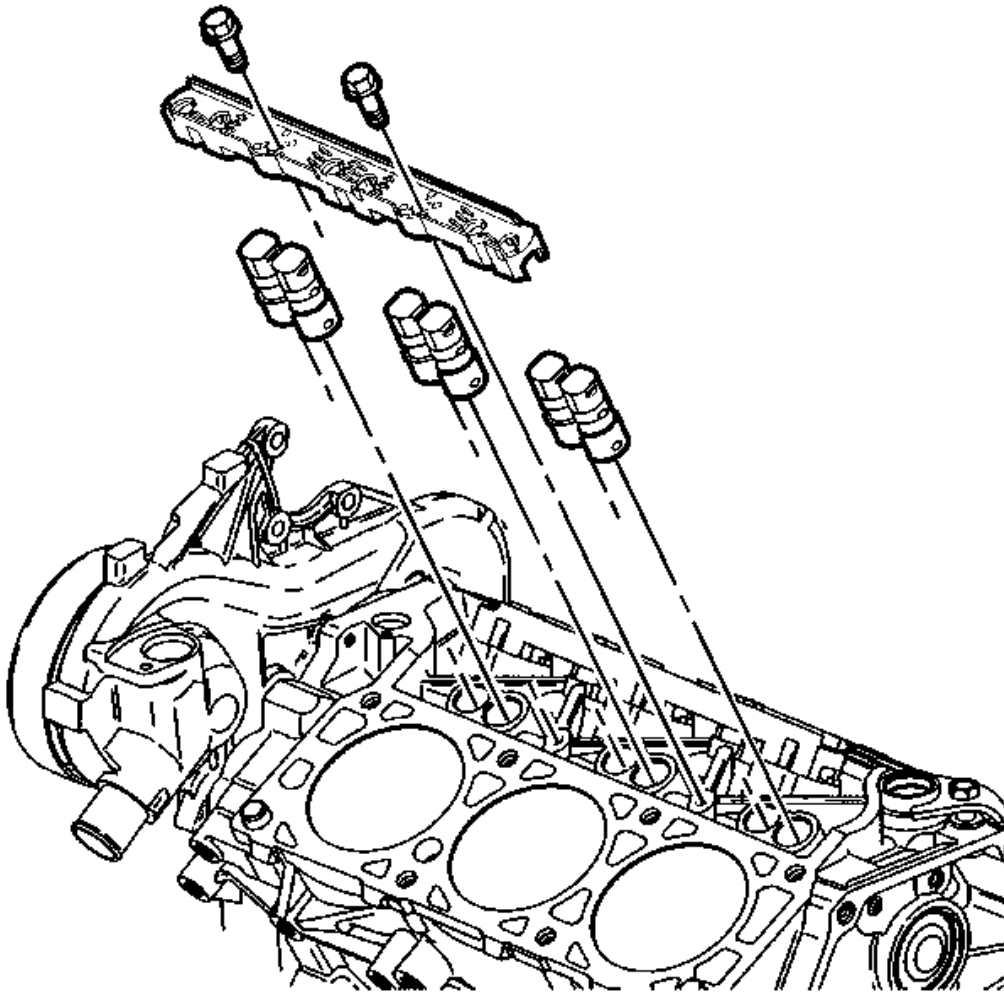


Fig. 291: View Of Valve Lifters & Lifter Guides
Courtesy of GENERAL MOTORS CORP.

1. Remove the valve lifter guide bolts.
2. Remove the valve lifter guides.

IMPORTANT: Once removed, place the valve lifters in an organized order so the valve lifters can be installed into the original locations.

3. Remove the valve lifters.

WATER PUMP REMOVAL

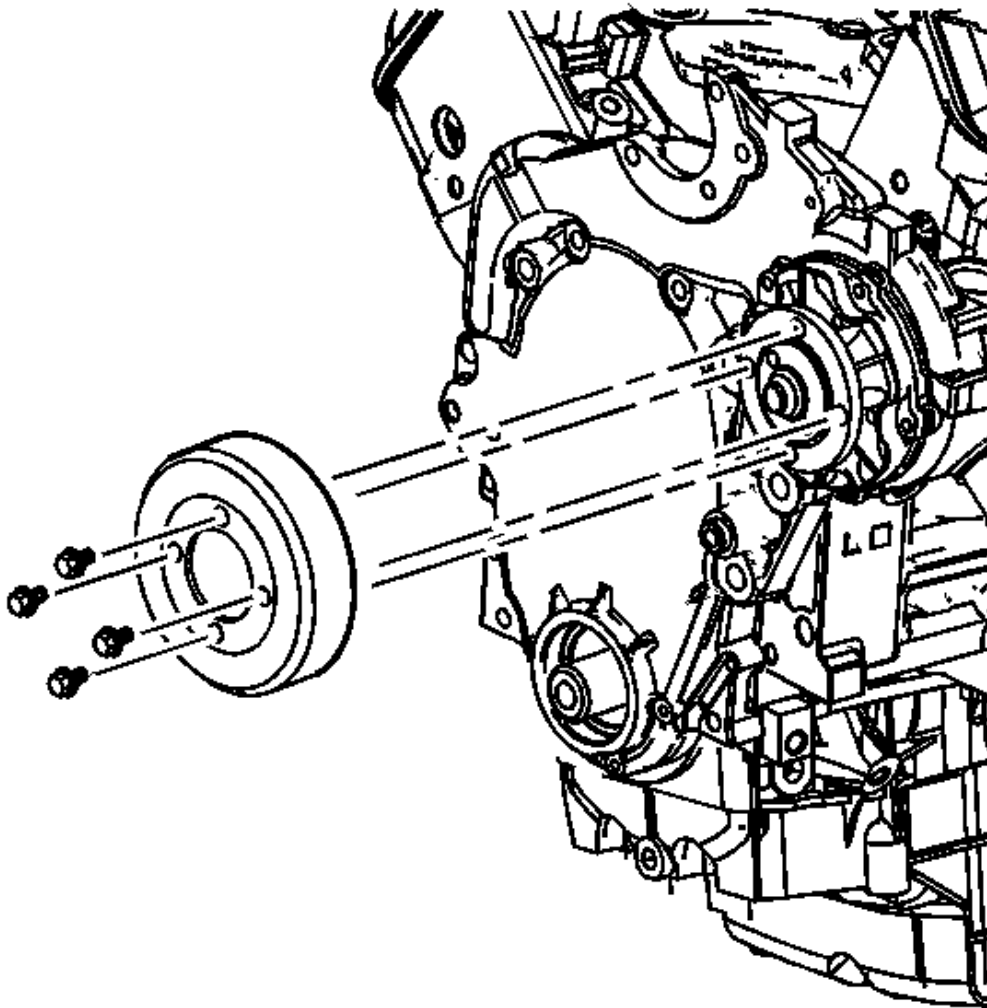


Fig. 292: View Of Water Pump Pulley & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Remove the water pump pulley bolts.
2. Remove the water pump pulley.

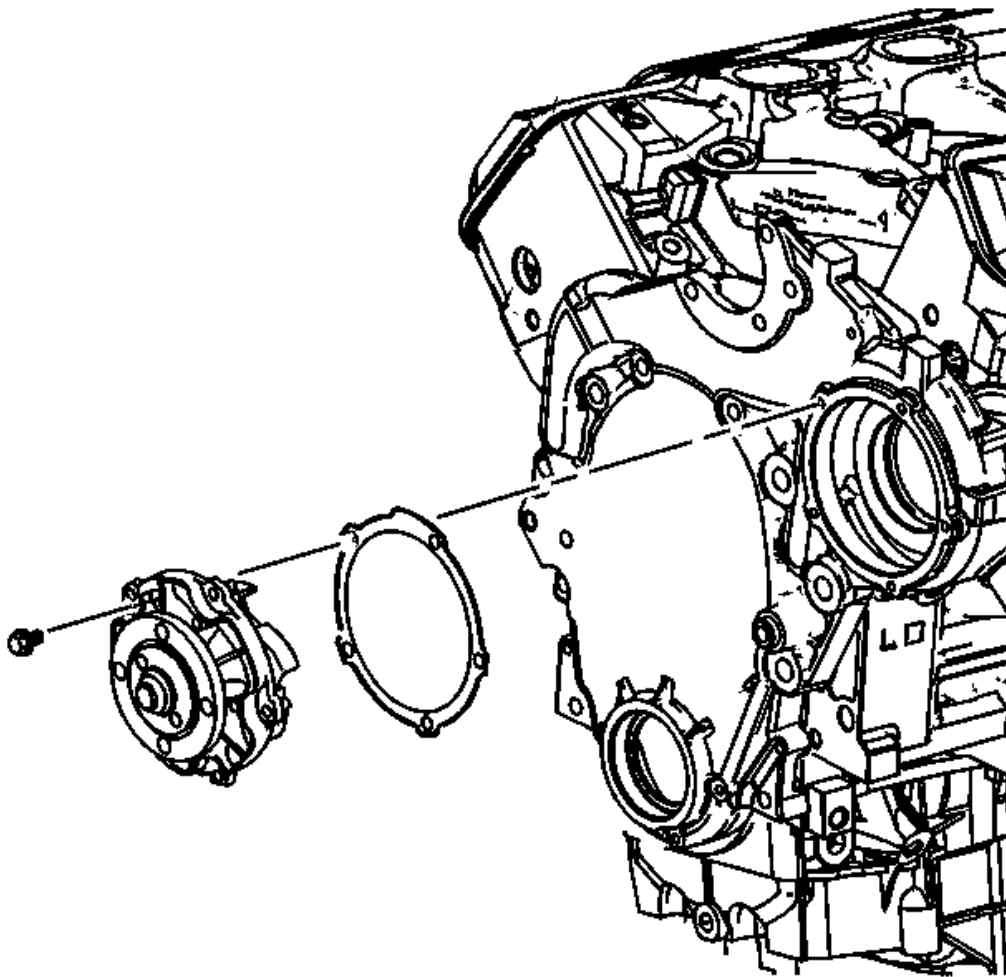


Fig. 293: View Of Water Pump
Courtesy of GENERAL MOTORS CORP.

3. Remove the water pump bolts.
4. Remove the water pump.
5. Remove the water pump gasket.

CYLINDER HEAD REMOVAL - LEFT SIDE

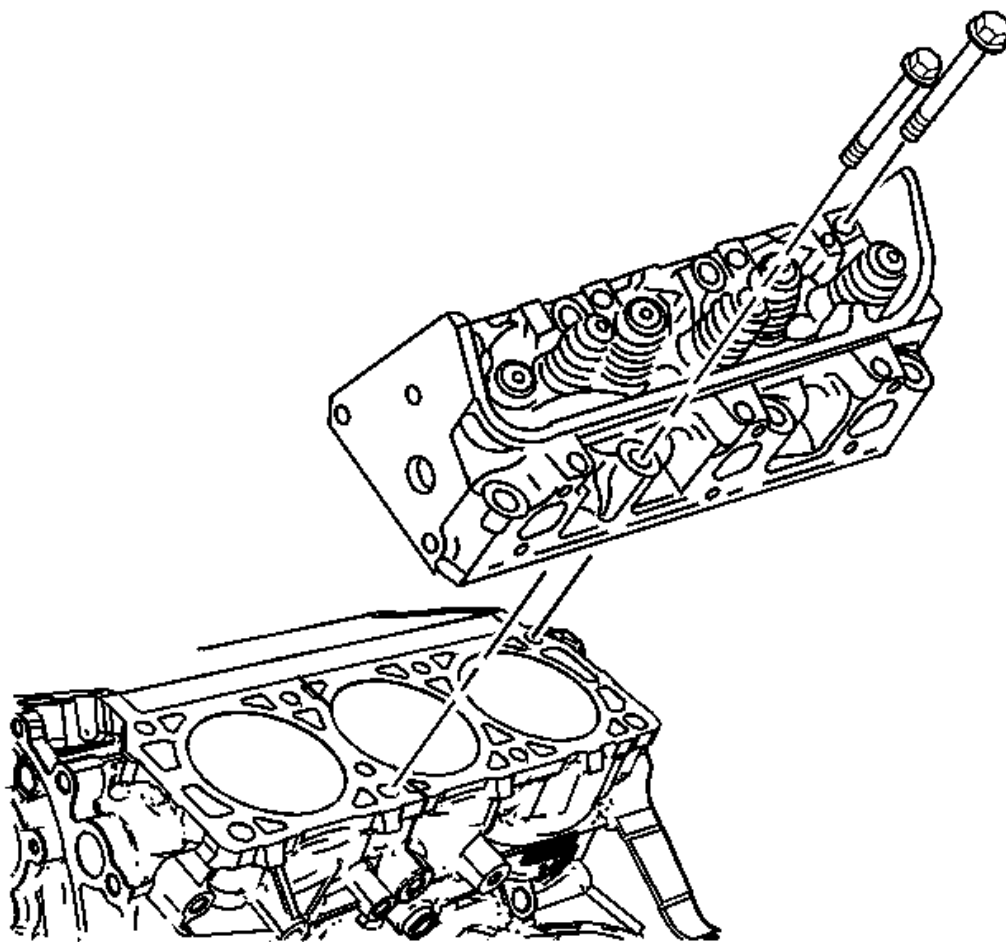


Fig. 294: Removing/Installing Cylinder Head

Courtesy of GENERAL MOTORS CORP.

1. Remove the cylinder head bolts and discard.
2. Remove the cylinder head.

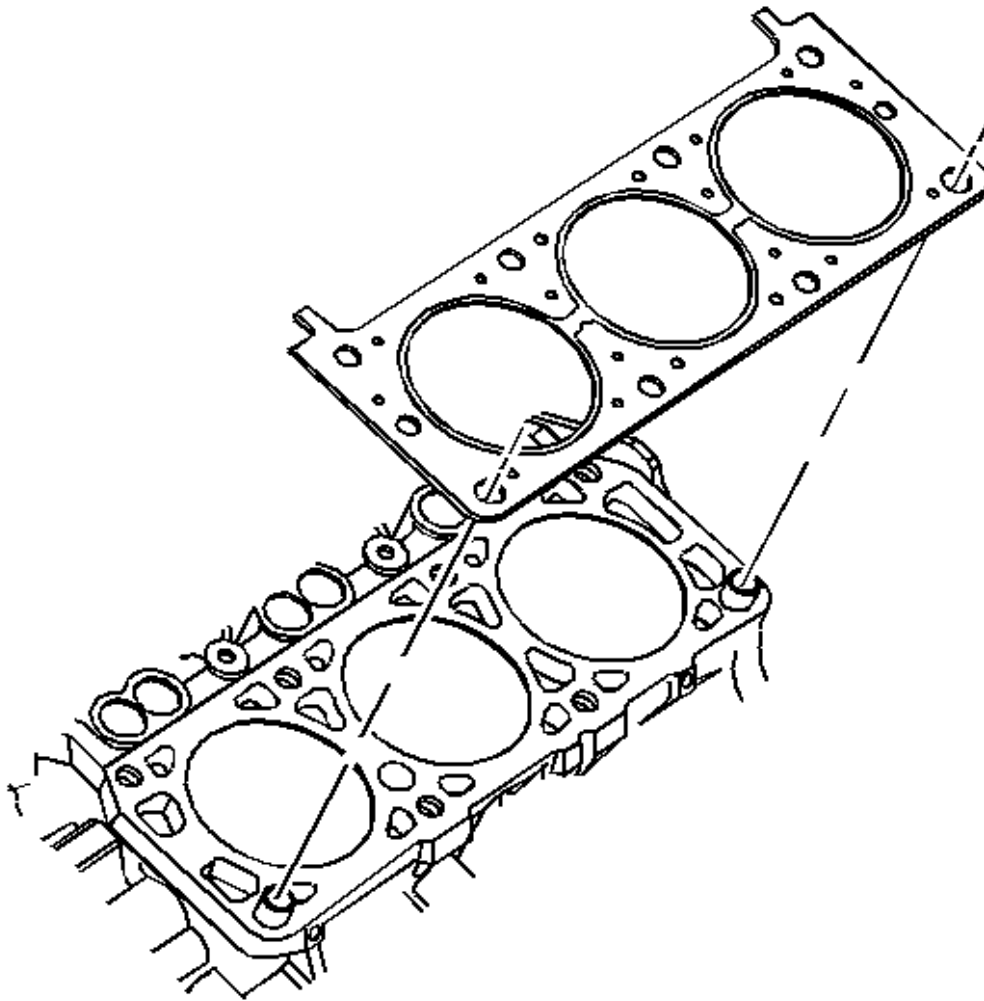


Fig. 295: View Of Cylinder Head Gasket And Alignment Pins
Courtesy of GENERAL MOTORS CORP.

3. Remove the cylinder head gasket.
4. Remove the cylinder head locator dowel pins if required.

CYLINDER HEAD REMOVAL - RIGHT SIDE

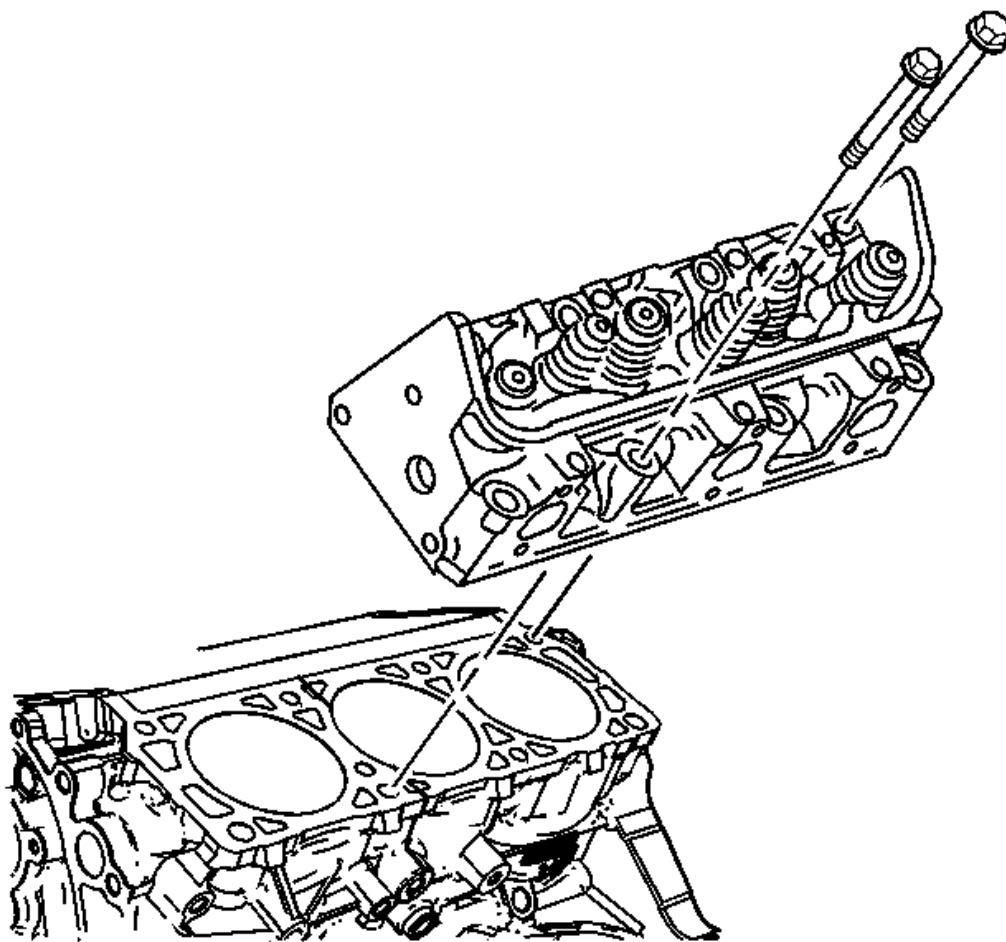


Fig. 296: Removing/Installing Cylinder Head

Courtesy of GENERAL MOTORS CORP.

1. Remove the cylinder head bolts and discard.
2. Remove the cylinder head.

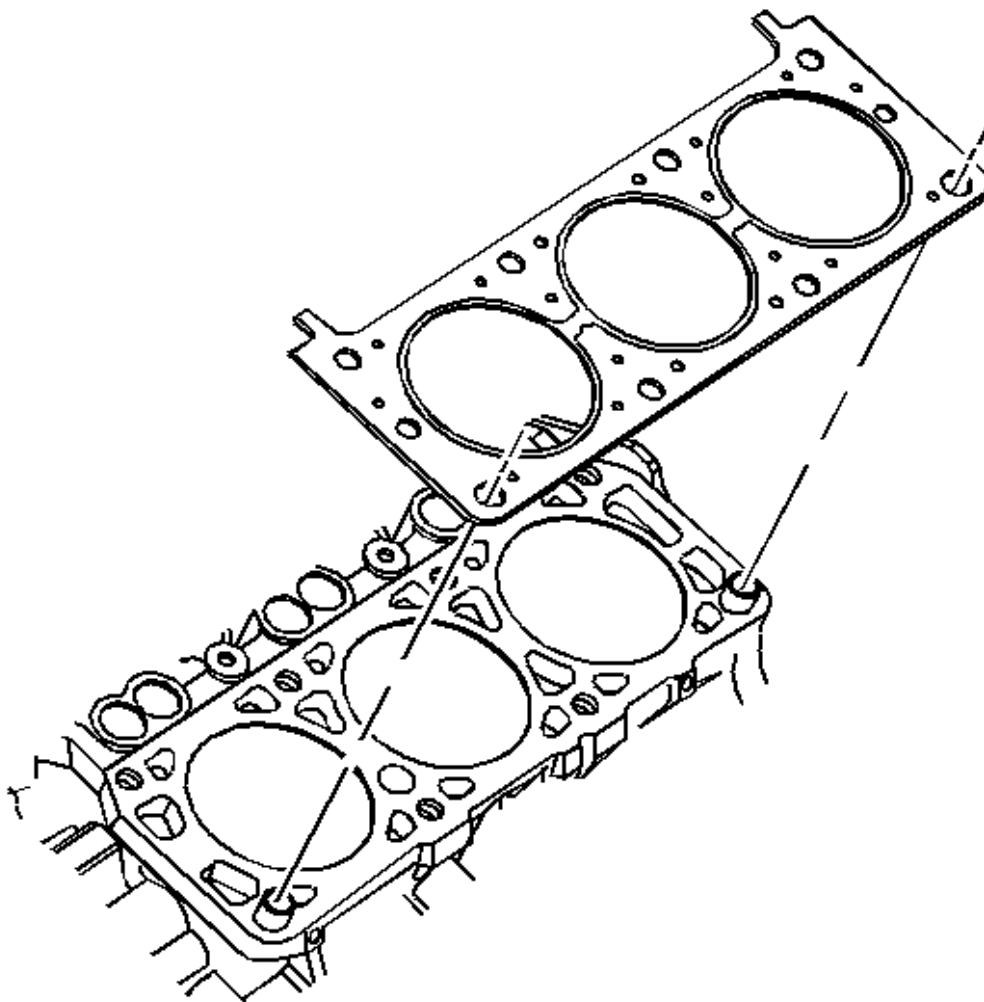


Fig. 297: View Of Cylinder Head Gasket And Alignment Pins
Courtesy of GENERAL MOTORS CORP.

3. Remove the cylinder head gasket.
4. Remove the cylinder head locator dowel pins if required.

OIL PAN REMOVAL

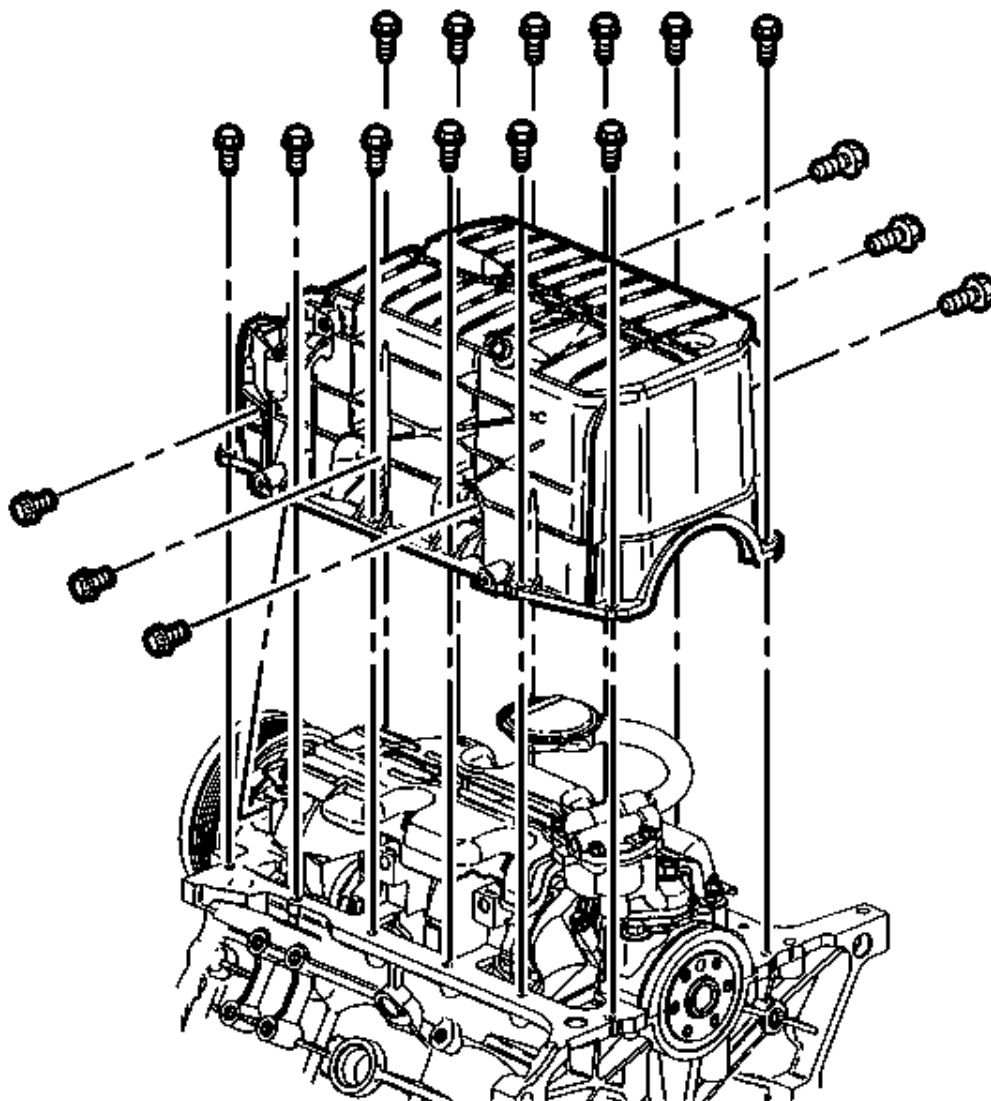


Fig. 298: View Of Oil Pan & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Remove the oil pan side bolts.
2. Remove the oil pan bolts.
3. Remove the oil pan.
4. Remove the oil pan gasket.

OIL PUMP REMOVAL

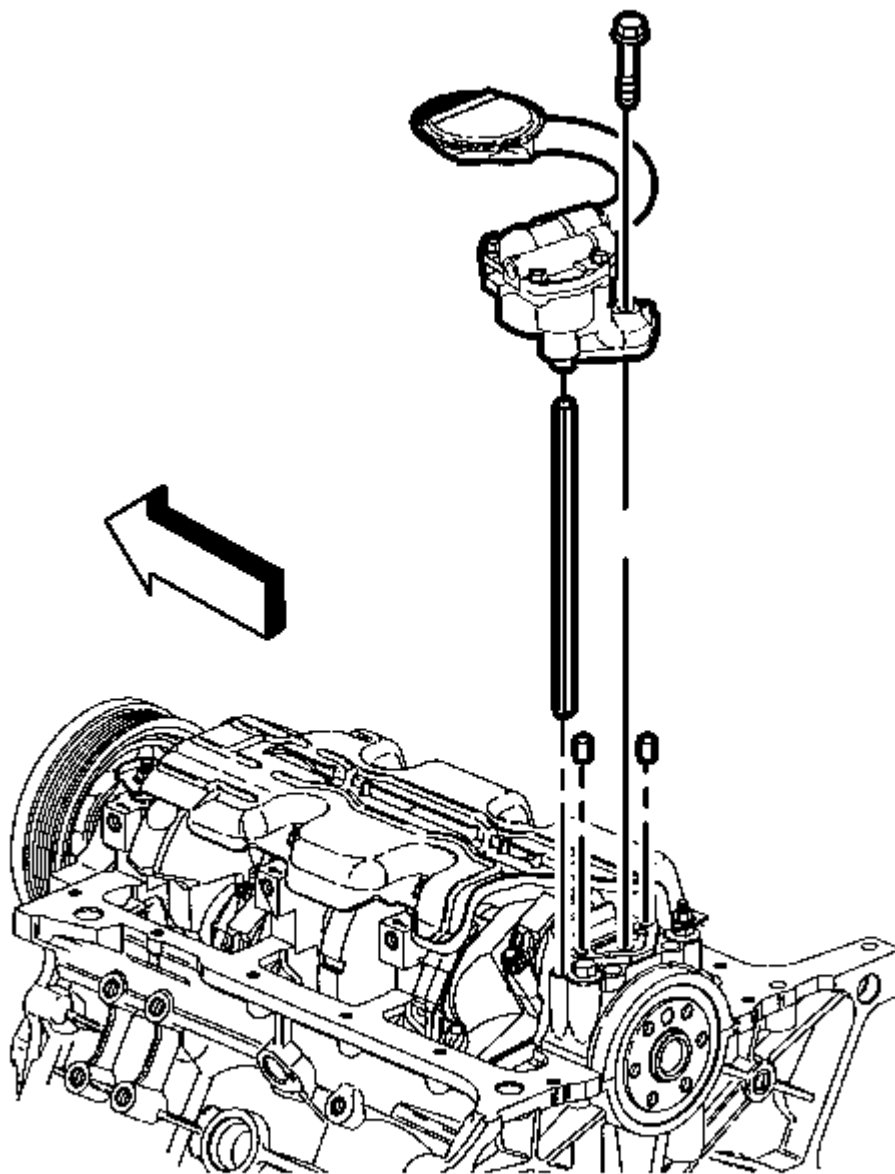


Fig. 299: View Of Oil Pump & Oil Pump Drive Shaft
Courtesy of GENERAL MOTORS CORP.

1. Remove the oil pump bolt.

2. Remove the oil pump and oil pump drive shaft.

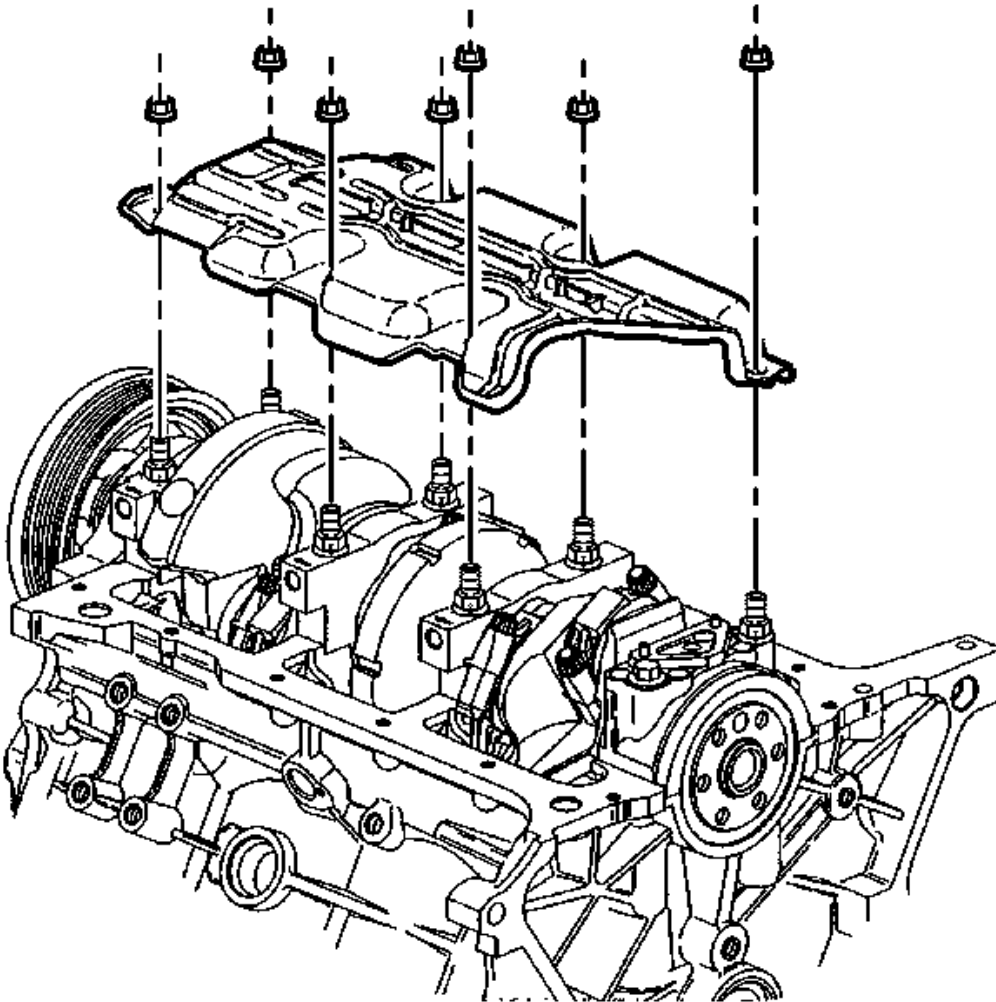


Fig. 300: View Of Crankshaft Oil Deflector & Nuts
Courtesy of GENERAL MOTORS CORP.

3. Remove the crankshaft oil deflector nuts.
4. Remove the crankshaft oil deflector.

OIL PUMP DRIVE REMOVAL

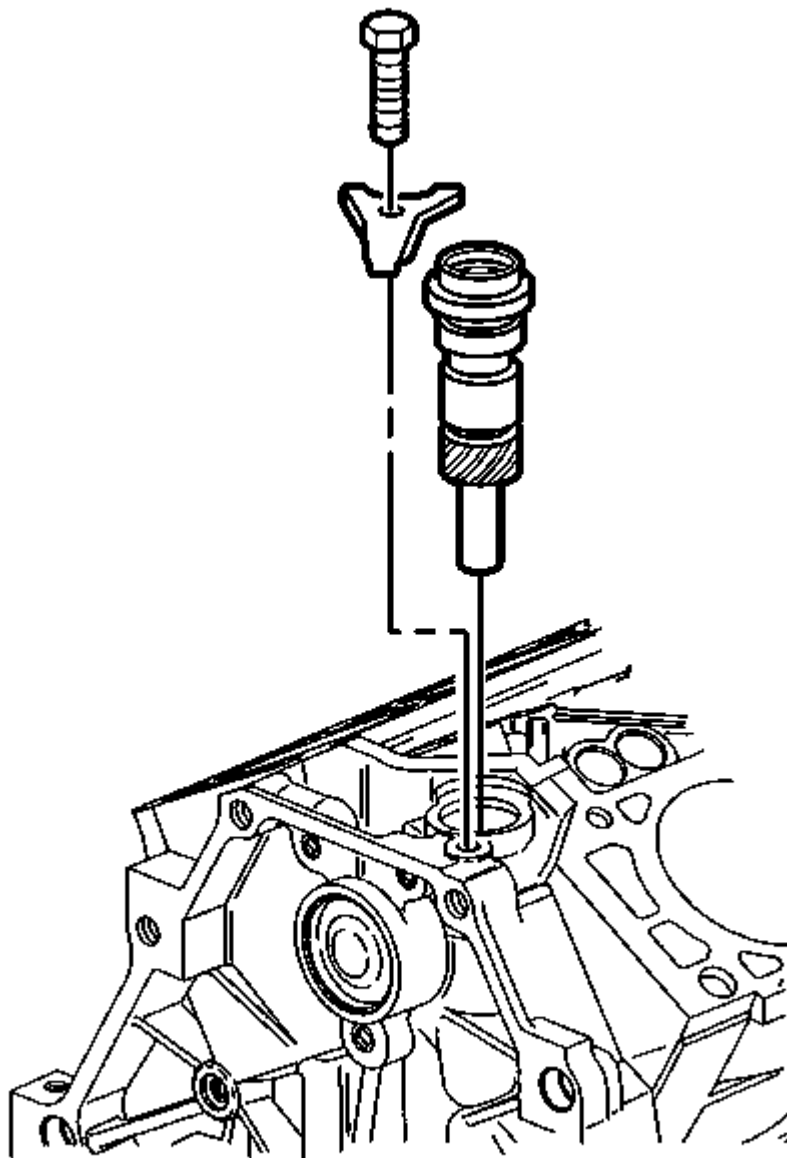


Fig. 301: View Of Oil Pump Drive
Courtesy of GENERAL MOTORS CORP.

1. Remove the oil pump drive clamp bolt.
2. Remove the oil pump drive clamp.
3. Remove the oil pump drive.

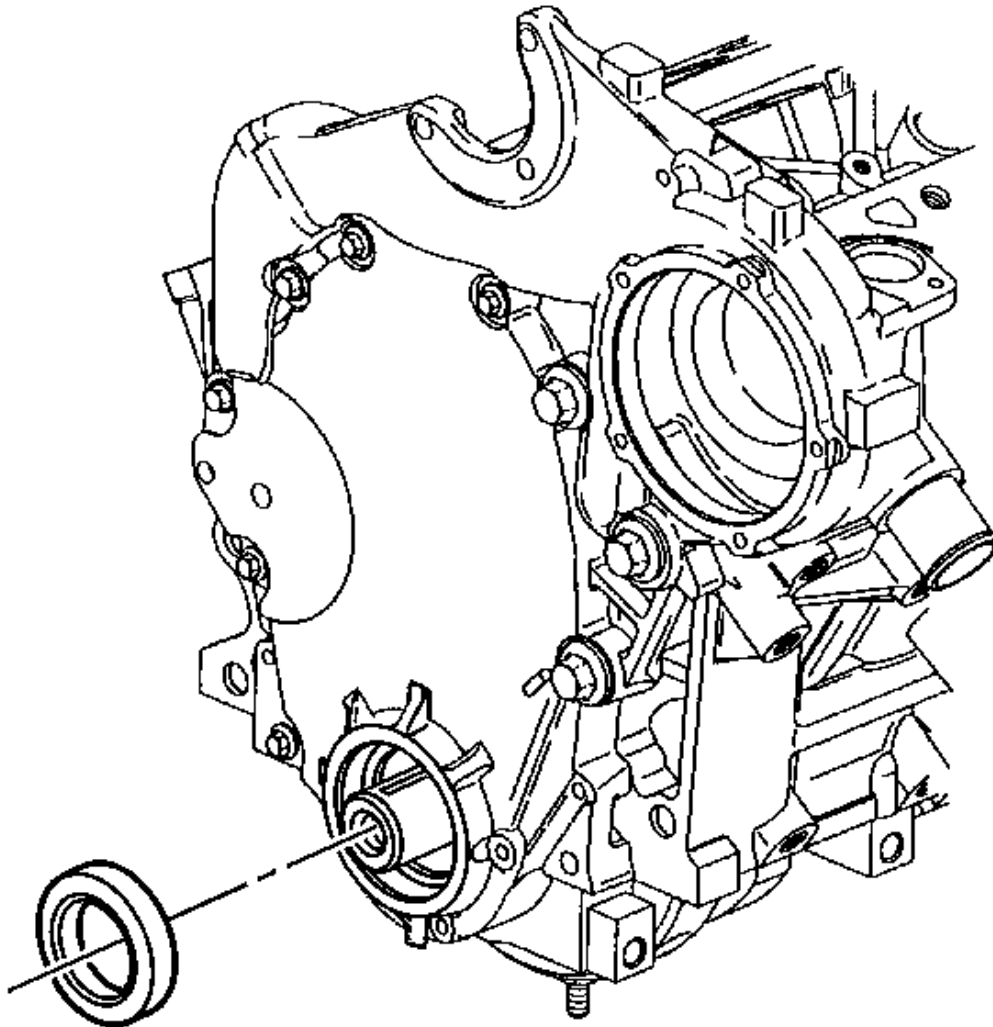
CRANKSHAFT FRONT OIL SEAL REMOVAL

Fig. 302: Locating Crankshaft Front Oil Seal
Courtesy of GENERAL MOTORS CORP.

Pry out the crankshaft front oil seal using a suitable tool. Use care not to damage the engine front cover or the crankshaft.

ENGINE FRONT COVER REMOVAL

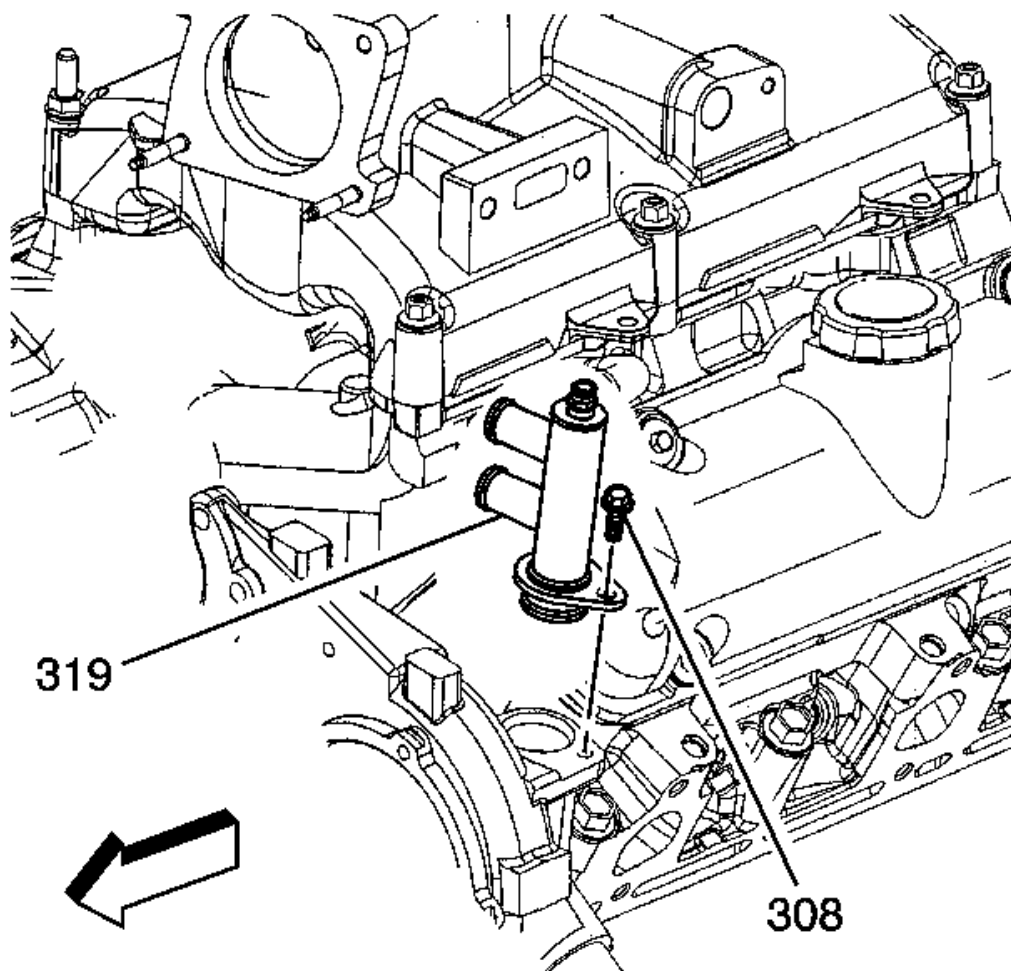


Fig. 303: View Of Heater Outlet Pipe Adapter
Courtesy of GENERAL MOTORS CORP.

1. Remove the heater outlet pipe adapter bolt (308) and adapter (319).

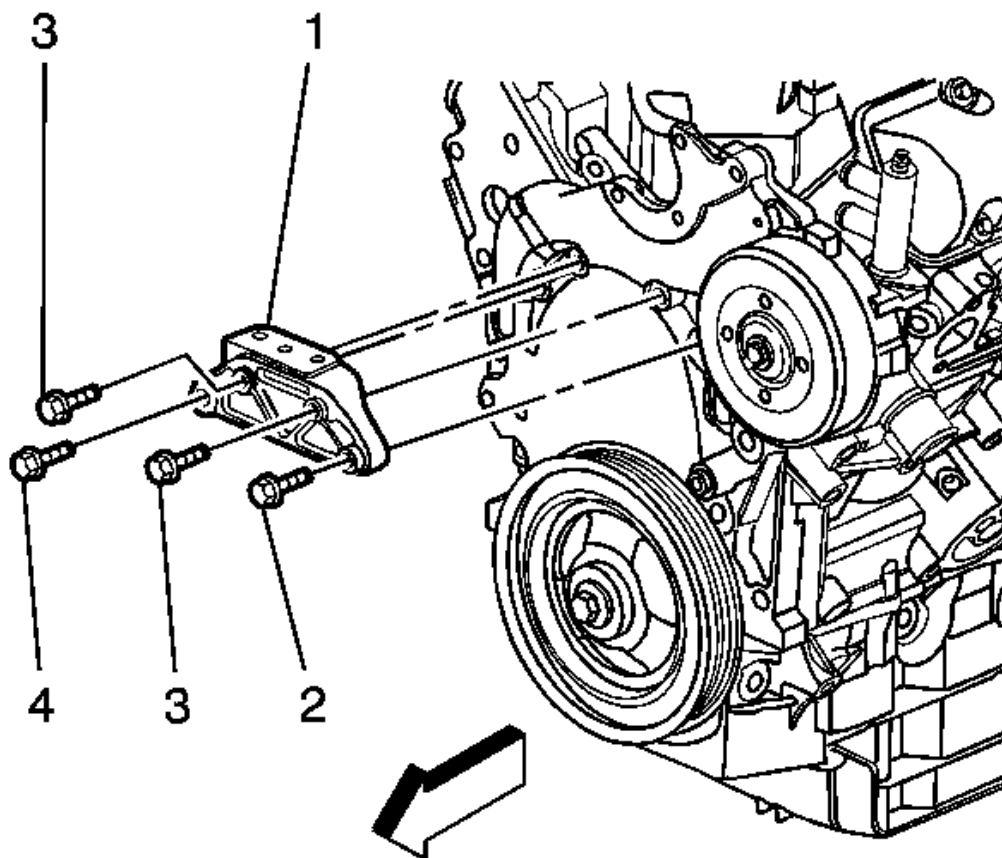


Fig. 304: View Of Right Engine Mount Bracket
Courtesy of GENERAL MOTORS CORP.

2. Remove the right engine mount bracket bolts (2-4).
3. Remove the right engine mount bracket (1).

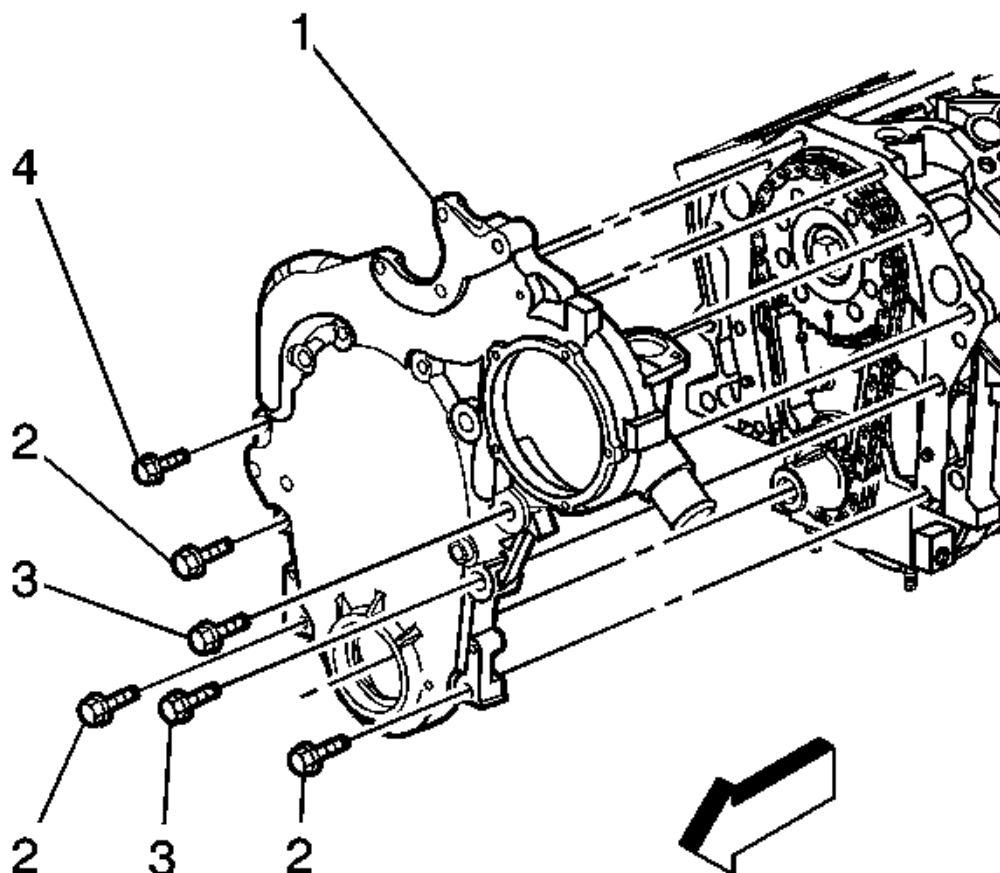


Fig. 305: View Of Engine Front Cover & Bolts
Courtesy of GENERAL MOTORS CORP.

4. Remove the engine front cover bolts (2-4).
5. Remove the engine front cover (1).

TIMING CHAIN AND SPROCKET REMOVAL

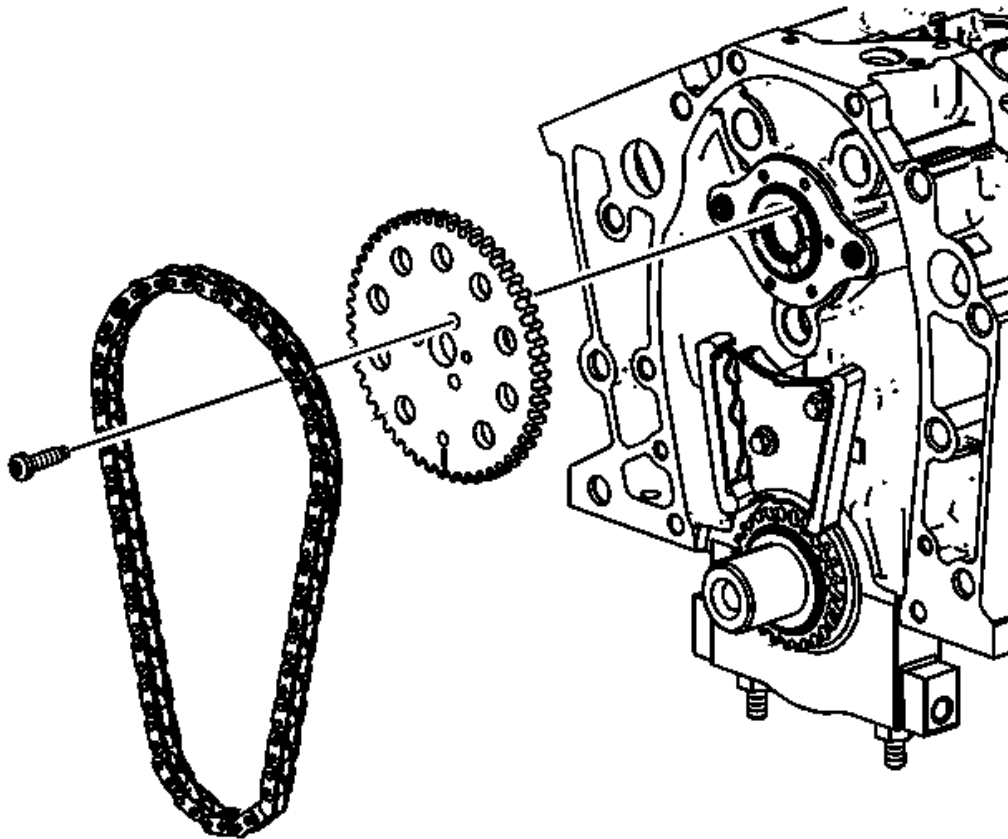


Fig. 306: Identifying Camshaft Sprocket And Timing Chain
Courtesy of GENERAL MOTORS CORP.

1. Remove the camshaft sprocket bolts.
2. Remove the camshaft sprocket and timing chain.

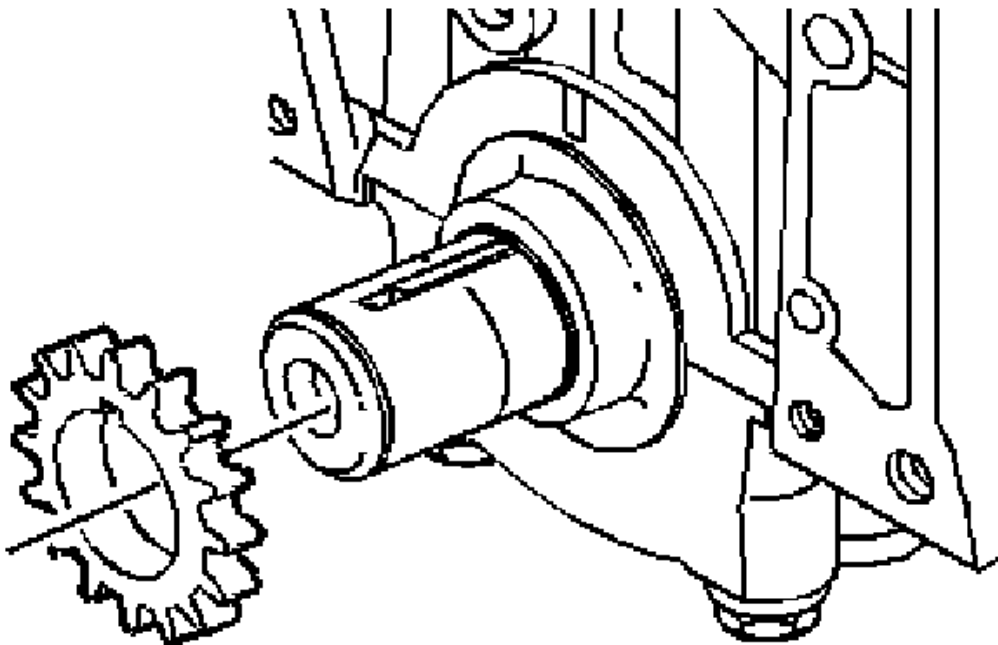


Fig. 307: View Of Crankshaft Sprocket
Courtesy of GENERAL MOTORS CORP.

3. Remove the crankshaft sprocket.

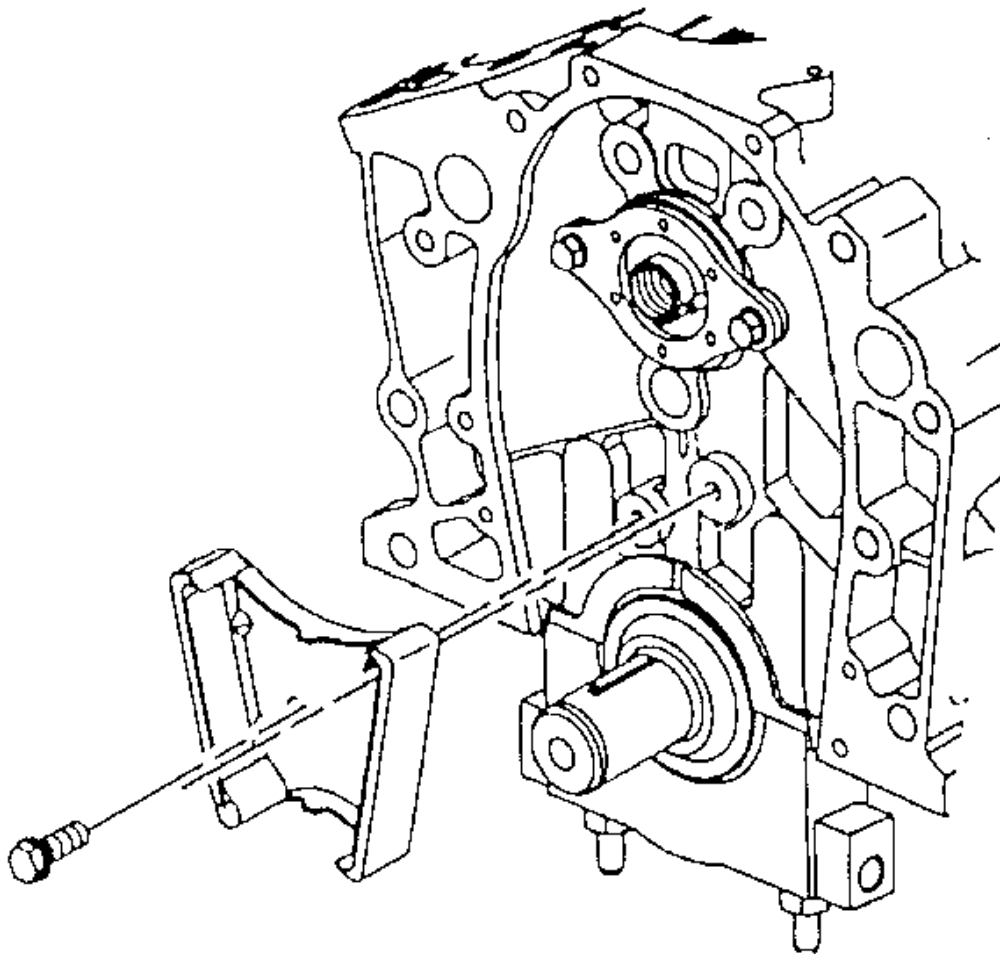


Fig. 308: View Of Timing Chain Dampener & Bolts
Courtesy of GENERAL MOTORS CORP.

4. Remove the timing chain dampener bolts.
5. Remove the timing chain dampener.

CAMSHAFT REMOVAL

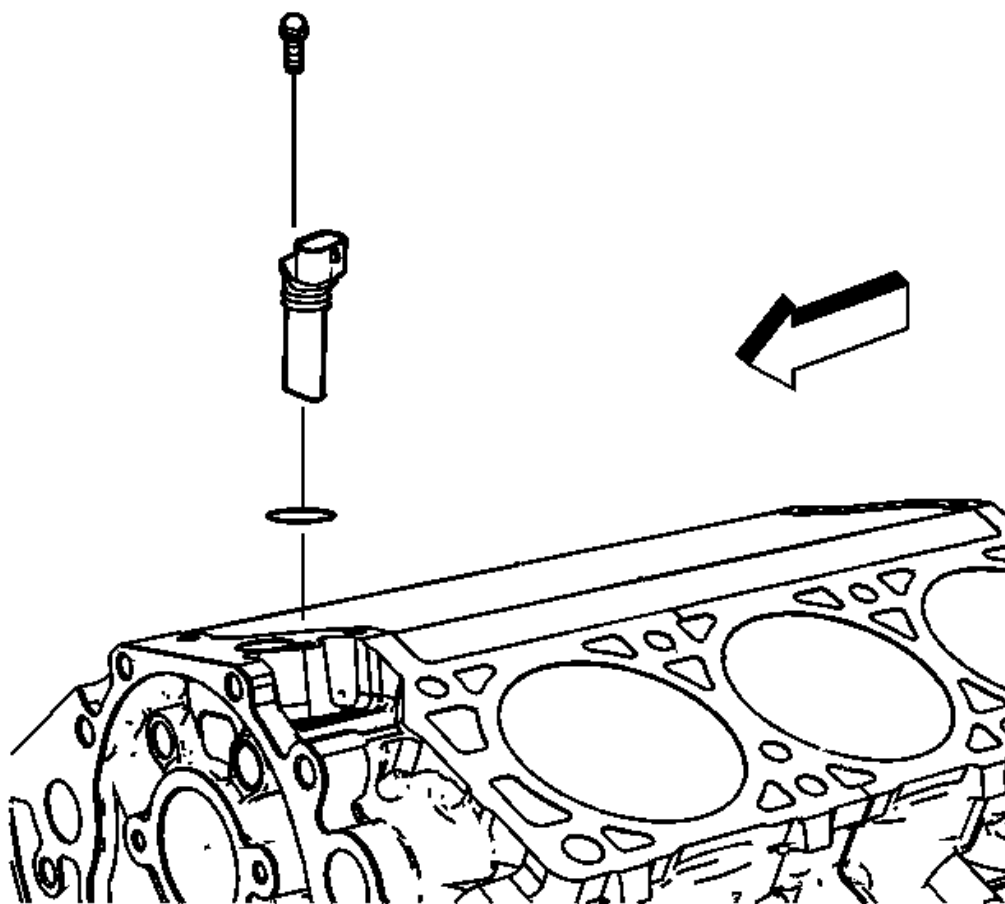


Fig. 309: View Of Camshaft Position Sensor
Courtesy of GENERAL MOTORS CORP.

1. Remove the camshaft position sensor bolt.
2. Remove the camshaft position sensor.

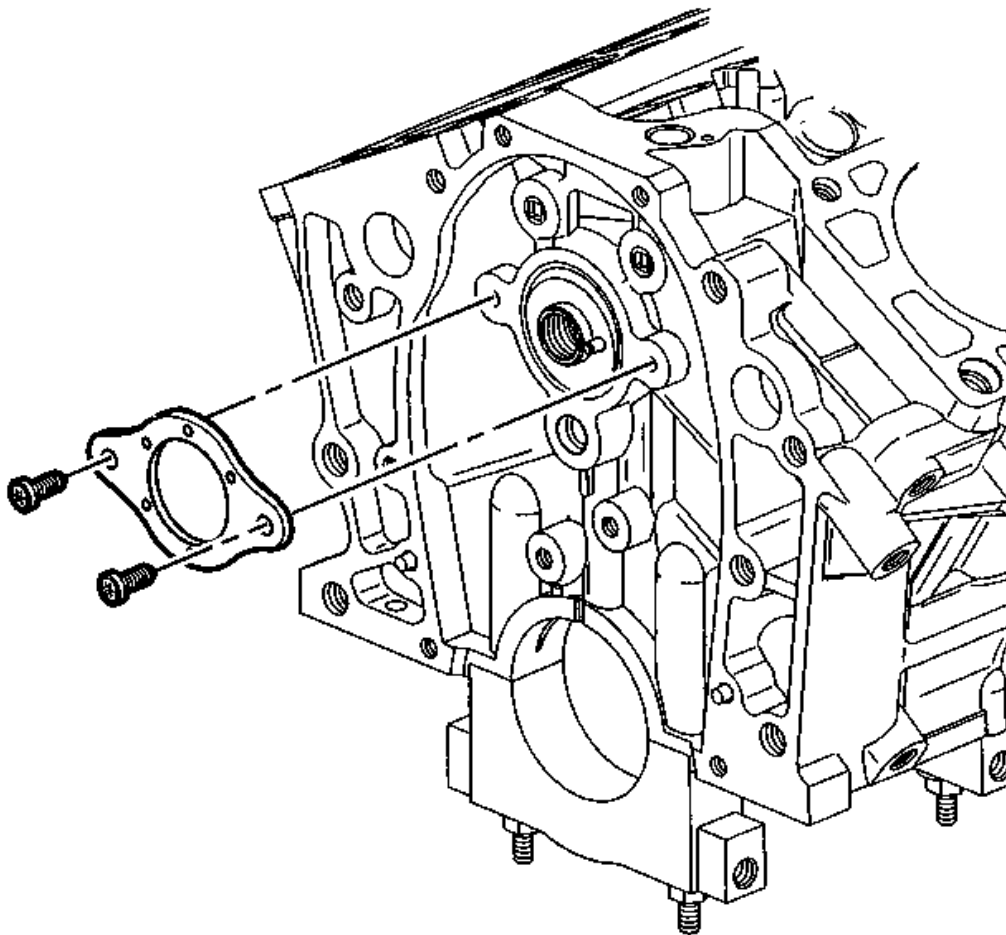


Fig. 310: View Of Camshaft Thrust Plate
Courtesy of GENERAL MOTORS CORP.

3. Remove the camshaft thrust plate screws.
4. Remove the camshaft thrust plate.

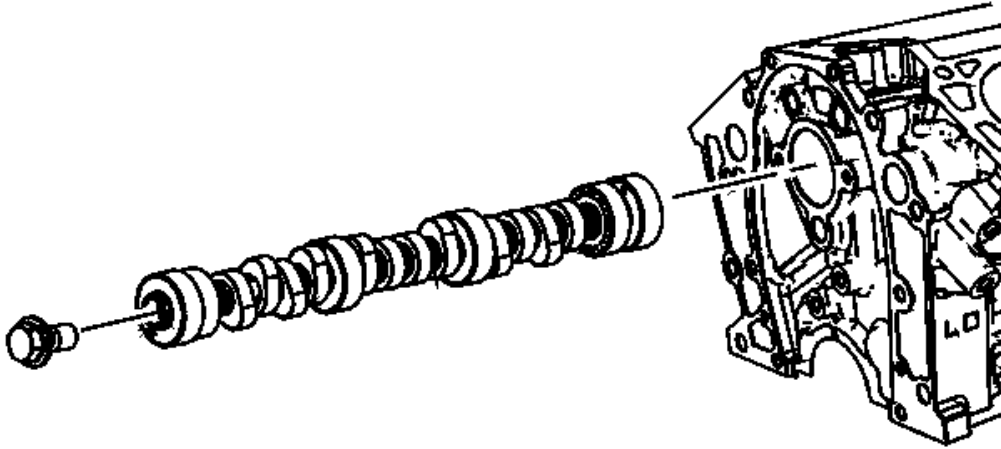


Fig. 311: Inspecting Camshaft Journals
Courtesy of GENERAL MOTORS CORP.

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. Complete the following steps in order to remove the camshaft.
 1. Install the camshaft sprocket bolt into the camshaft. Tighten finger tight only.
 2. Carefully rotate and remove the camshaft from the engine block.

PISTON, CONNECTING ROD, AND BEARING REMOVAL

Special Tools

- **J 24270:** Ridge Reamer
- **J 41556:** Connecting Rod Guide

For equivalent regional tools, refer to **Special Tools**.

Removal

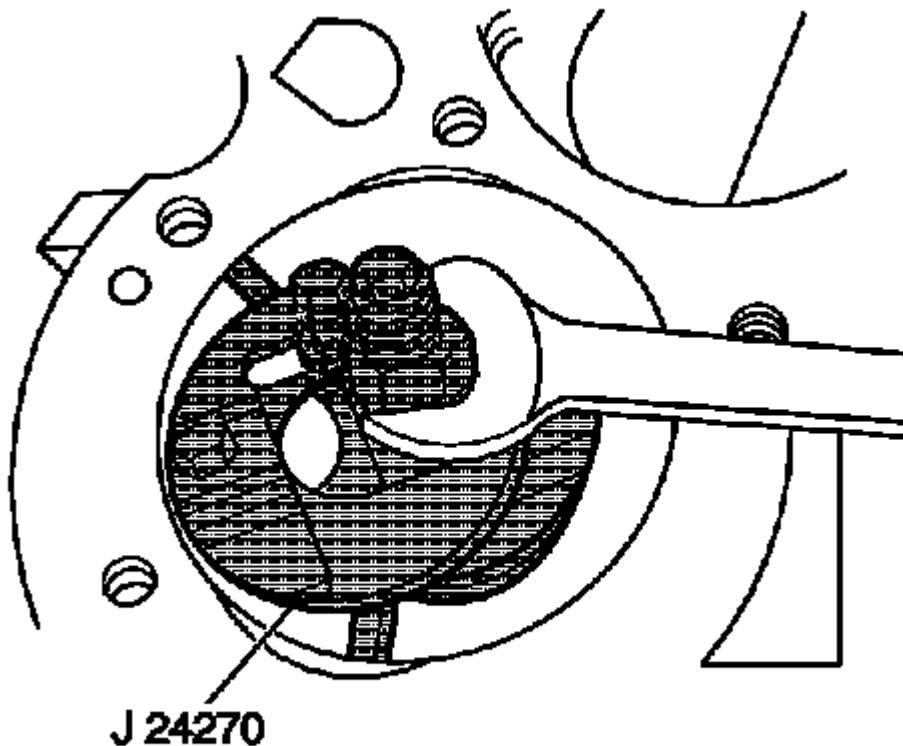


Fig. 312: Removing Cylinder Bore Ring Ridge
Courtesy of GENERAL MOTORS CORP.

1. Mark the piston with the number of the cylinder from which the piston is being removed.
2. Mark the connecting rod and the connecting rod cap in order to ensure correct assembly.

CAUTION: If there is a pronounced ridge at the top of the piston travel, the ridge must be removed with a ridge reamer before the piston and connecting rod assembly are removed. Applying force may break the piston rings or damage the piston.

3. Use the **J 24270**: reamer in order to remove the cylinder bore ring ridge.

Complete the following steps:

1. Turn the crankshaft until the piston is at the bottom of the stroke.
2. Cover the piston with a cloth.
3. Remove the cylinder ring ridge.
4. Turn the crankshaft until the piston is at the top of the stroke.

5. Remove the cloth.
6. Remove the metal shavings from the cylinder and piston.

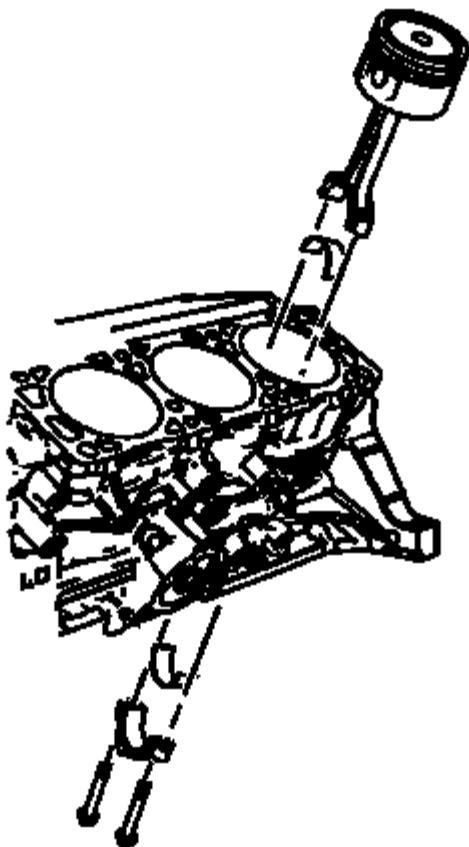


Fig. 313: View Of Connecting Rod & Piston Assembly
Courtesy of GENERAL MOTORS CORP.

4. Remove the connecting rod bolts.
5. Remove the connecting rod cap and bearing half.
6. Install **J 41556**: guide onto the connecting rod bolts.
7. Remove the connecting rod and piston assembly.
8. Push out the assembly using a suitable tool.

CRANKSHAFT REAR OIL SEAL REMOVAL

Special Tools

EN-48672 Rear Main Oil Seal Remover

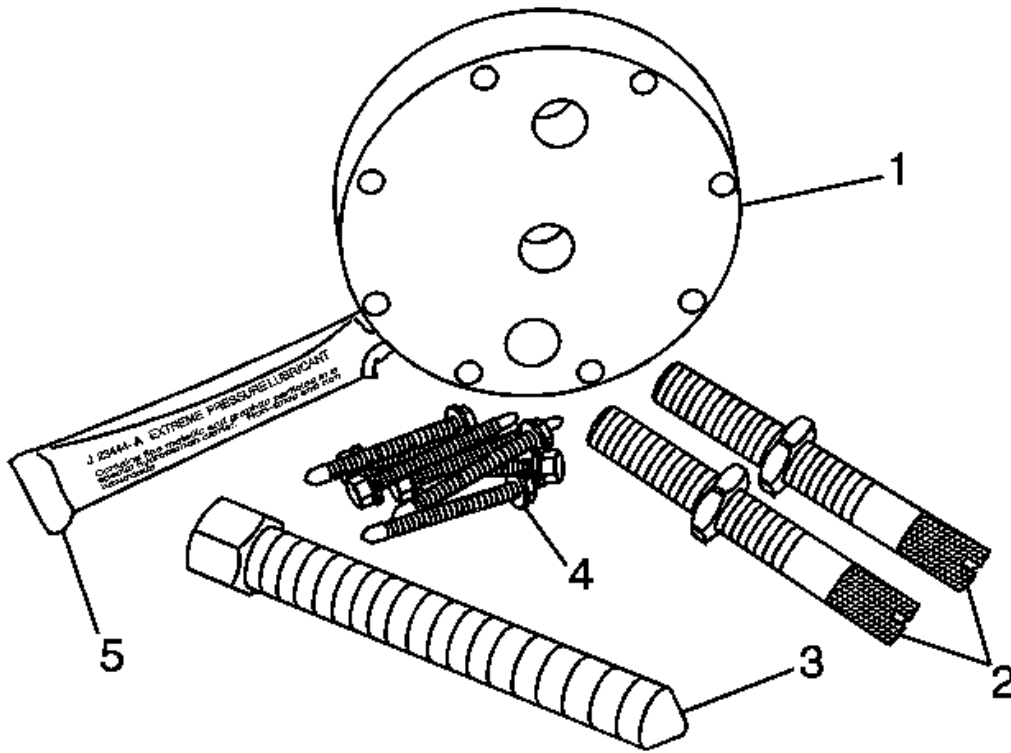


Fig. 314: Identifying Rear Main Oil Seal Remover (EN-48672)
Courtesy of GENERAL MOTORS CORP.

The EN-48672 has a unique design to allow the technician to easily remove the rear main seal without nicking the crankshaft sealing surface when removing the seal. Before proceeding with removal, review the illustration to become familiar with the following components:

- Removal Plate (1)
- Threaded Adjustment Pins and Jam Nuts (2)
- Force Screw (3)
- #2 Self Drill Screws 38 mm (1.5 in) long 8 needed (4)
- Extreme Pressure Lubricant (5)

Removal

1. Remove the transmission. Refer to [Transmission Replacement](#).
2. Remove the engine flywheel. Refer to [Engine Flywheel Replacement](#).

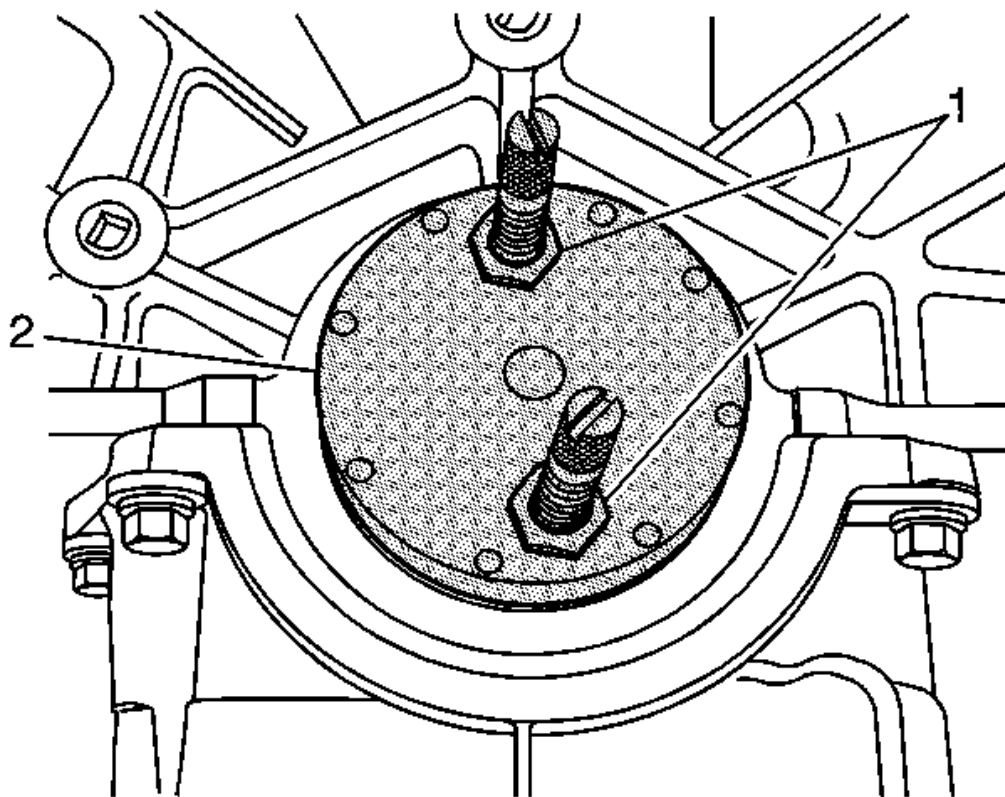


Fig. 315: View Of Installed EN-48672 Removal Plate
Courtesy of GENERAL MOTORS CORP.

3. Install the removal plate (2) and both threaded adjustment pins and jam nuts (1) into the back of the crankshaft flange and secure the plate with adjustment pins and jam nuts.

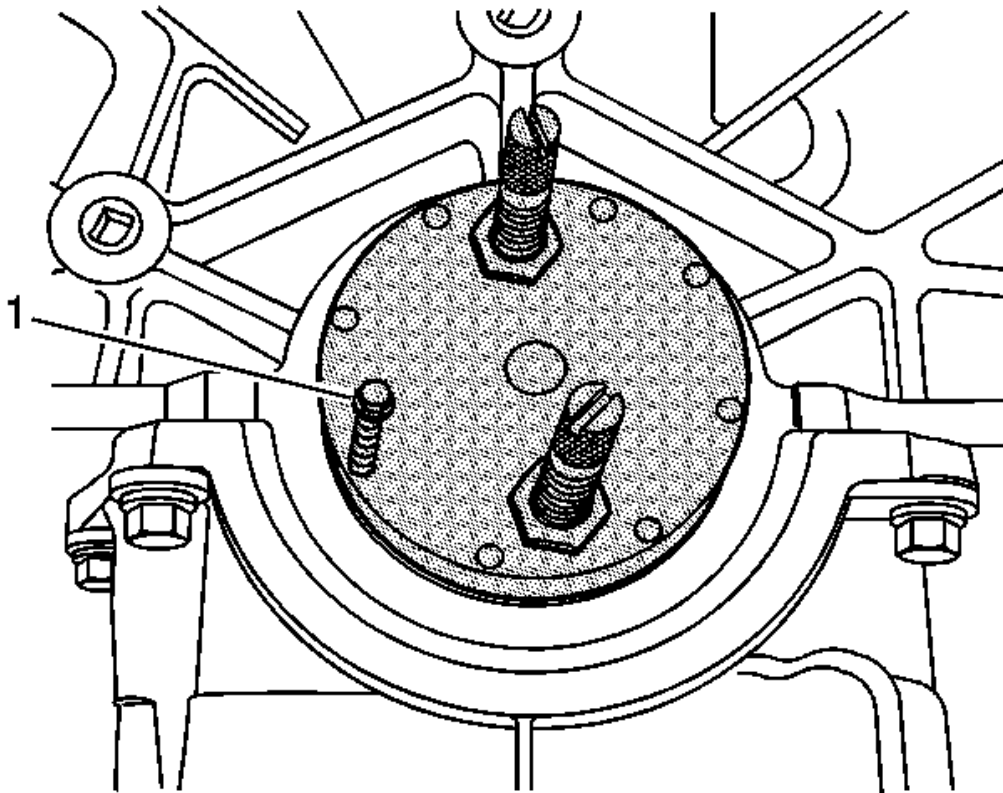


Fig. 316: View Of 8 Installed EN-48672 #2 Self Drill Screws
Courtesy of GENERAL MOTORS CORP.

4. Install the #2 self drill screws 38 mm (1.5 in) long, 8 needed (1) and tighten the screws down flush to the plate.

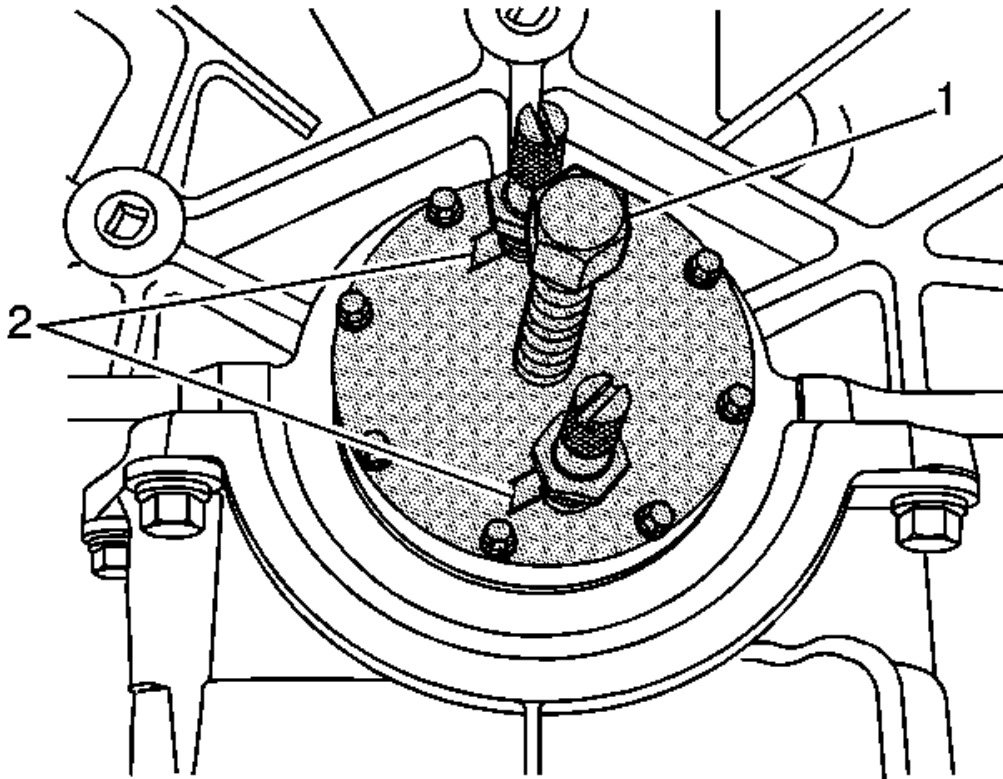


Fig. 317: View Of Installed EN-48672 Force Screw & Jam Nuts
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Before installing the force screw, apply a small amount of the extreme pressure lubricant J 23444-A, provided in the tool kit.

5. Install the force screw (1) and back off both jam nuts (2). Continue to turn the force screw (1) into the removal plate in order to remove the seal from the crankshaft.

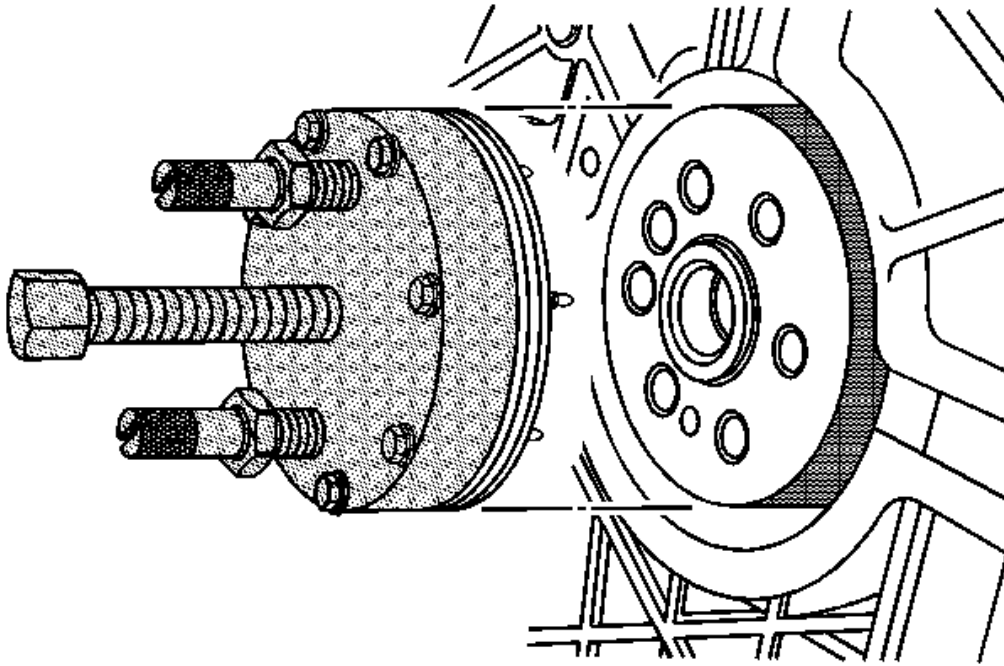


Fig. 318: Oil Seal Removed Using EN-48672
Courtesy of GENERAL MOTORS CORP.

6. Once the seal is removed from the crankshaft, remove and save all 8 screws. Discard the old seal.

CRANKSHAFT AND BEARING REMOVAL

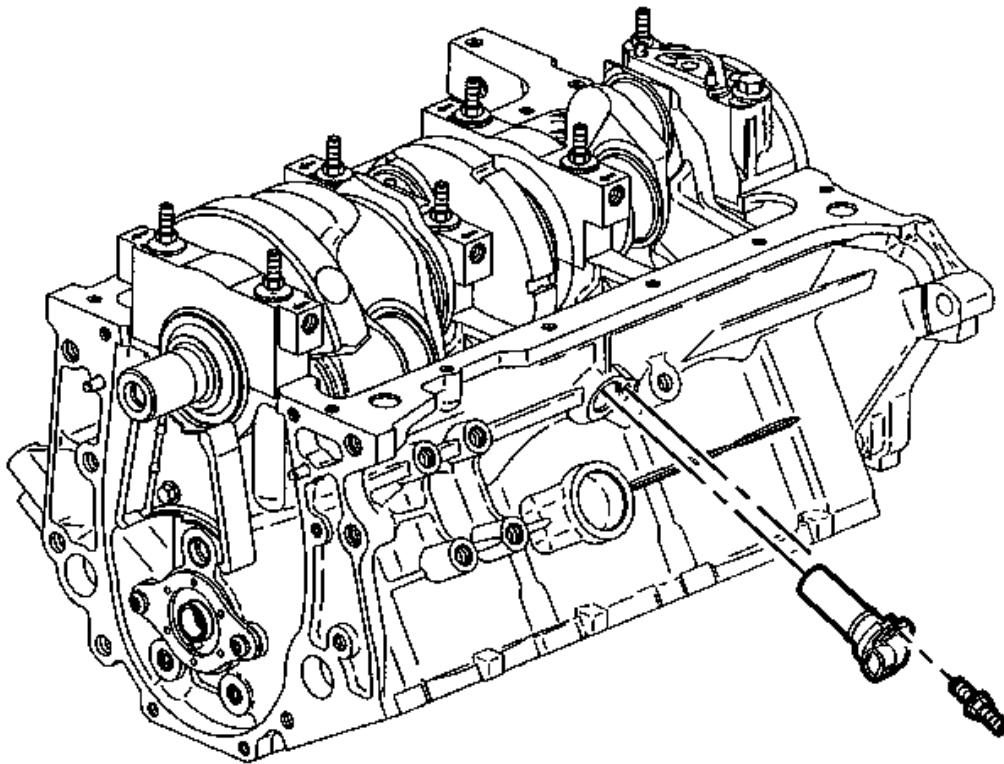


Fig. 319: View Of Crankshaft Position Sensor & Stud
Courtesy of GENERAL MOTORS CORP.

1. Remove the crankshaft position sensor heat shield nut and heat shield.
2. Remove the crankshaft position sensor stud.
3. Remove the crankshaft position sensor from the side of the block.

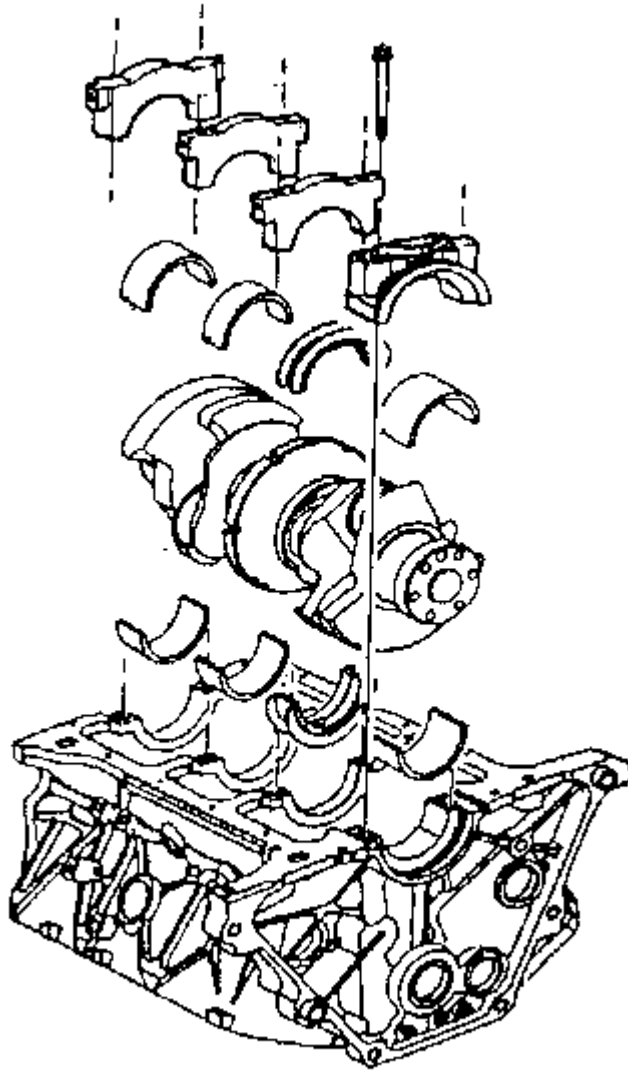


Fig. 320: View Of Crankshaft, Main Bearings And Bearing Caps
Courtesy of GENERAL MOTORS CORP.

4. Remove the crankshaft main bearing cap bolt and studs.
5. Remove the crankshaft main bearing caps and lower crankshaft main bearing halves.

IMPORTANT: Use Care when handling the crankshaft. Avoid damage to the crankshaft position sensor reluctor wheel teeth. Nicks, burrs or other damage to the teeth may effect On-board Diagnostics (OBD) II system performance.

6. Remove the crankshaft.
7. Remove the upper crankshaft main bearing halves.

CAMSHAFT BEARING REMOVAL

Tools Required

J 33049 Camshaft Bearing Service Set. See **Special Tools**.

Removal

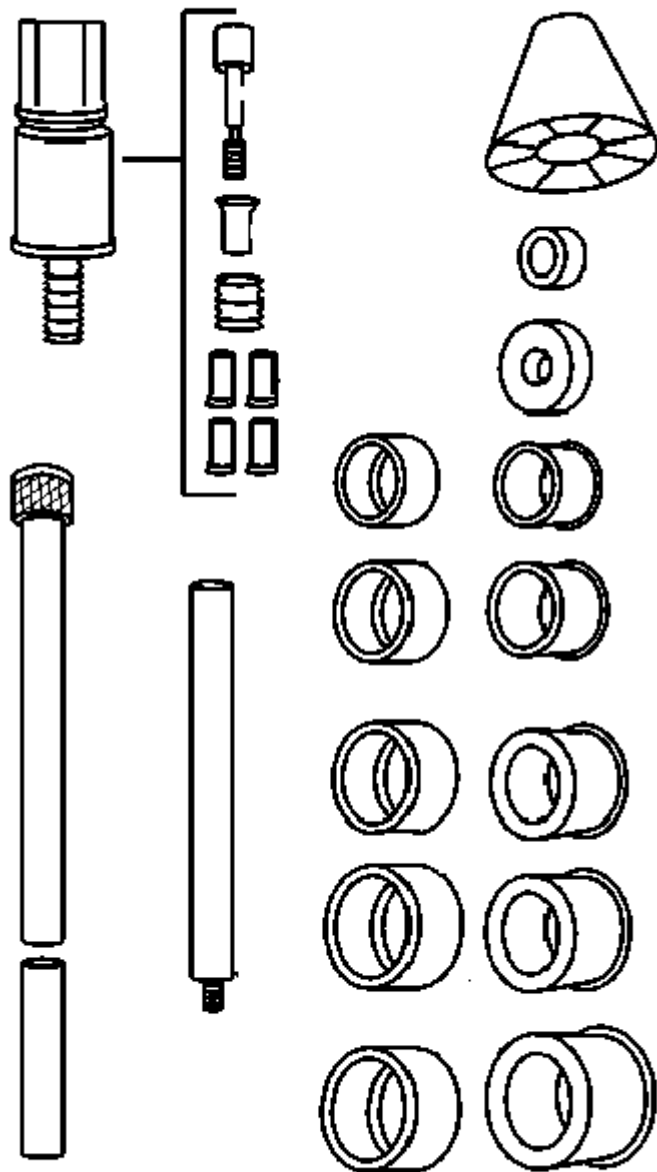


Fig. 321: View Of Camshaft Bearing Service Set
Courtesy of GENERAL MOTORS CORP.

1. Select the expander assembly and driving washer.
2. Assemble the **J 33049** . See **Special Tools**.

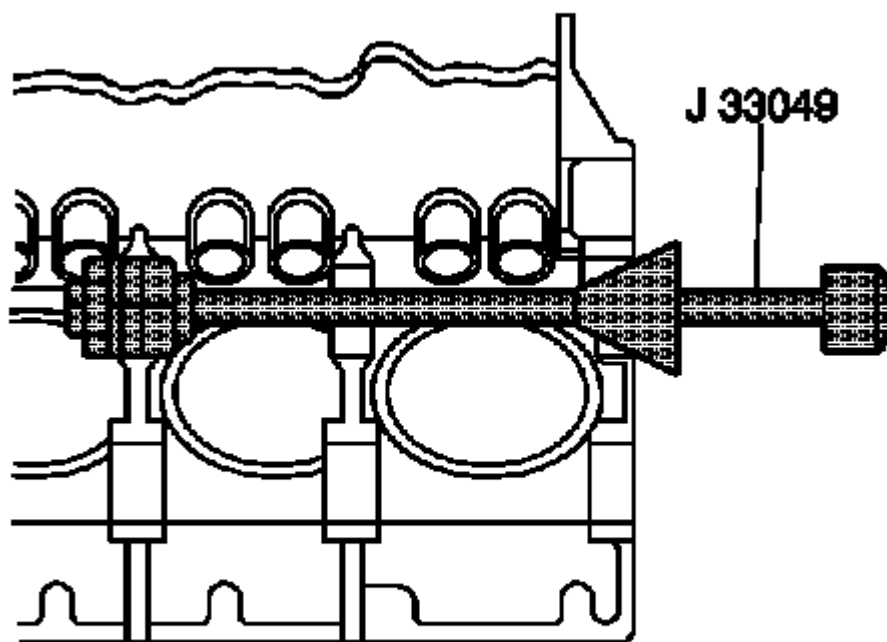


Fig. 322: Removing/Installation Camshaft Inner Bearing Using J 33049
Courtesy of GENERAL MOTORS CORP.

3. Drive out the camshaft bearings. Use the **J 33049** . See Special Tools.

ENGINE BLOCK DISASSEMBLE

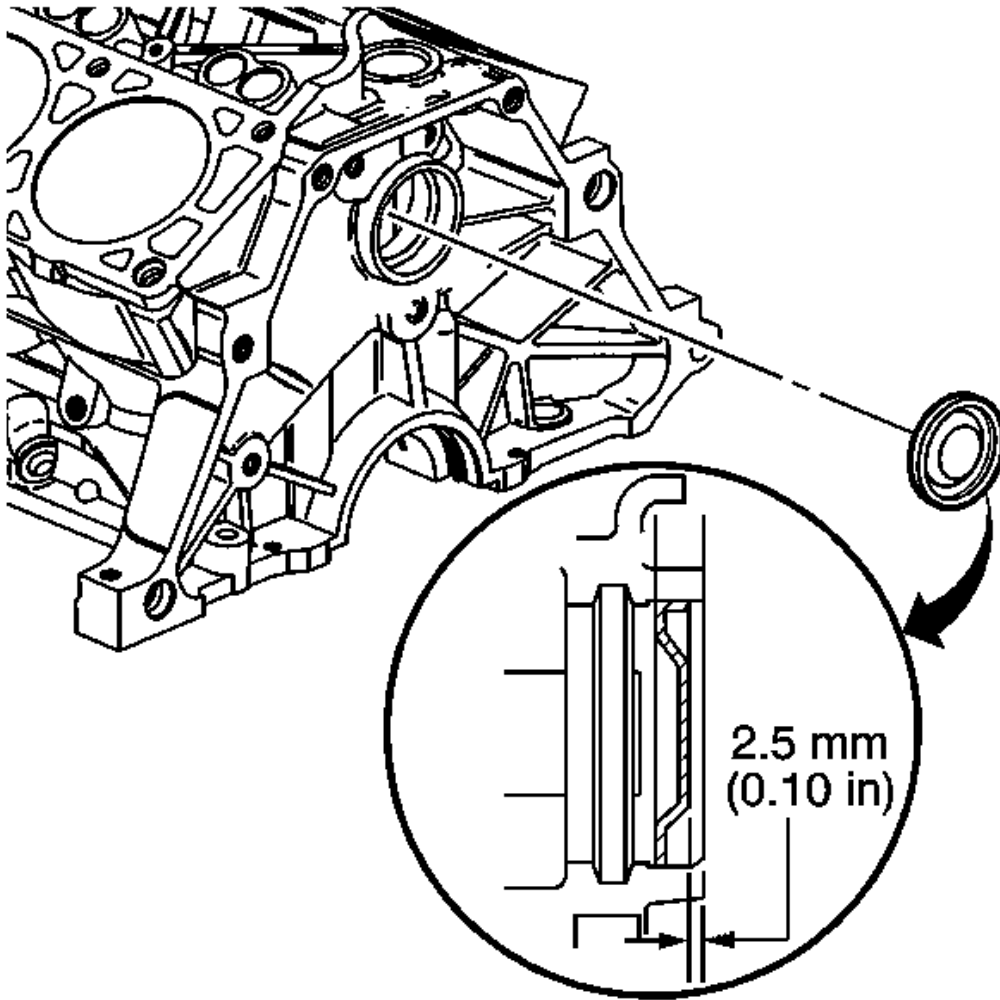


Fig. 323: Identifying Camshaft Rear Bearing Hole Plug Installation Depth
Courtesy of GENERAL MOTORS CORP.

CAUTION: Maximum gasket performance is achieved when using new fasteners, which contain a thread-locking patch. If the fasteners are not replaced, a thread locking chemical must be applied to the fastener threads. Failure to replace the fasteners or apply a thread-locking chemical MAY reduce gasket sealing capability.

1. Remove the camshaft rear bearing hole plug.

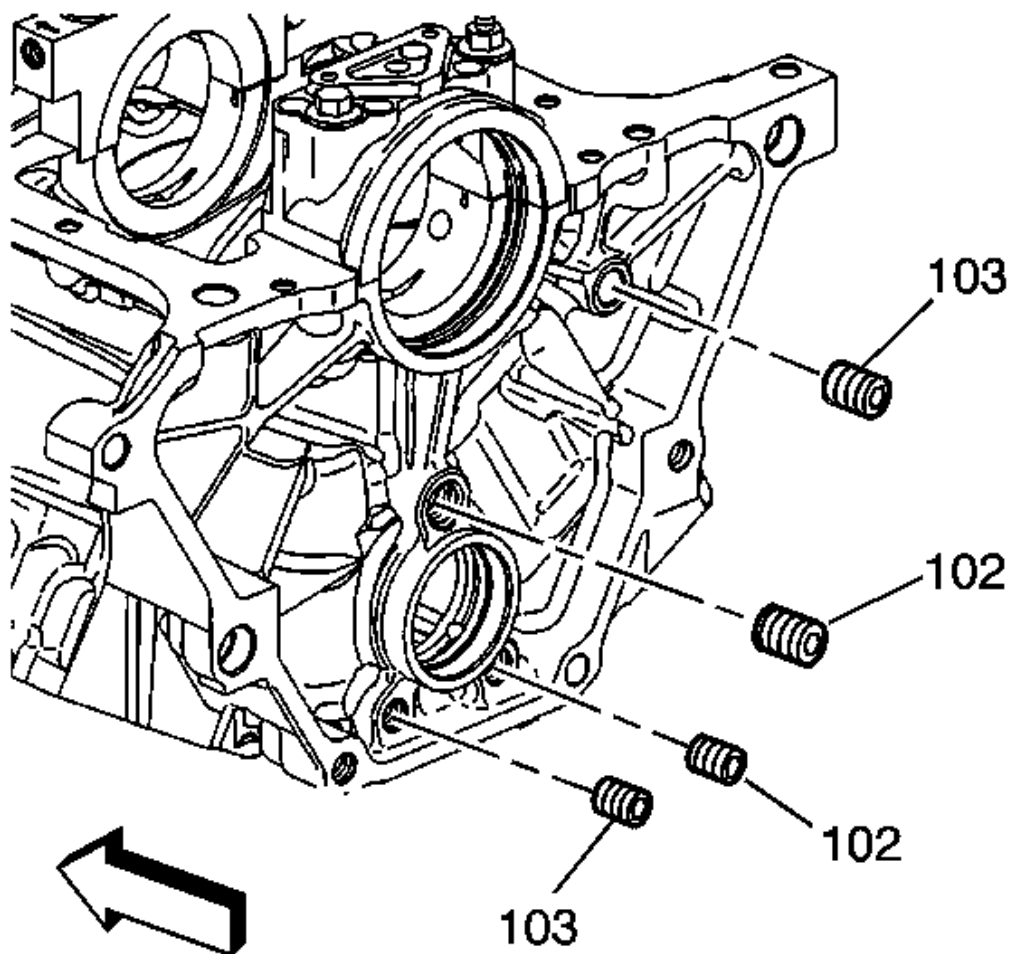


Fig. 324: View Of Rear Oil Gallery Plugs
Courtesy of GENERAL MOTORS CORP.

2. Remove the rear oil gallery plugs (102, 103).

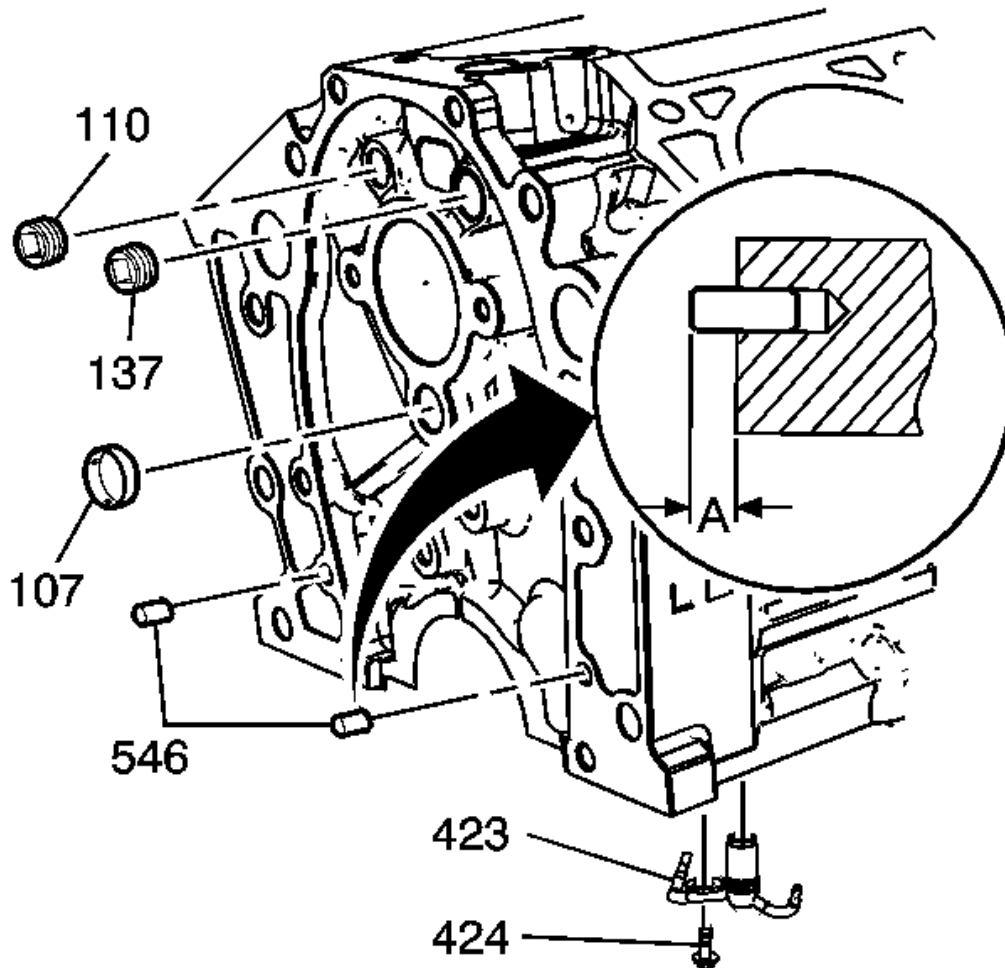


Fig. 325: View Of Front Oil Gallery Plugs (107, 110, 137)
Courtesy of GENERAL MOTORS CORP.

3. Remove the front oil gallery plugs (107, 110, 137).
4. Remove the engine front cover locating pins (546).
5. Remove the piston oil nozzle bolt (424) and nozzle (423).

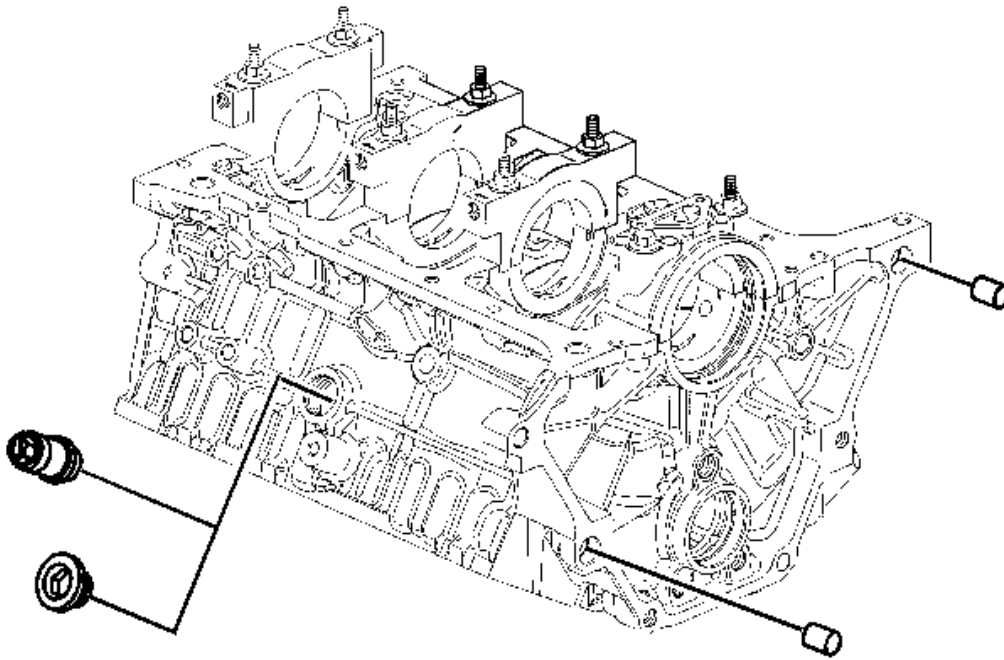


Fig. 326: Locating Engine Block Plug/Heater & Transmission Locating Pins
Courtesy of GENERAL MOTORS CORP.

6. Remove the engine block plug, if applicable.
7. Remove the engine block heater, if applicable.
8. Remove the transmission locating pins.

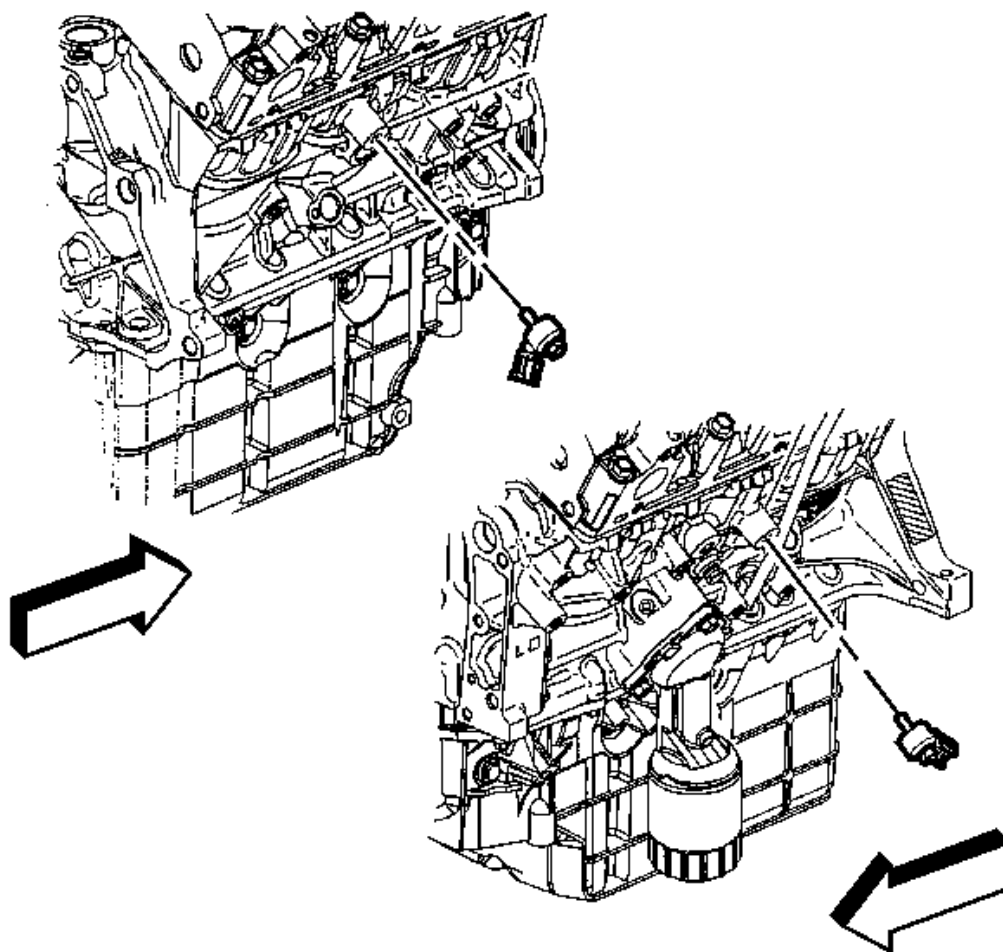


Fig. 327: View Of Knock Sensors
Courtesy of GENERAL MOTORS CORP.

9. Remove the knock sensors.

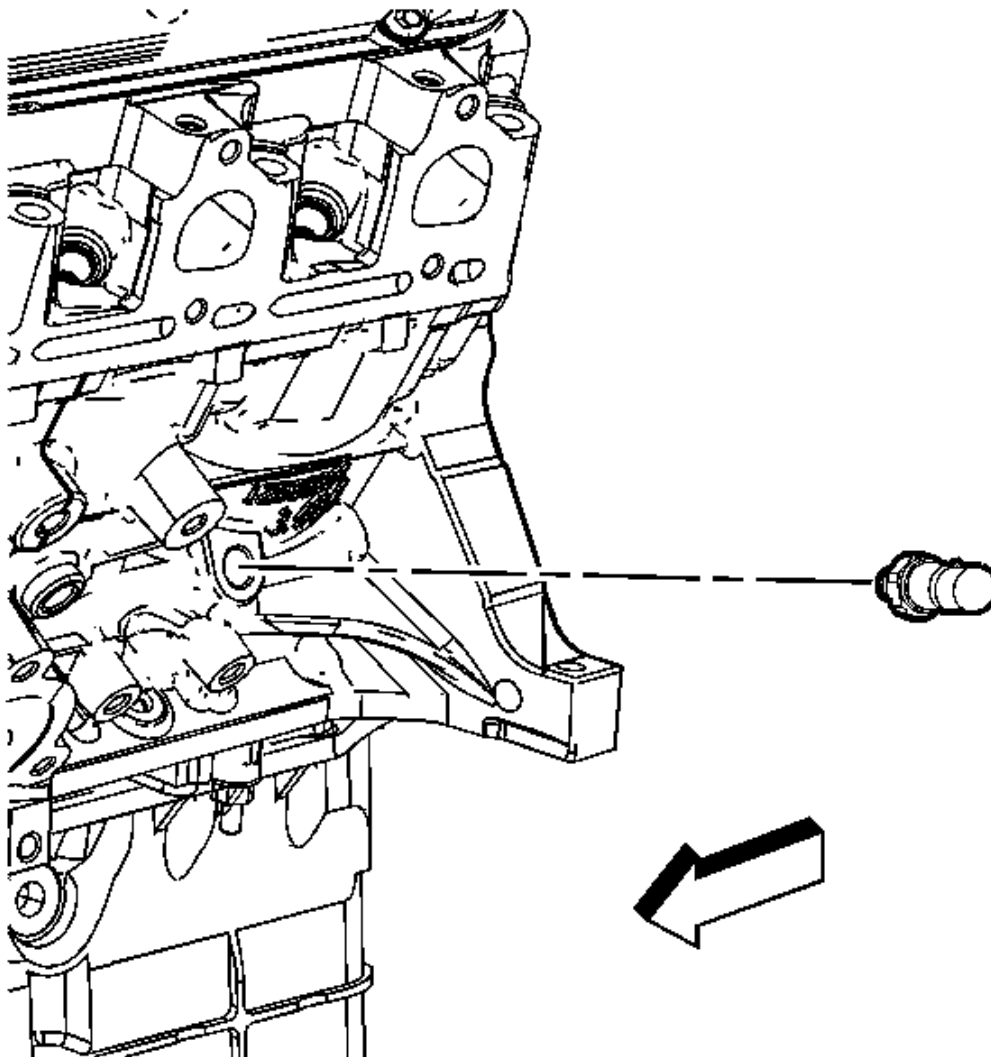


Fig. 328: Locating Engine Oil Pressure Indicator Switch
Courtesy of GENERAL MOTORS CORP.

10. Remove the engine oil pressure indicator switch.

ENGINE BLOCK CLEANING AND INSPECTION

Special Tools

- **J-8001:** Dial Indicator Set

- **J-8087:** Cylinder Bore Gage

For equivalent regional tools, refer to **Special Tools**.

Cleaning and Inspection

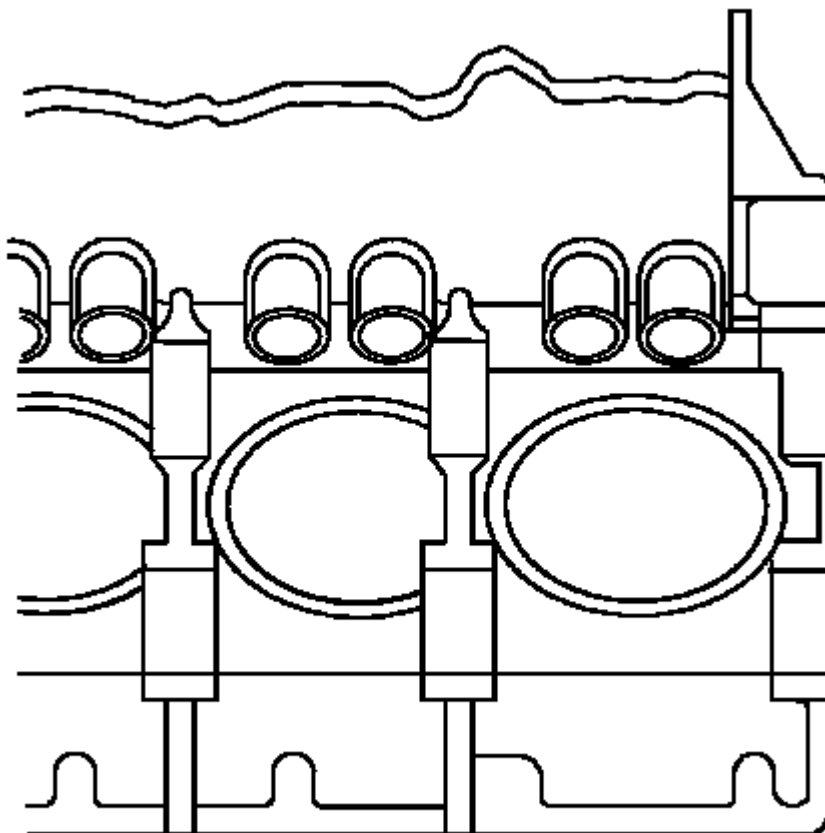


Fig. 329: View Of Gasket Mating Surfaces
Courtesy of GENERAL MOTORS CORP.

1. Clean the sealing material from the gasket mating surfaces.
2. Boil the engine block in caustic solution.
3. Flush the engine block with clean water or steam.
4. Clean the oil passages.
5. Clean the blind holes.
6. Spray the cylinder bores and the machined surfaces with engine oil.
7. Inspect the threaded holes.
8. Clean the holes with a tap. Drill out the holes and install thread inserts, as needed.

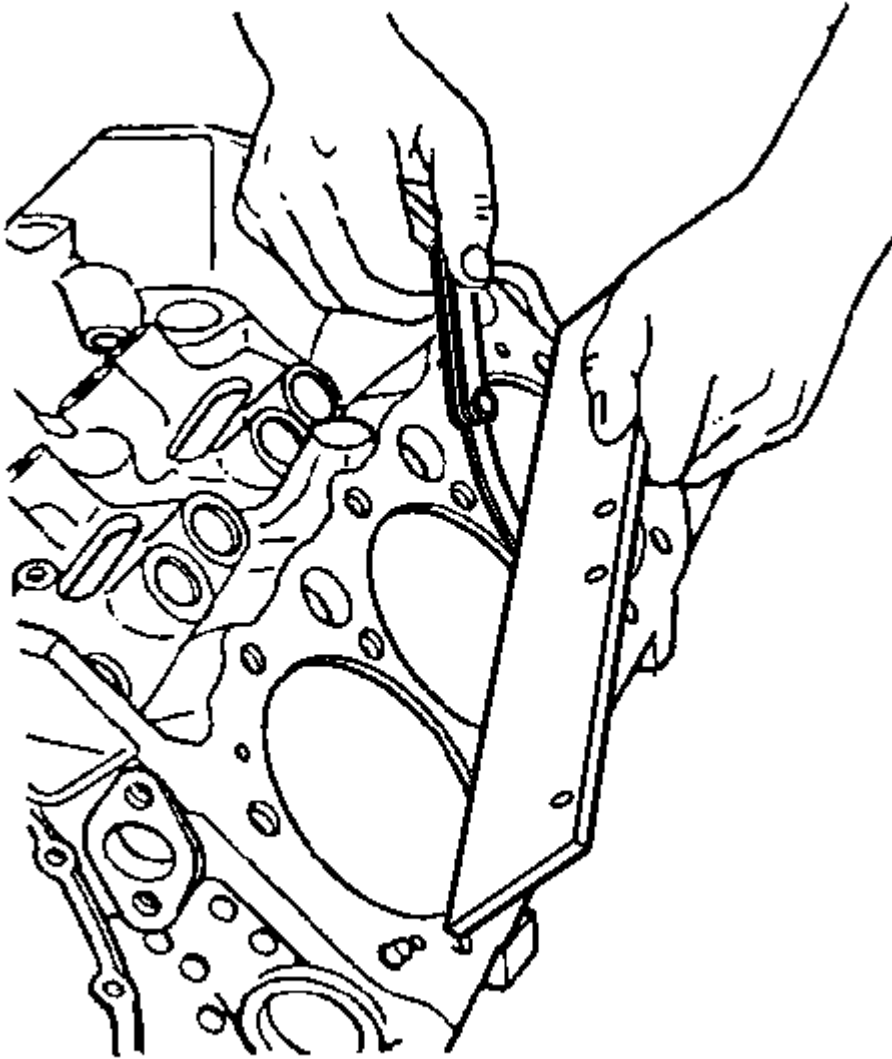


Fig. 330: Testing Block Deck Surface For Flatness
Courtesy of GENERAL MOTORS CORP.

9. Use a straight edge and a feeler gauge in order to test the deck surface for flatness. Replace the block if it is outside of the specification limit.
10. Inspect the oil pan rail for nicks.
11. Inspect the front cover attaching area for nicks. Use a flat mill file in order to remove any nicks.

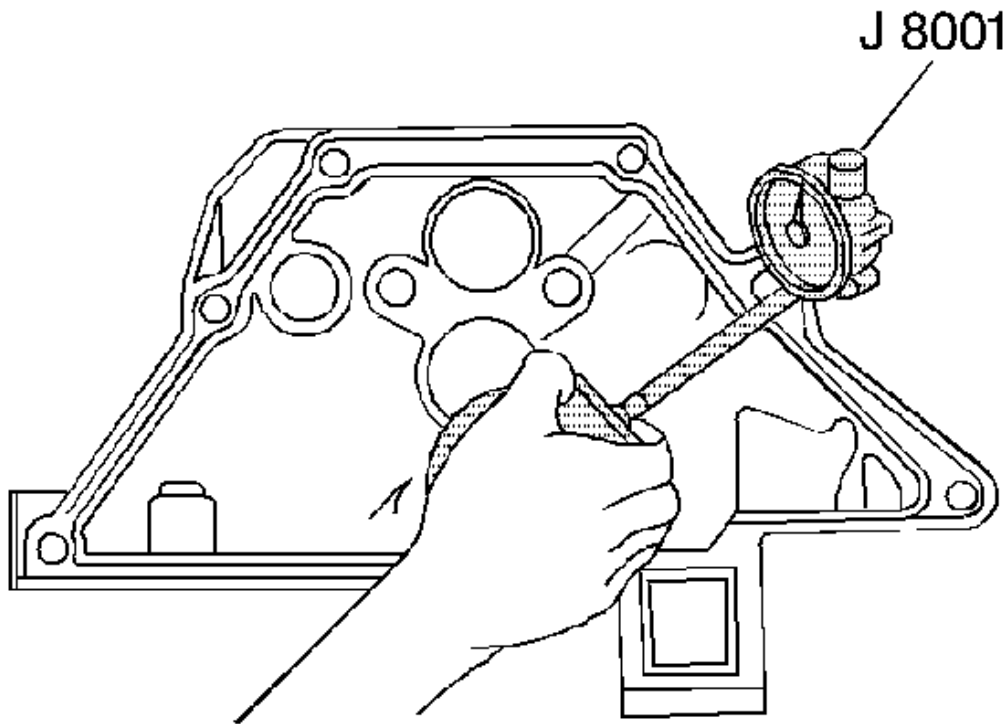


Fig. 331: Inspecting Mating Surfaces Of Transmission Case
Courtesy of GENERAL MOTORS CORP.

12. Inspect the mating surfaces of the transmission case.

CAUTION: A broken flywheel may result if the transmission case mating surface is not flat.

13. Use the following procedure in order to measure the engine block flange runout at the 6 mounting bolt hole bosses:
 1. Temporarily install the crankshaft. Measure the crankshaft flange runout.
 2. Hold the **J-8001**: set gage plate flat against the crankshaft flange.
 3. Place the dial indicator stem on the transmission mounting bolt hole boss. Set the indicator to 0.
 4. Record the readings obtained from all of the bolt hole bosses. The measurements should not vary more than 0.25 mm (0.010 in).
 5. Retest the crankshaft flange runout if the readings vary more than 0.25 mm (0.010 in). If the crankshaft flange runout is not within the specification, replace the engine block.

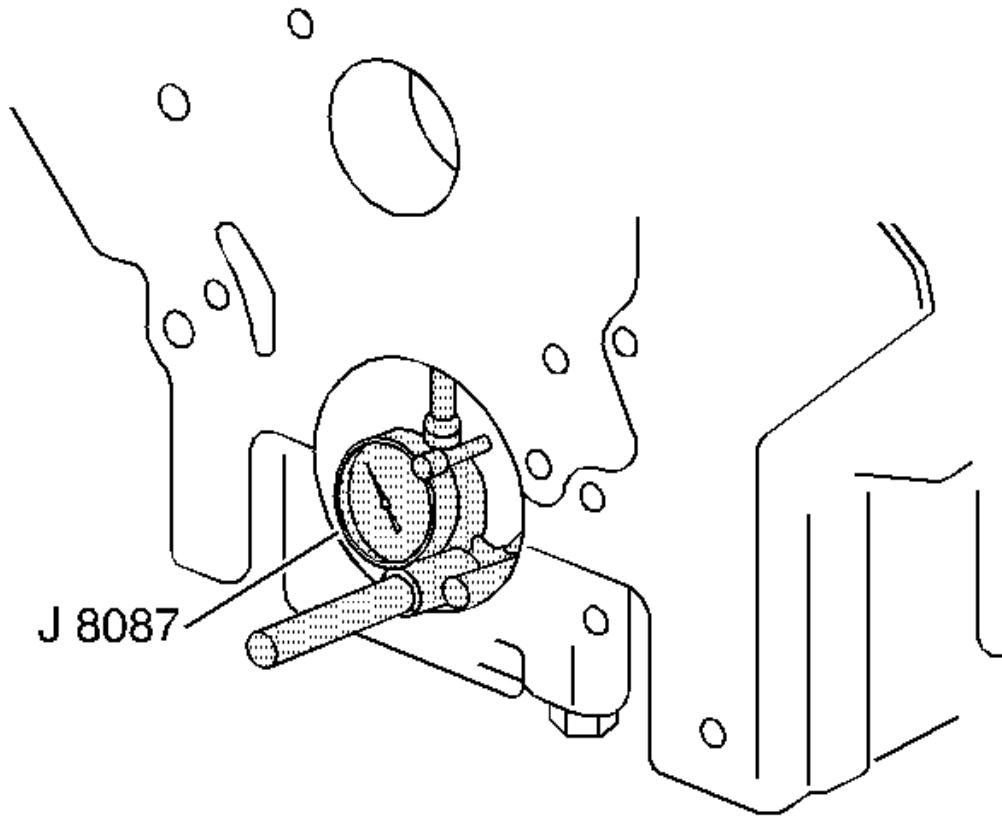


Fig. 332: Inspecting Crankshaft Main Bearing Bores
Courtesy of GENERAL MOTORS CORP.

NOTE: Perform the following inspections, and reconditioning if necessary, with the crankshaft main bearing caps installed and tightened to specification.

14. Inspect the crankshaft main bearing bores. Use the **J-8087**: gage in order to measure the bearing bore concentricity and alignment at the following locations:
 - The camshaft
 - The crankshaft
15. Replace the engine block if the bores are out of specification.

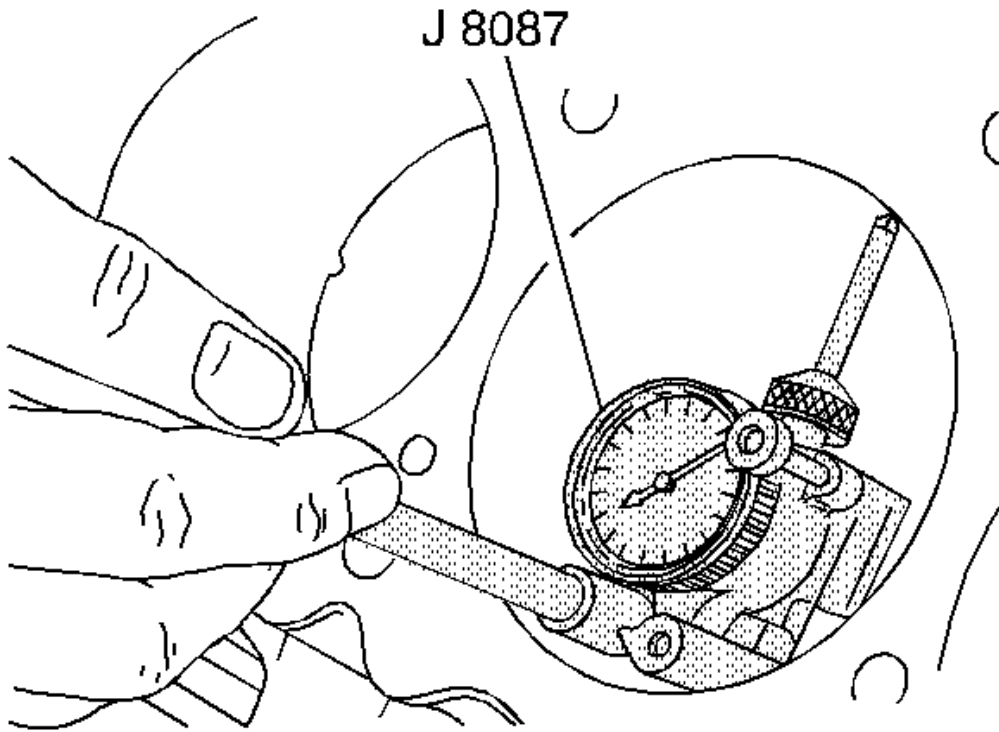


Fig. 333: Inspecting Cylinder Bores Using J 8087
Courtesy of GENERAL MOTORS CORP.

16. Use the **J-8087**: gage in order to inspect the cylinder bores. Inspect the bores for the following conditions:

- Wear
- Taper
- Runout
- Ridging

NOTE: If the bore is worn beyond the limits, refit the bore with 0.5 mm (0.02 in) oversized pistons.

17. Leave sufficient material in order to allow honing when fitting the piston.

CYLINDER BORING AND HONING

Boring Procedure

1. Before honing or boring, measure all of the new pistons. Select the smallest piston for the piston fitting.

Slightly varied pistons in a set may provide correction, if the first piston is too loosely fitted.

2. Before using any type of boring bar, file the top of the engine block to remove any dirt or burrs. If the cylinder block is not straight, the boring bar may be tilted, causing the bored cylinder wall to have incorrect right angles to the crankshaft.
3. Carefully follow the instructions furnished by the manufacturer regarding use of equipment.
4. Install all crankshaft main bearing caps to specification when boring cylinders. Cover or tape the crankshaft bearings and other internal parts to protect these parts during the boring or honing operation.
5. Leave 0.03 mm (0.001 in) on the diameter for finish honing when performing the final cut with a boring bar. Carefully perform the honing and boring operation to maintain the specified clearances between pistons, rings, and cylinder bores.

Honing Procedure

1. Follow the manufacturer's recommendations for use, cleaning, and lubrication when honing the cylinders. Use only clean, sharp stones of the proper grade for the amount of material to be removed. Dull, dirty stones cut unevenly and generate excessive heat. When using coarse or medium-grade stones, leave sufficient metal so all stone marks may be removed with the fine stones used for finishing to provide the proper clearance.
2. During the honing operation, thoroughly clean the cylinder bore. Check for the correct piston fit.

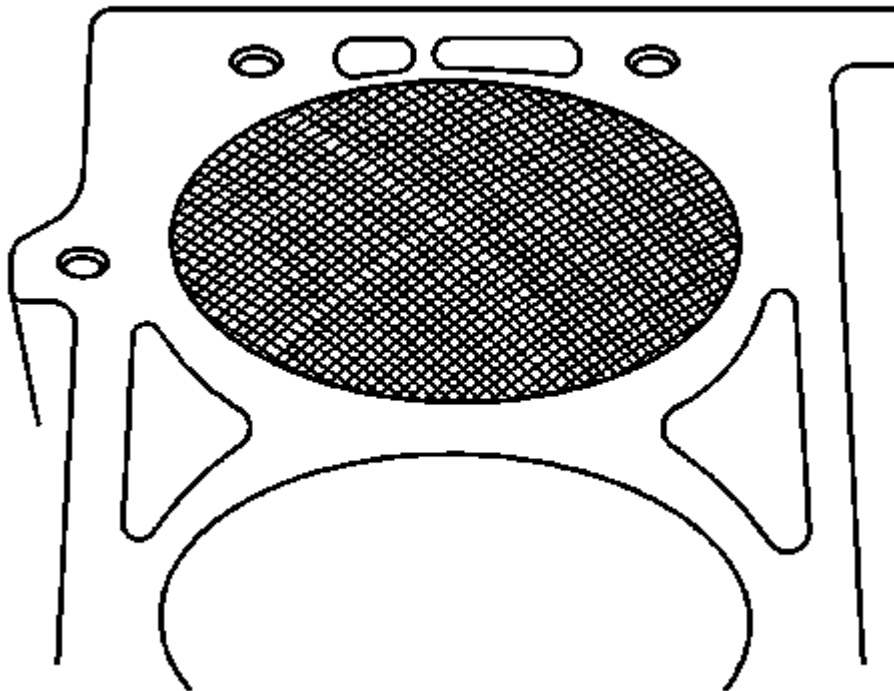


Fig. 334: Identifying Cylinder Bore Cross Hatch Pattern
Courtesy of GENERAL MOTORS CORP.

3. Make full strokes in the cylinder to eliminate taper. Repeatedly check the measurement at the top, the middle, and the bottom of the cylinder bore.

CAUTION: Handle the pistons with care. Do not force the pistons through the cylinder until you hone the cylinder to the correct size. The piston can be distorted through careless handling.

4. When finish honing a cylinder bore to fit a piston, move the hone up and down at a sufficient speed to obtain a fine and uniform surface finish in a cross hatch pattern.
5. The finish marks should be clean but not sharp. The finish marks should be free from imbedded particles and torn or folded metal.
6. Determine the finish hone cylinder measurement by measuring the piston to be installed, and by adding the average of the clearance specification. Measure the block and the piston at normal room temperature.
7. True up the refinished cylinder bores. Final hone each cylinder bore to remove all stone or cutter marks.
8. After final honing and before the piston is checked for fit, clean the bores with hot water and detergent. Scrub the bores with a stiff bristle brush and rinse the bores thoroughly with hot water. Do not allow any abrasive material to remain in the cylinder bores. This abrasive material will wear the new rings, the cylinder bores, and the bearings lubricated by the contaminated oil. After washing dry the bore.
9. Permanently mark the piston for the cylinder to which the piston has been fitted.
10. Apply clean engine oil to each bore to prevent rusting.

ENGINE BLOCK ASSEMBLE

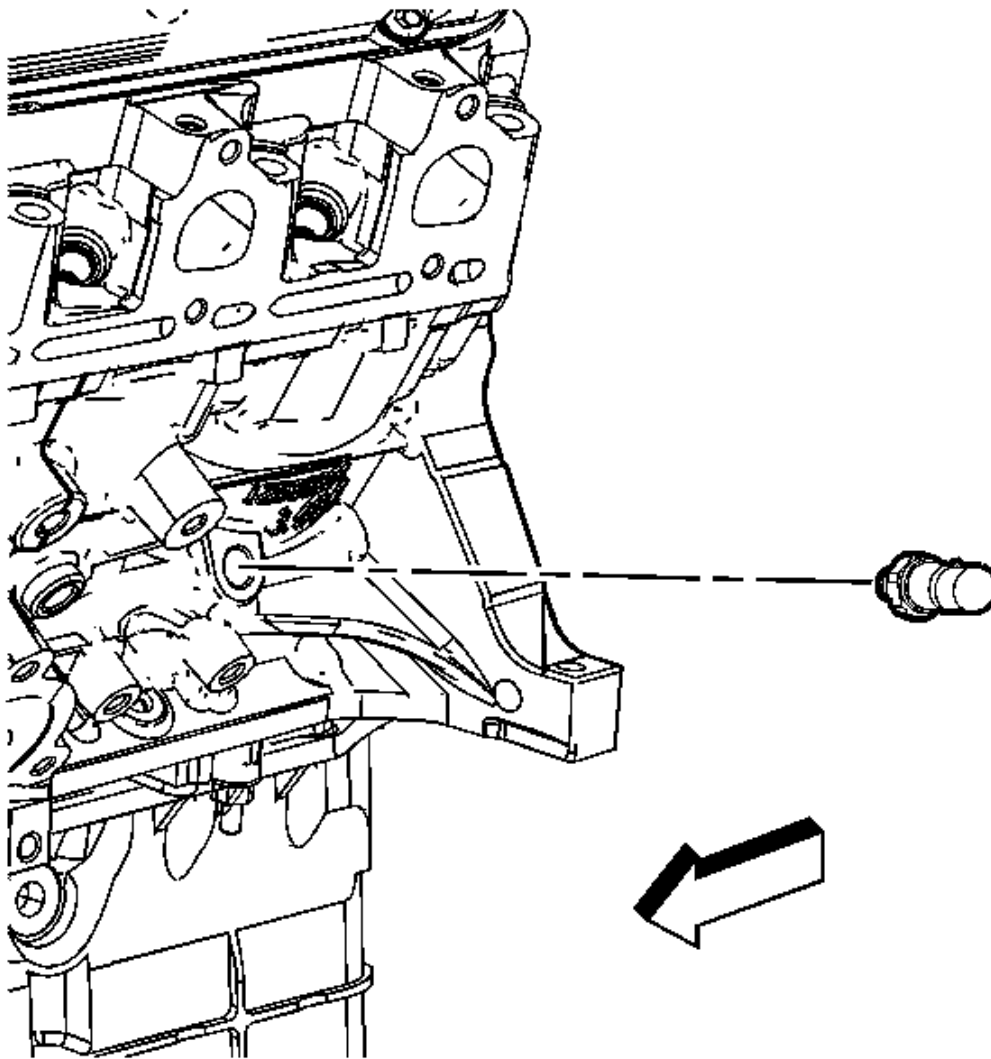


Fig. 335: Locating Engine Oil Pressure Indicator Switch
Courtesy of GENERAL MOTORS CORP.

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

CAUTION: Refer to Fastener Caution .

2. Install the engine oil pressure switch and tighten to 16 N.m (12 lb ft).

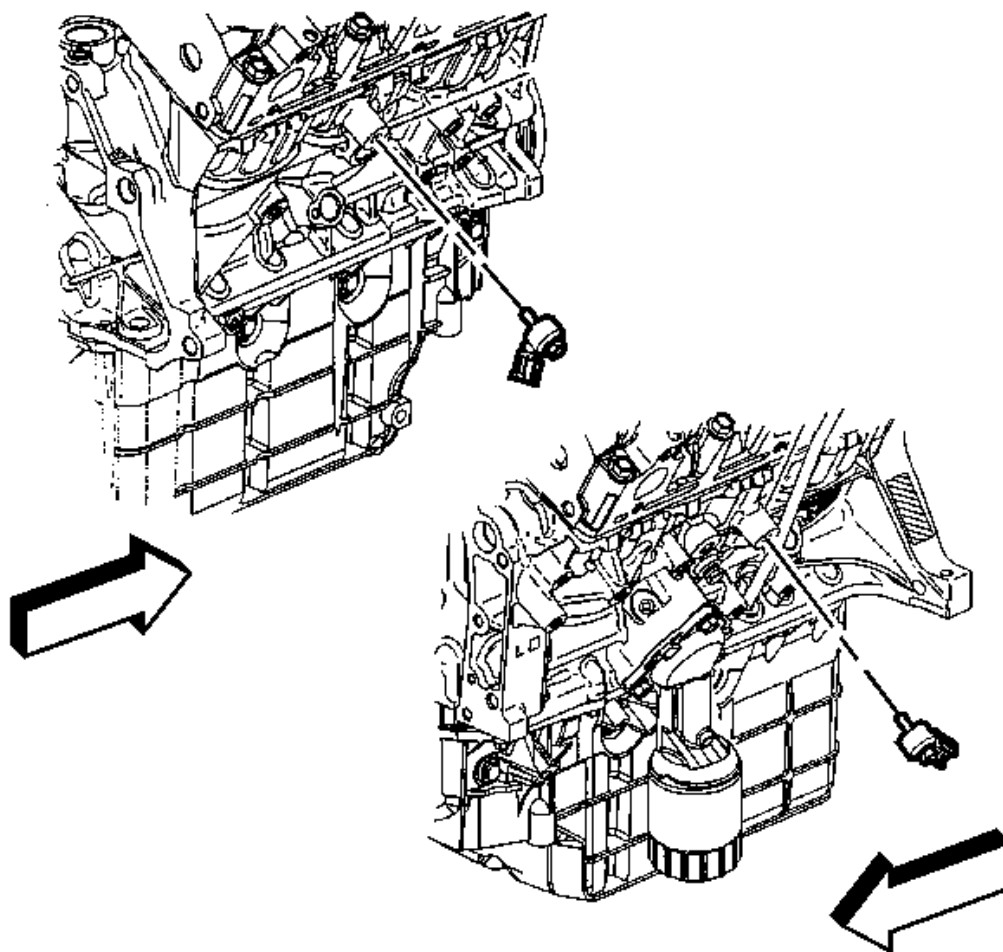


Fig. 336: View Of Knock Sensors
Courtesy of GENERAL MOTORS CORP.

3. Install the knock sensors and tighten to 25 N.m (18 lb ft).

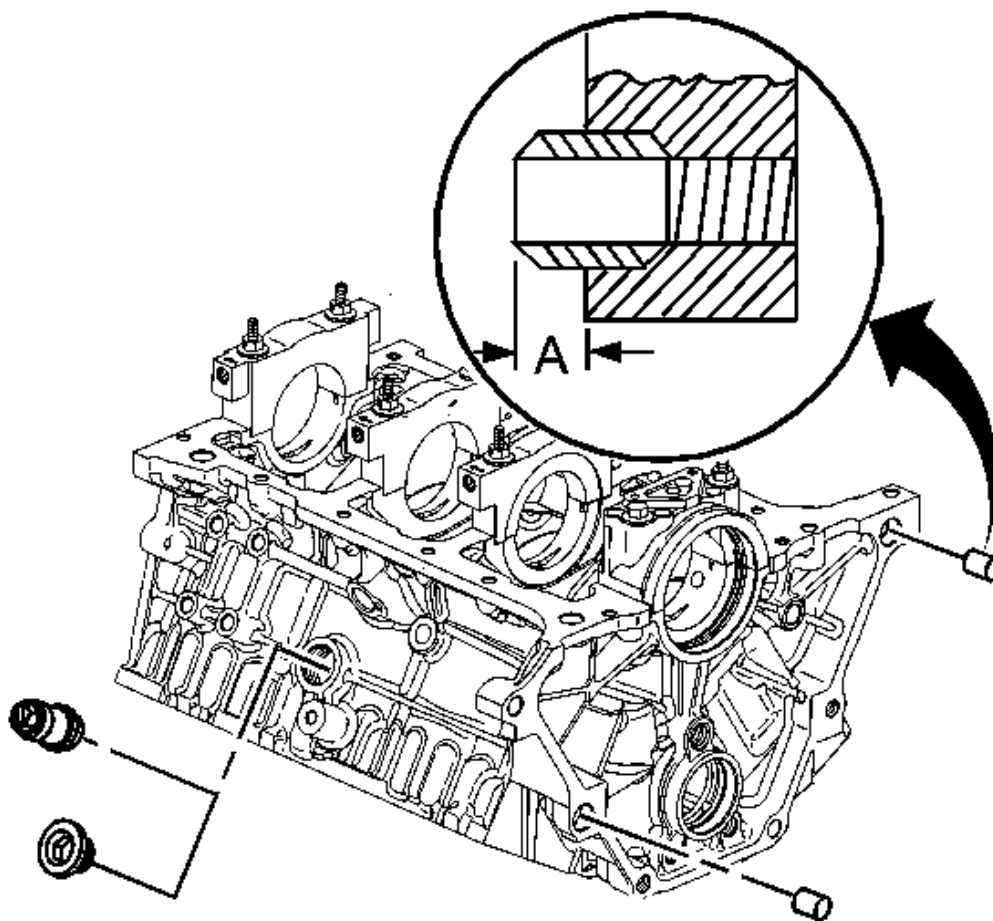


Fig. 337: View Of Engine Block Plug
Courtesy of GENERAL MOTORS CORP.

4. Apply sealer GM P/N 12346004 (Canadian P/N 10953480), or equivalent to the engine block plug or engine block heater, if applicable.
5. Install the engine block plug or engine block heater, if applicable. Tighten the engine block plug or engine block heater to 60 N.m (44 lb ft).
6. Install the transmission locating pins. The installation height should be 8.3-9.3 mm (0.327-0.366 in) (A).

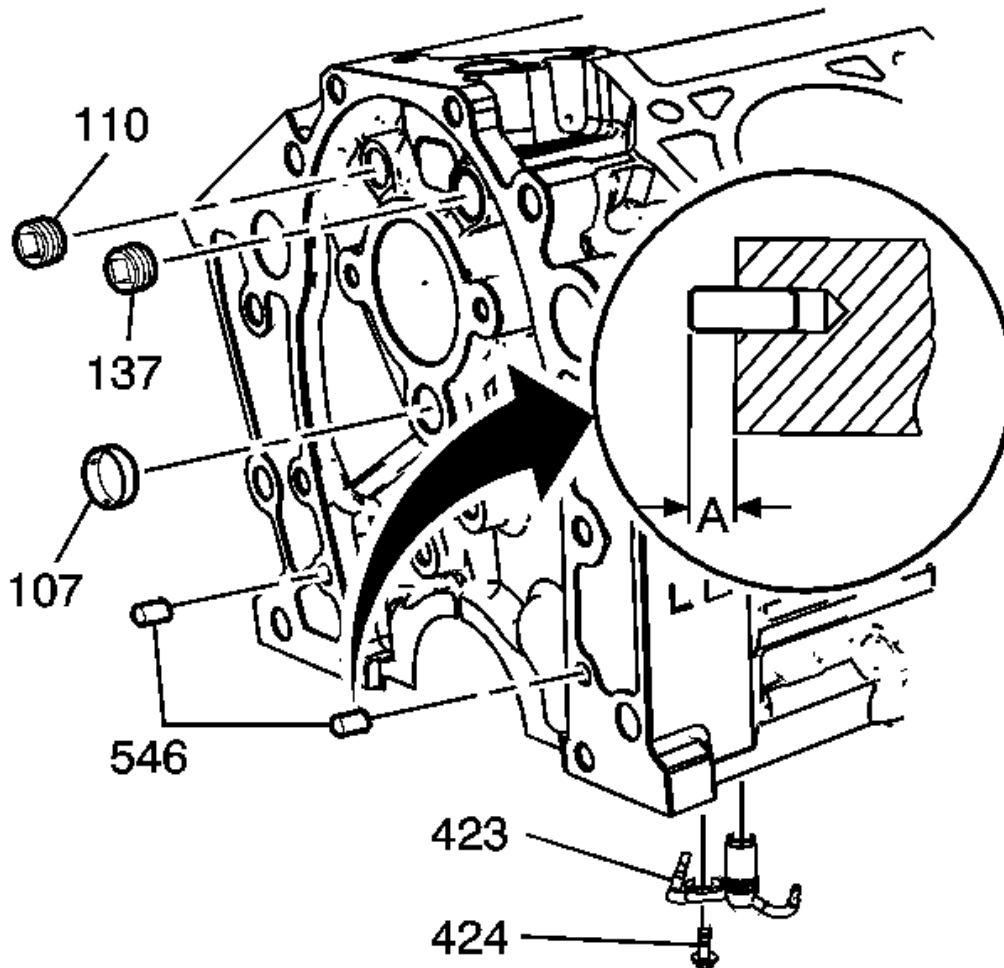


Fig. 338: View Of Front Oil Gallery Plugs (107, 110, 137)
Courtesy of GENERAL MOTORS CORP.

7. Apply sealer GM P/N 12346004 (Canadian P/N 10953480), or equivalent to the front oil gallery plug threads (110, 137).
8. Install the front oil gallery plug (110) and tighten to 19 N.m (14 lb ft).
9. Install the front oil gallery plug (137) and tighten to 33 N.m (24 lb ft).
10. Apply sealer GM P/N 12377901 (Canadian P/N 10953504), or equivalent to the front oil gallery plug (107).
11. Install the front oil gallery plug (107) so that it is 2.3 mm (0.10 in) below flush of the engine block.
12. Install the engine front cover locating pins (546). The installation height should be 5.8-8.2 mm (0.228-0.323 in) (A).

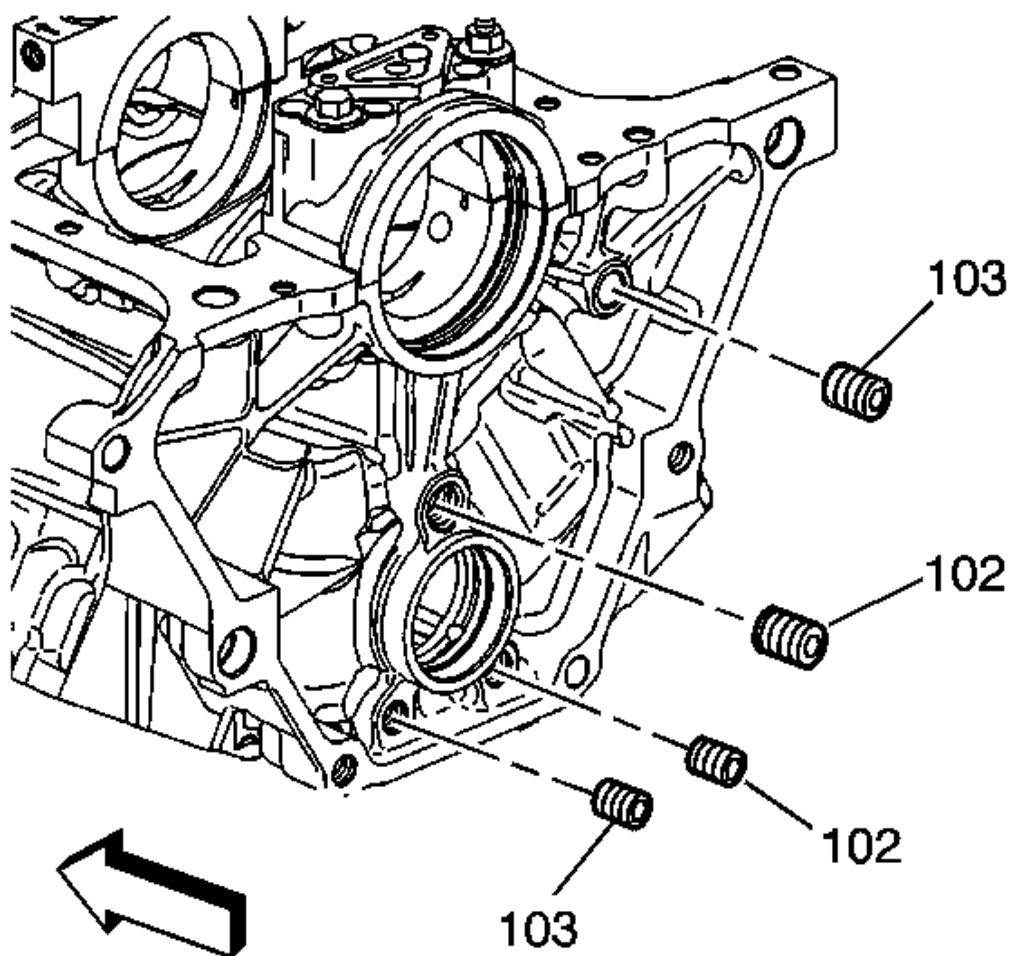


Fig. 339: View Of Rear Oil Gallery Plugs
Courtesy of GENERAL MOTORS CORP.

13. Install the piston oil nozzle and bolt and tighten to 10 N.m (89 lb in).
14. Apply Sealer GM P/N 12346004 (Canadian P/N 10953480), or equivalent to the rear oil gallery plugs.
15. Install the rear oil gallery plugs (103) and tighten to 19 N.m (14 lb ft).
16. Install the rear oil gallery plugs (102) and tighten to 33 N.m (24 lb ft).

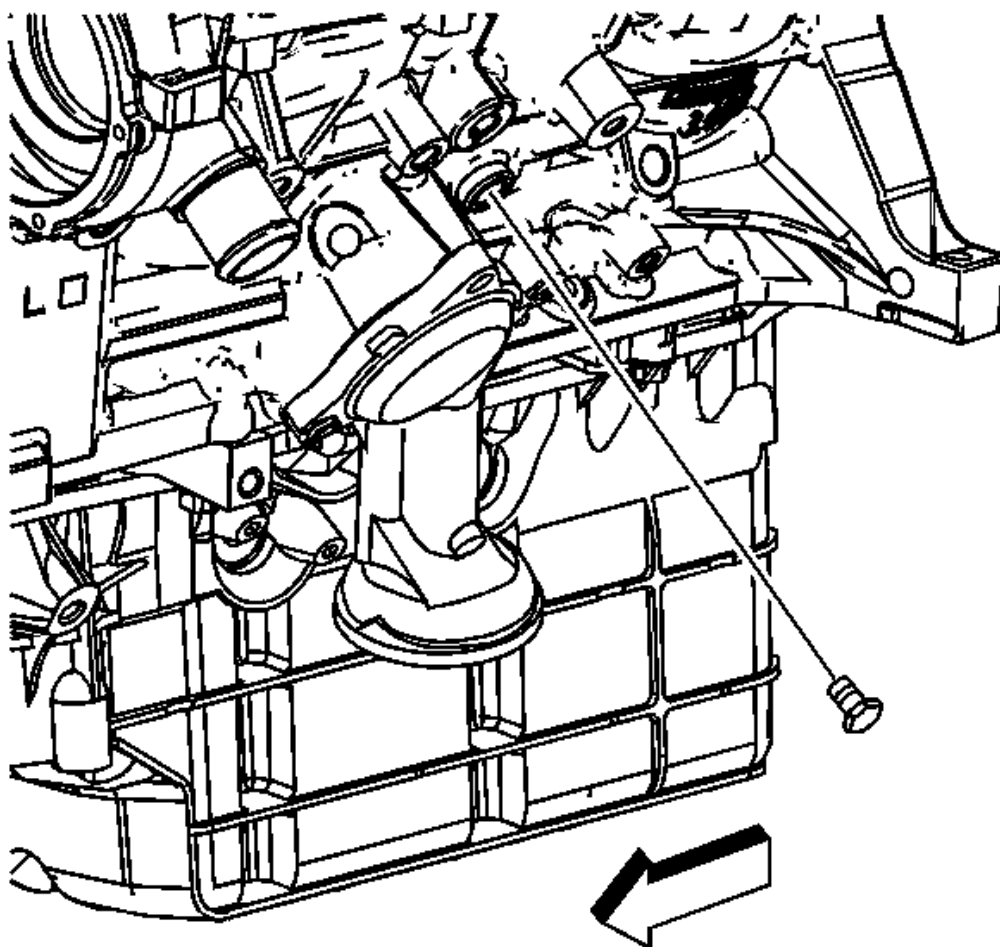


Fig. 340: View Of Left Coolant Drain Plug
Courtesy of GENERAL MOTORS CORP.

CAUTION: Maximum gasket performance is achieved when using new fasteners, which contain a thread-locking patch. If the fasteners are not replaced, a thread locking chemical must be applied to the fastener threads. Failure to replace the fasteners or apply a thread-locking chemical **MAY** reduce gasket sealing capability.

17. Apply sealer GM P/N 12346004 (Canadian P/N 10953480), or equivalent to the left and right coolant drain plug threads.
18. Install the left coolant drain plug and tighten to 19 N.m (14 lb ft).

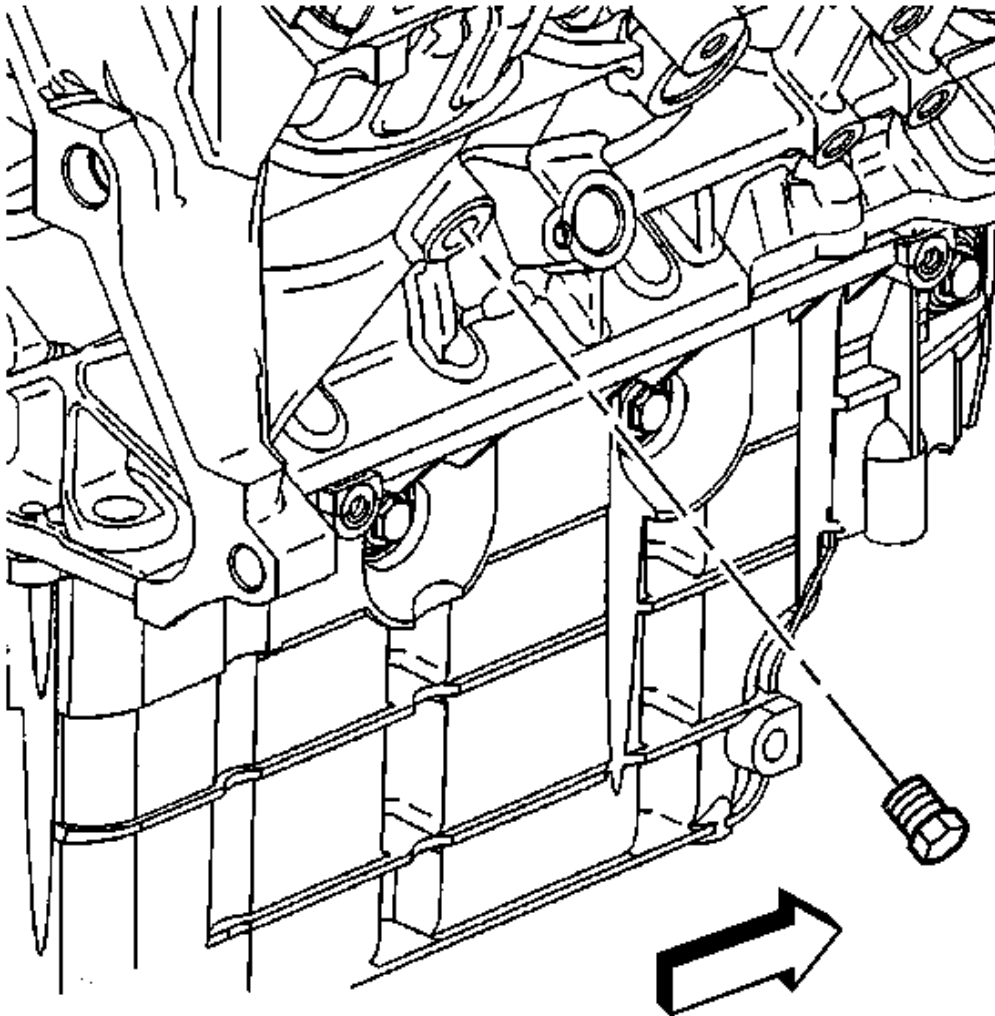


Fig. 341: View Of Right Coolant Drain Plug
Courtesy of GENERAL MOTORS CORP.

19. Install the right coolant drain plug and tighten to 19 N.m (14 lb ft).

CRANKSHAFT AND BEARING CLEANING AND INSPECTION

Special Tools

- **J 8087:** Cylinder Bore Gage
- **J 45059:** Angle Meter

For equivalent regional tools, refer to **Special Tools**.

Cleaning and Inspection

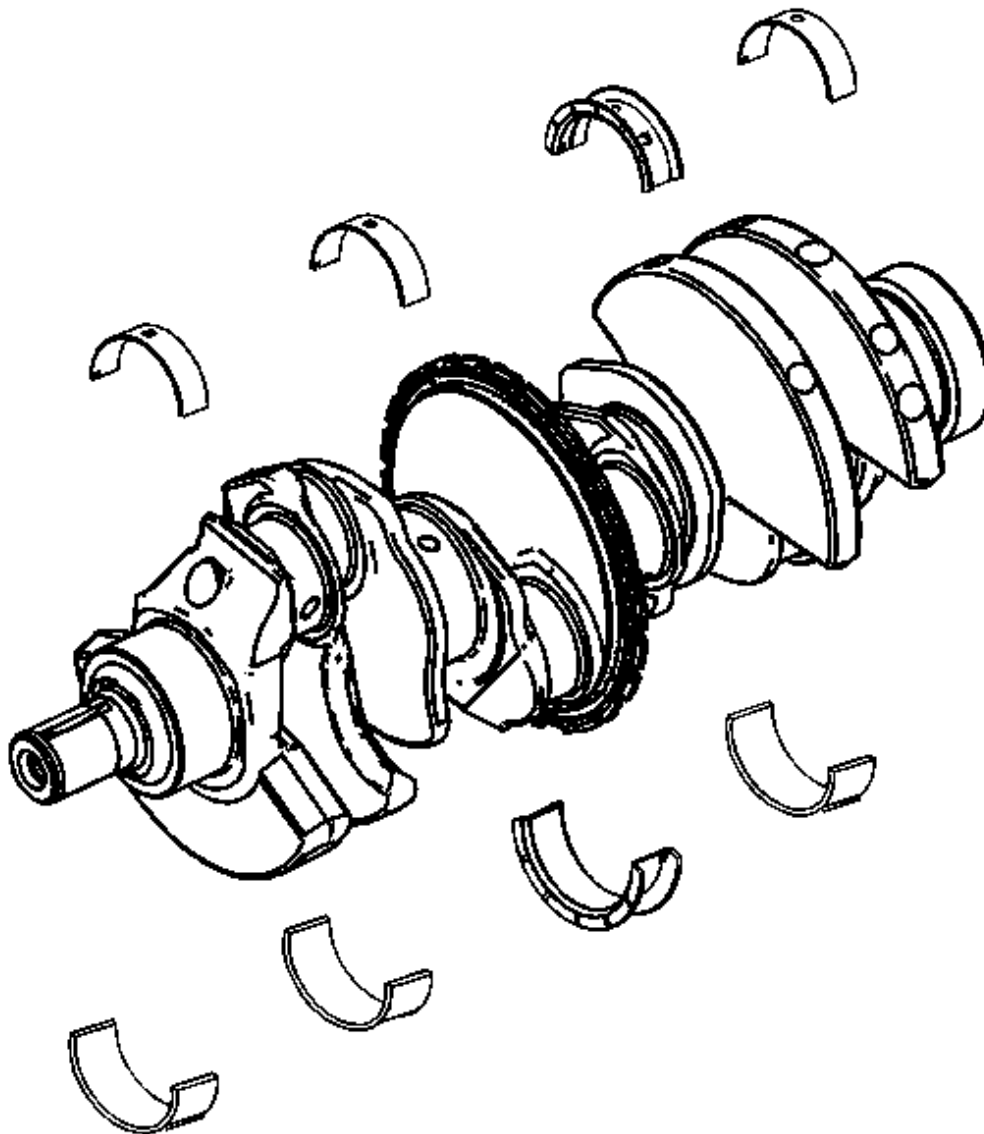


Fig. 342: View Of Crankshaft
Courtesy of GENERAL MOTORS CORP.

NOTE: Use Care when handling the crankshaft. Avoid damage to the crankshaft

position sensor reluctor wheel teeth. Nicks, burrs or other damage to the teeth may effect On-board Diagnostics - OBD II system performance.

1. Clean the crankshaft of the following elements:
 - Oil
 - Sludge
 - Carbon
2. Inspect the crankshaft oil passages for obstructions.

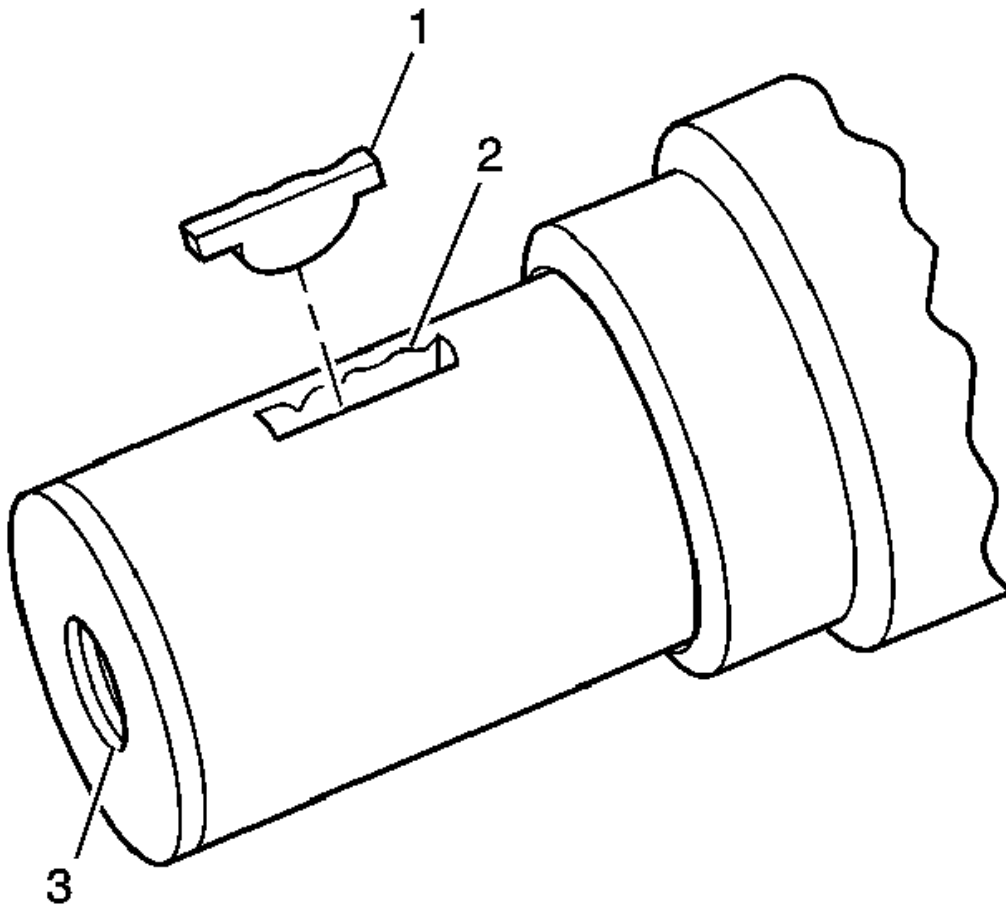


Fig. 343: Inspecting Crankshaft Keyway
Courtesy of GENERAL MOTORS CORP.

3. Inspect the crankshaft keyway for the following conditions:
 - A worn crankshaft key (1)

- A worn crankshaft keyway (2)
4. Inspect the crankshaft threads (3) for damage.

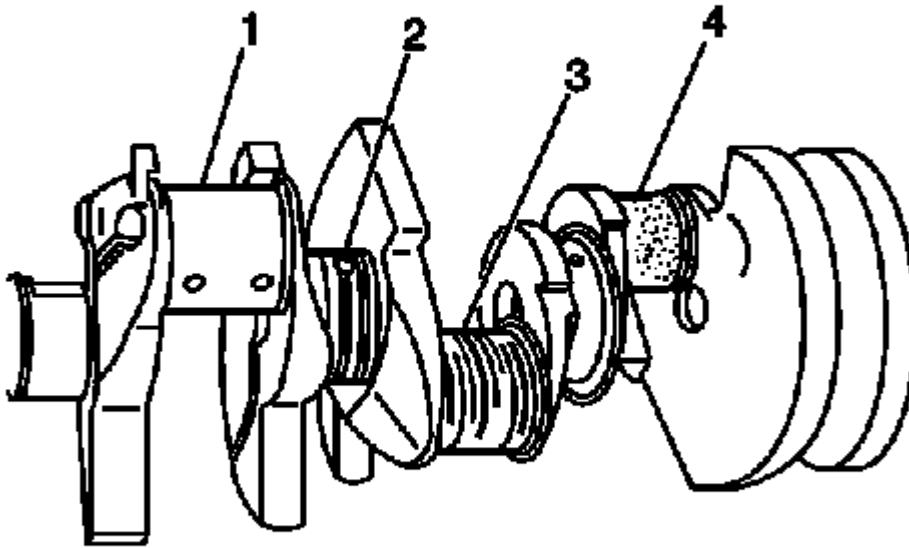


Fig. 344: Identifying Different Crankshaft Journal Wear Patterns
Courtesy of GENERAL MOTORS CORP.

NOTE: If cracks, severe gouges or burned spots are found, replace the crankshaft. Remove slight roughness using a fine polishing cloth soaked in clean engine oil. Remove any burrs using a fine oil stone.

5. Inspect the crankshaft bearing journals and the crankshaft thrust surfaces for the following conditions:
- Wear without any grooves or scratches (1)
 - Grooves or scoring (2)
 - Scratches or excessive wear (3)
 - Pitting or embedded bearing material (4)

Inspect the corresponding crankshaft bearing inserts for embedded material and determine the source of the material.

- Overheating - discoloration

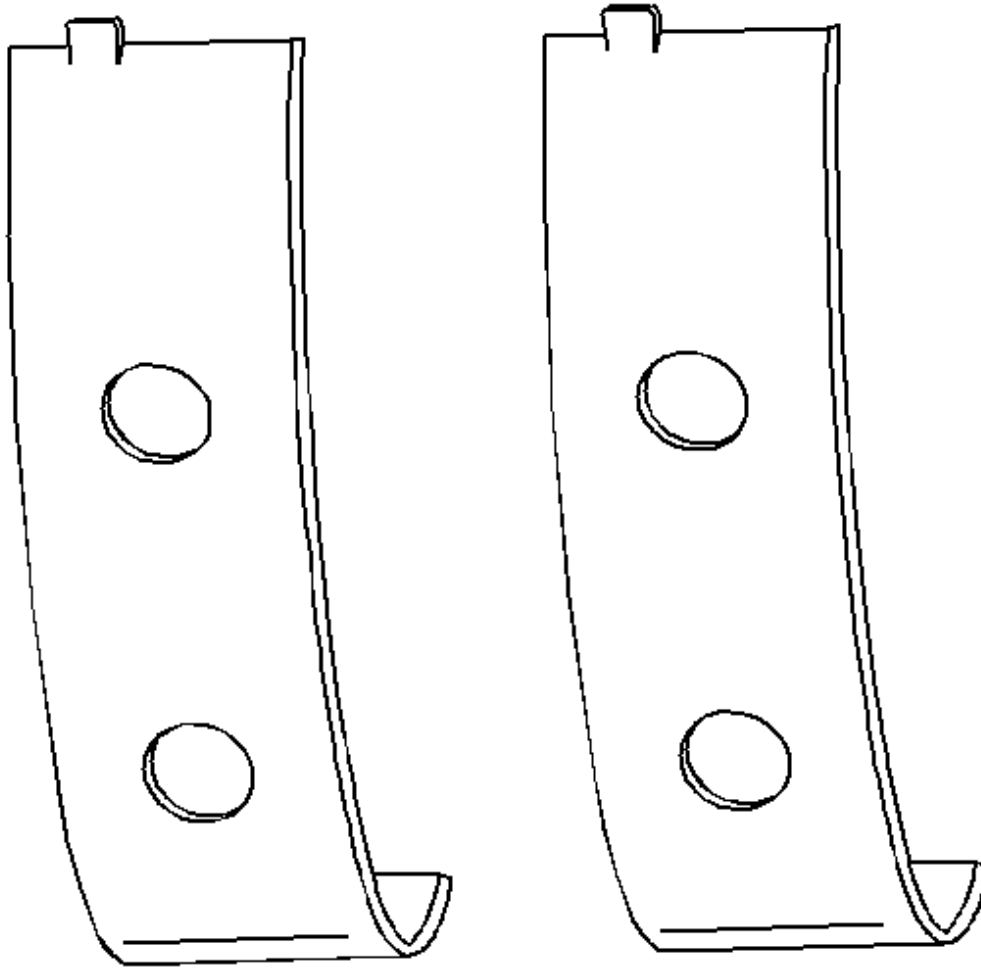


Fig. 345: View Of Crankshaft Bearings
Courtesy of GENERAL MOTORS CORP.

6. The crankshaft bearings are the precision insert type.
7. Inspect the outer surfaces of the crankshaft bearings for the following conditions:
 - Wear - surface wear indicates either movement of the insert, or high spots in the surrounding material - spot wear.
 - Overheating or discoloration
 - Looseness or rotation indicated by flattened tangs and wear grooves

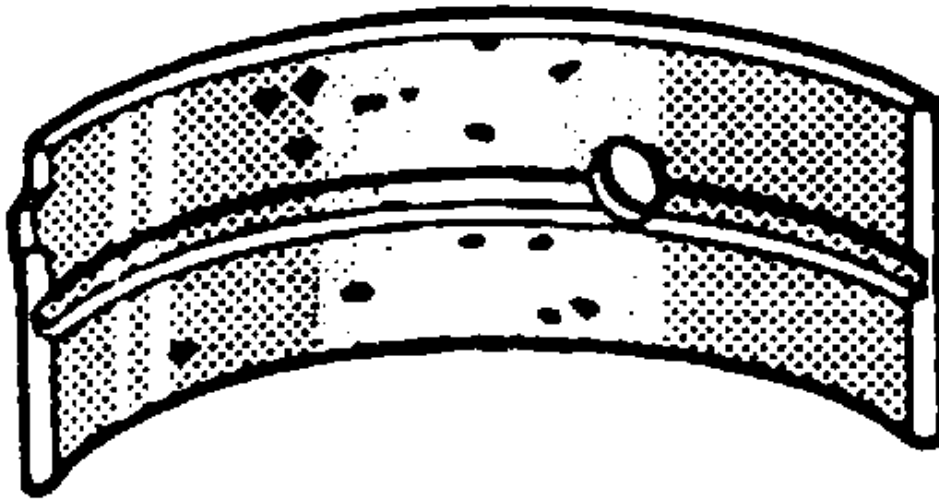


Fig. 346: Identifying Crankshaft Bearing Craters Or Pockets
Courtesy of GENERAL MOTORS CORP.

NOTE: **Note the location of the crankshaft main bearing high spots. If the spots are not in line, the crankshaft is bent. Replace the crankshaft.**

8. Inspect the crankshaft main bearings for craters or pockets. Flattened sections on the crankshaft bearing halves also indicate fatigue.
9. Inspect the thrust surfaces of the main thrust bearing for the following conditions:
 - Wear
 - Grooving - Grooves are caused by irregularities of the crankshaft thrust surface.

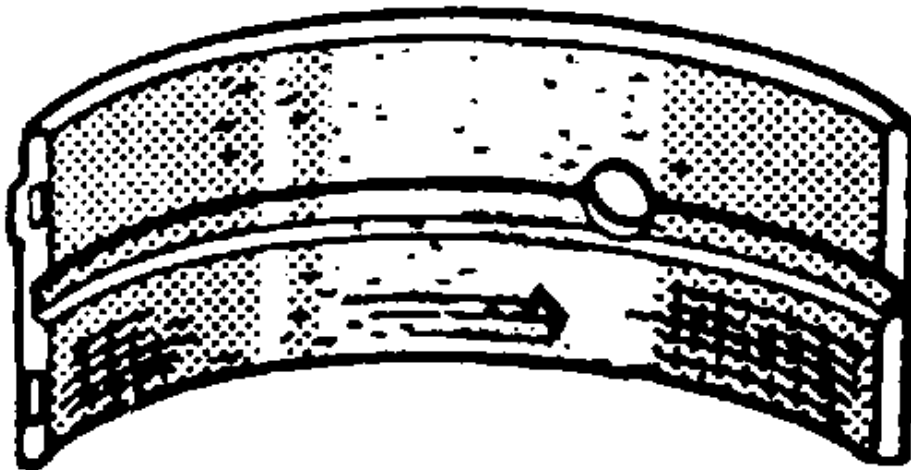


Fig. 347: Identifying Connecting Rod Bearing Scoring Or Discoloration
Courtesy of GENERAL MOTORS CORP.

10. Inspect the crankshaft bearings for excessive scoring or discoloration.
11. Inspect the crankshaft main bearings for dirt or imbedded debris.

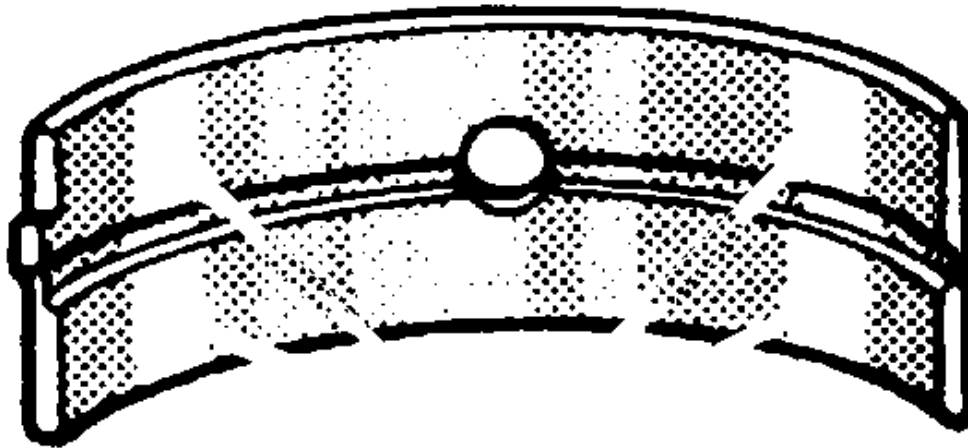


Fig. 348: View Of Improper Seating
Courtesy of GENERAL MOTORS CORP.

12. Inspect the crankshaft main bearings for improper seating indicated by bright, polished sections.
13. Inspect the crankshaft bearings for uneven side-to-side wear. This may indicate a bent crankshaft or a tapered bearing journal.

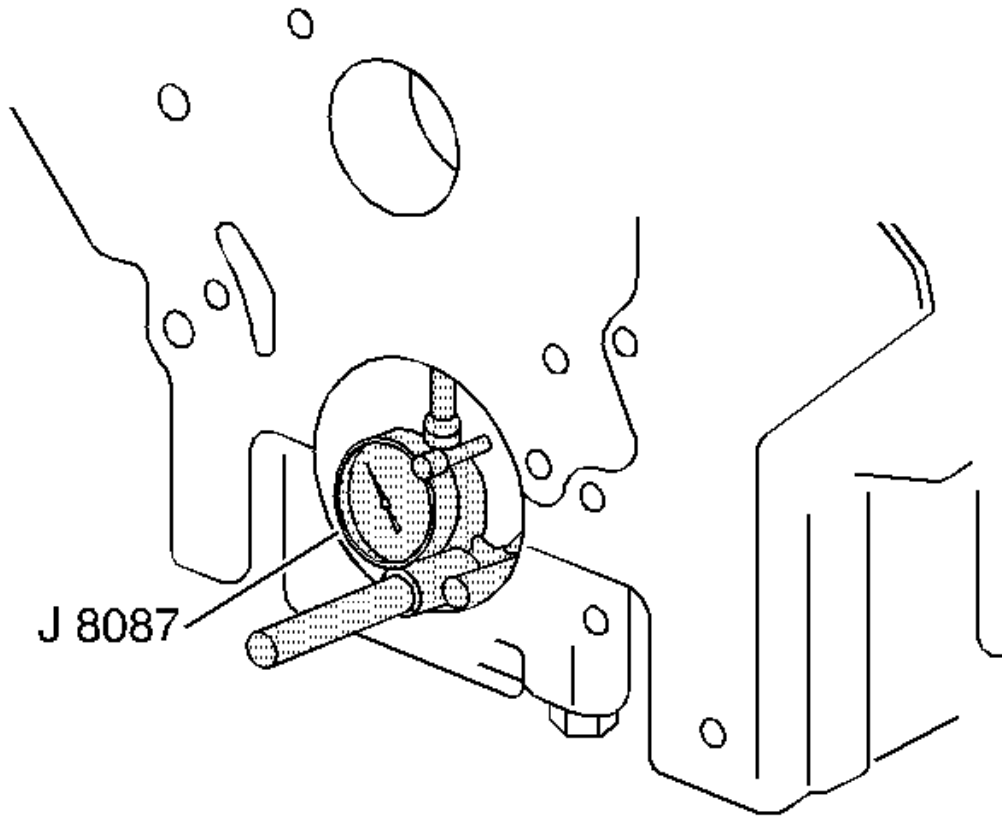


Fig. 349: Inspecting Crankshaft Main Bearing Bores
Courtesy of GENERAL MOTORS CORP.

NOTE: If crankshaft bearing failure is due to conditions other than normal wear, investigate the cause of the condition. Inspect the crankshaft or connecting rod bearing bores.

14. Inspect the connecting rod bearing bores or crankshaft main bearing bores using the following procedure:
 1. Tighten the bearing cap to specification.
 2. Use the **J 8087**: gage in order to measure the bearing bore for taper and out-of-round. Record the readings for bearing selection.
 3. No taper or out-of-round should exist.

Bearing Selection

Measure the bearing clearance to determine the correct replacement bearing insert size. There are two methods to measure bearing clearance. Method A gives more reliable results and is preferred.

- Method A yields measurement from which the bearing clearance can be computed.
- Method B yields the bearing clearance directly. Method B does not give any indication of bearing run-out.

Method A

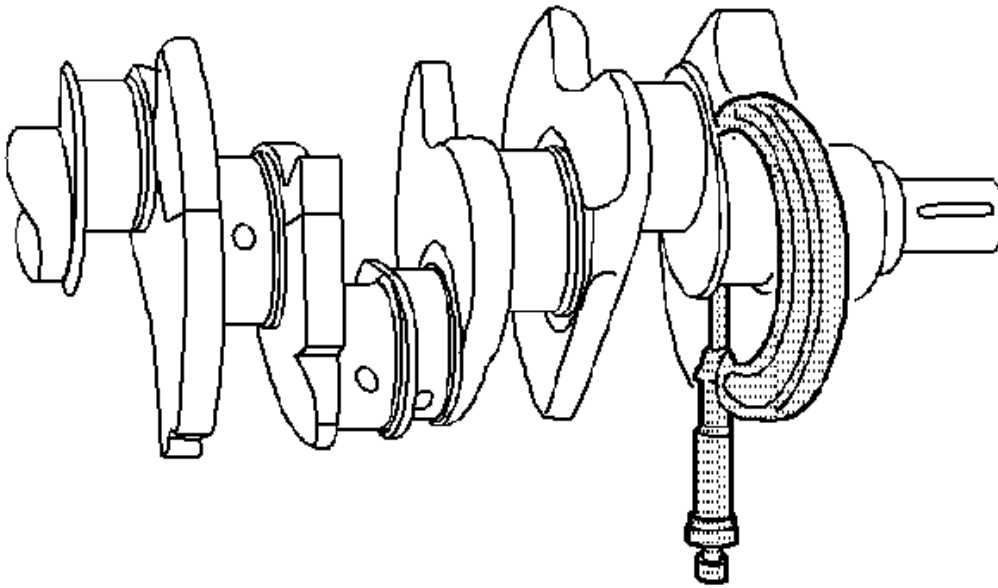


Fig. 350: Measuring Crankshaft Bearing Journal Diameter
Courtesy of GENERAL MOTORS CORP.

NOTE: Do not mix inserts of different nominal size in the same bearing bore.

1. Measure the crankshaft bearing journal diameter with a micrometer in several places, 90 degrees apart. Average the measurements.
2. Measure the crankshaft bearing journal taper and runout.
3. Install the crankshaft bearing inserts. Tighten the bearing cap bolts to specification using **J 45059**: meter.
4. Measure the connecting rod inside diameter in the same direction as the length of the rod with an inside micrometer.
5. Measure the crankshaft main bearing inside diameter with an inside micrometer.
6. Select a set of bearing inserts that will produce the desired clearance.
7. If the specified clearances cannot be met, the crankshaft journals must be reconditioned and undersized bearing inserts installed.

Method B

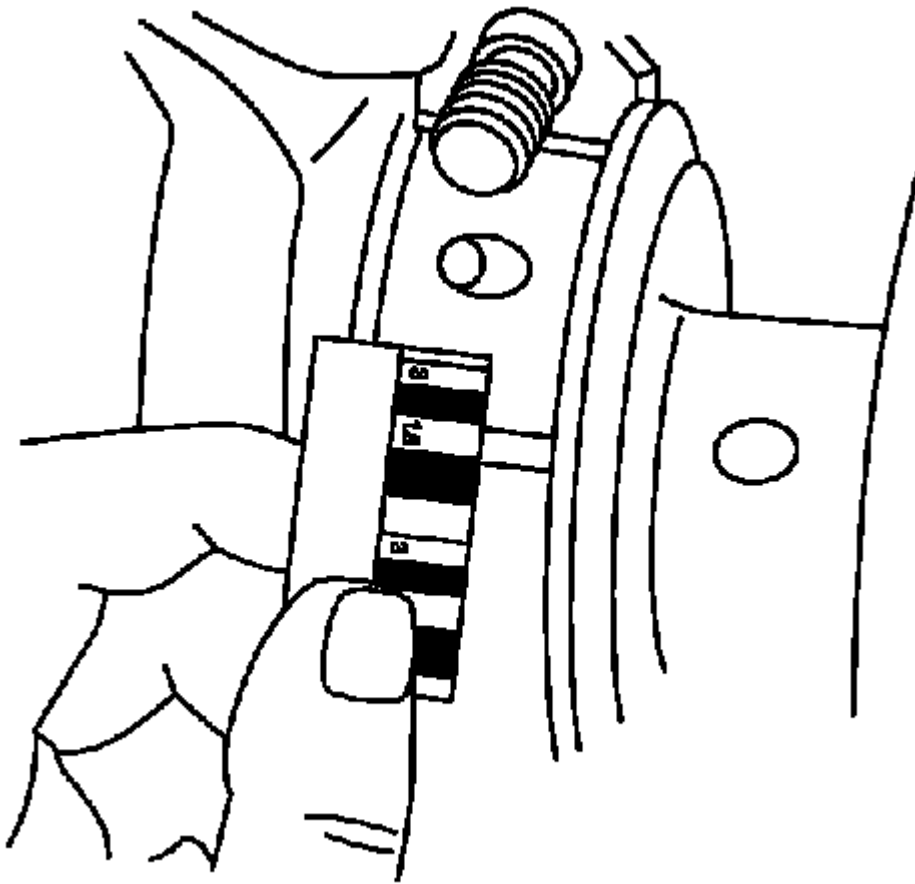


Fig. 351: Measuring Gaging Plastic
Courtesy of GENERAL MOTORS CORP.

NOTE: Do not mix inserts of different nominal size in the same bearing bore.

1. Clean the used bearing inserts.
2. Install the used bearing inserts.
3. Place a piece of gaging plastic across the entire bearing width.
4. Install the bearing caps.

CAUTION: In order to prevent the possibility of cylinder block or crankshaft bearing cap damage, the crankshaft bearing caps are tapped into the cylinder block cavity using a brass, lead, or a leather mallet before the attaching bolts are installed. Do not use attaching bolts to pull the crankshaft bearing caps into the seats. Failure to use this process may damage a cylinder block or a bearing cap.

5. Install the bearing cap bolts to specification using **J 45059**: meter.

NOTE: **Do not rotate the crankshaft.**

6. Remove the bearing cap, leaving the gaging plastic in place. It does not matter whether the gaging plastic adheres to the journal or to the bearing cap.
7. Measure the gaging plastic at its widest point with the scale printed on the gaging plastic package.
8. Remove the gaging plastic.
9. Select a set of bearing inserts that will produce the desired clearance.

CRANKSHAFT BALANCER CLEANING AND INSPECTION

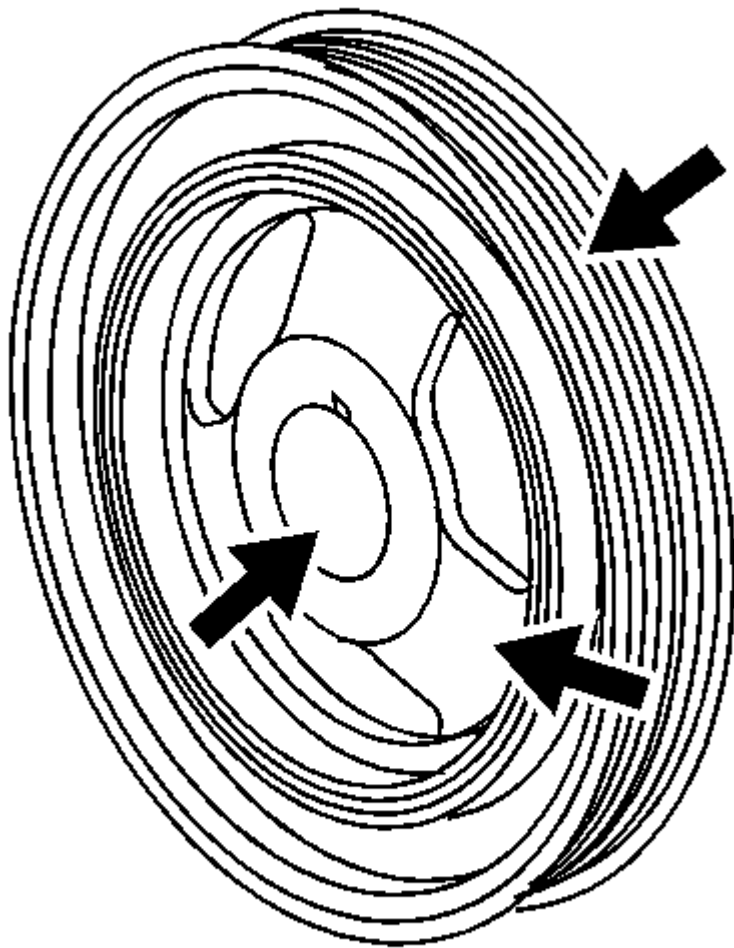


Fig. 352: Cleaning Crankshaft Balancer
Courtesy of GENERAL MOTORS CORP.

WARNING: Bodily injury may occur if the cleaning solvent is inhaled or exposed to the skin.

1. Clean the crankshaft balancer in solvent.
2. Clean the belt grooves of all dirt or debris with a wire brush.
3. Inspect the crankshaft balancer for the following:

NOTE: A crankshaft balancer hub seal surface with excessive scoring, grooves, rust or other damage must be replaced. Minor imperfections on the hub seal surface may be removed with polishing compound or fine grade emery cloth.

- Worn, grooved, or damaged hub seal surface

NOTE: In order for the belt to track properly, the belt grooves should be free of all dirt, debris, nicks, gouges or other damage. Minor imperfections may be removed with a fine file.

- Dirty or damaged belt grooves.
- Worn, chunking or deteriorated rubber between the hub and pulley

ENGINE FLYWHEEL CLEANING AND INSPECTION

NOTE: In order to maintain the proper component balance, contact surface taper and heat transfer, manual transmission flywheels are NOT to be machined.

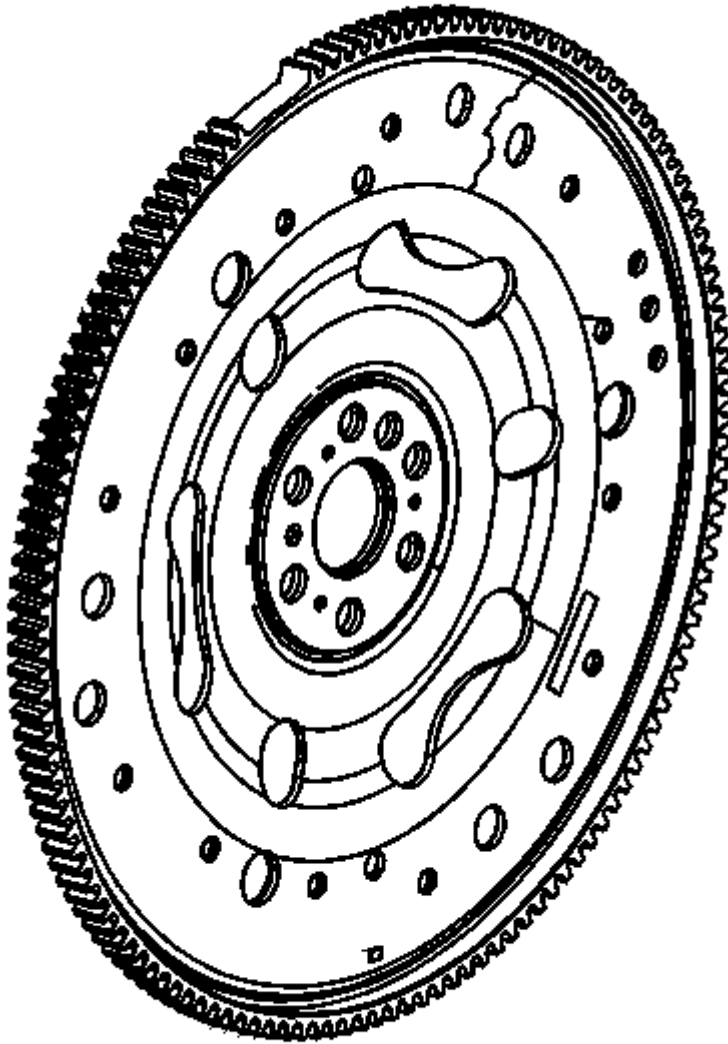


Fig. 353: Inspecting Engine Flywheel
Courtesy of GENERAL MOTORS CORP.

WARNING: Bodily injury may occur if the cleaning solvent is inhaled or exposed to the skin.

1. Clean the engine flywheel with solvent.
2. Dry the engine flywheel with compressed air.
3. Inspect the engine flywheel for the following:

- Damaged ring gear teeth
- Stress cracks around the flywheel-to-crankshaft bolt hole locations

NOTE: **Do not attempt to repair the welded areas that retain the ring gear to the flywheel plate. Install a new flywheel.**

- Welded areas that retain the ring gear onto the flywheel for cracking

PISTON AND CONNECTING ROD DISASSEMBLE

Special Tools

J 24086-C: Piston Pin Remover/Installer Set

For equivalent regional tools, refer to **Special Tools**.

Disassemble

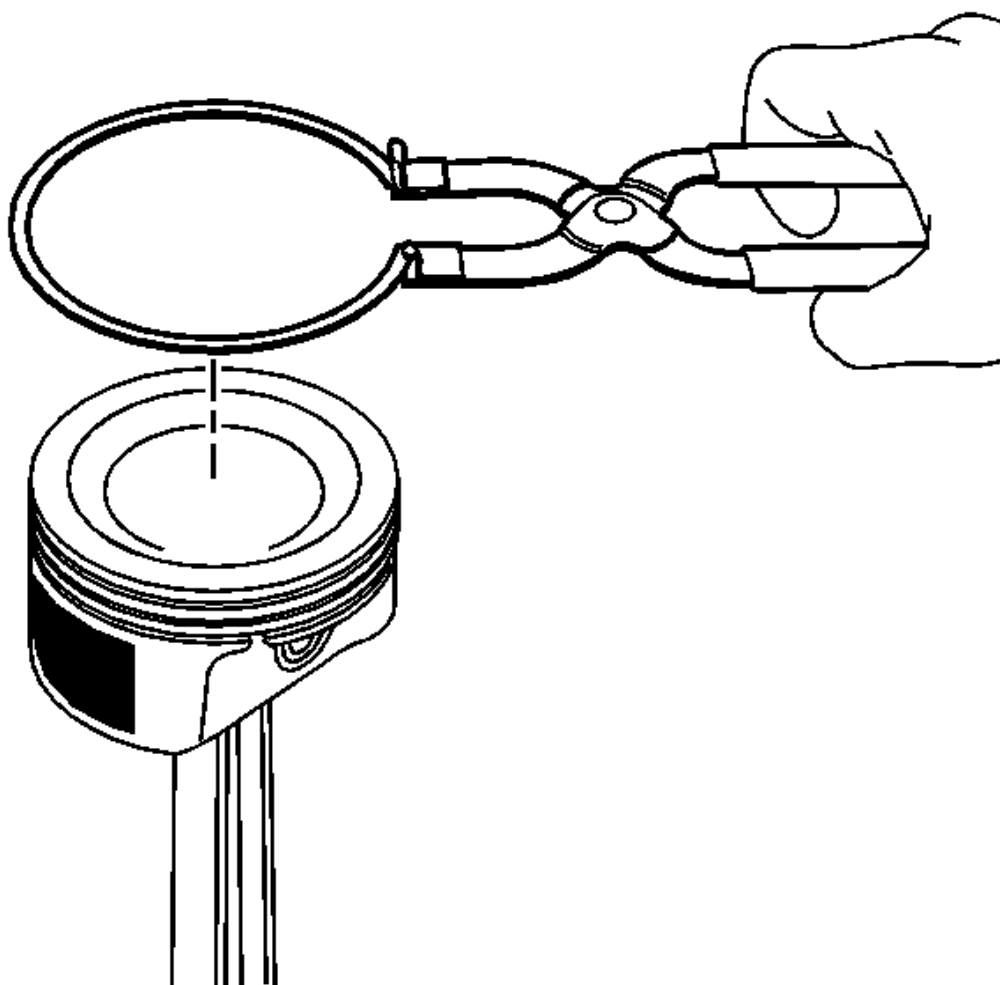


Fig. 354: View Of Removing/Installing Piston Rings
Courtesy of GENERAL MOTORS CORP.

NOTE: This procedure is to be used for oversized pistons only. Standard size pistons are supplied as an assembly consisting of a piston, piston pin, connecting rod and piston rings.

1. Using piston ring pliers, remove the piston rings from the piston.

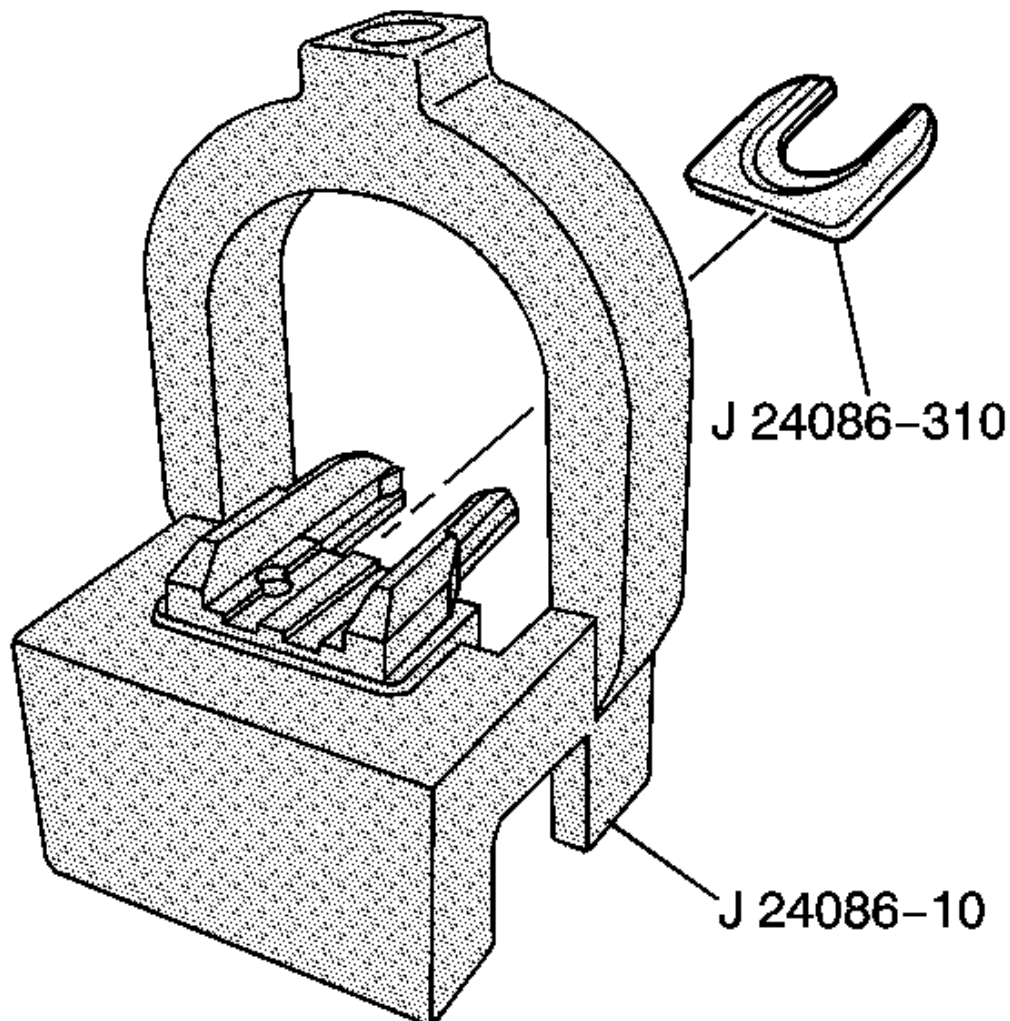


Fig. 355: Installing J 24086-310 Into J 24086-10
 Courtesy of GENERAL MOTORS CORP.

2. Install fork insert J 24086-310 into fixture J 24086-10 piston pin remover/installer base, which are part of **J 24086-C**: set.

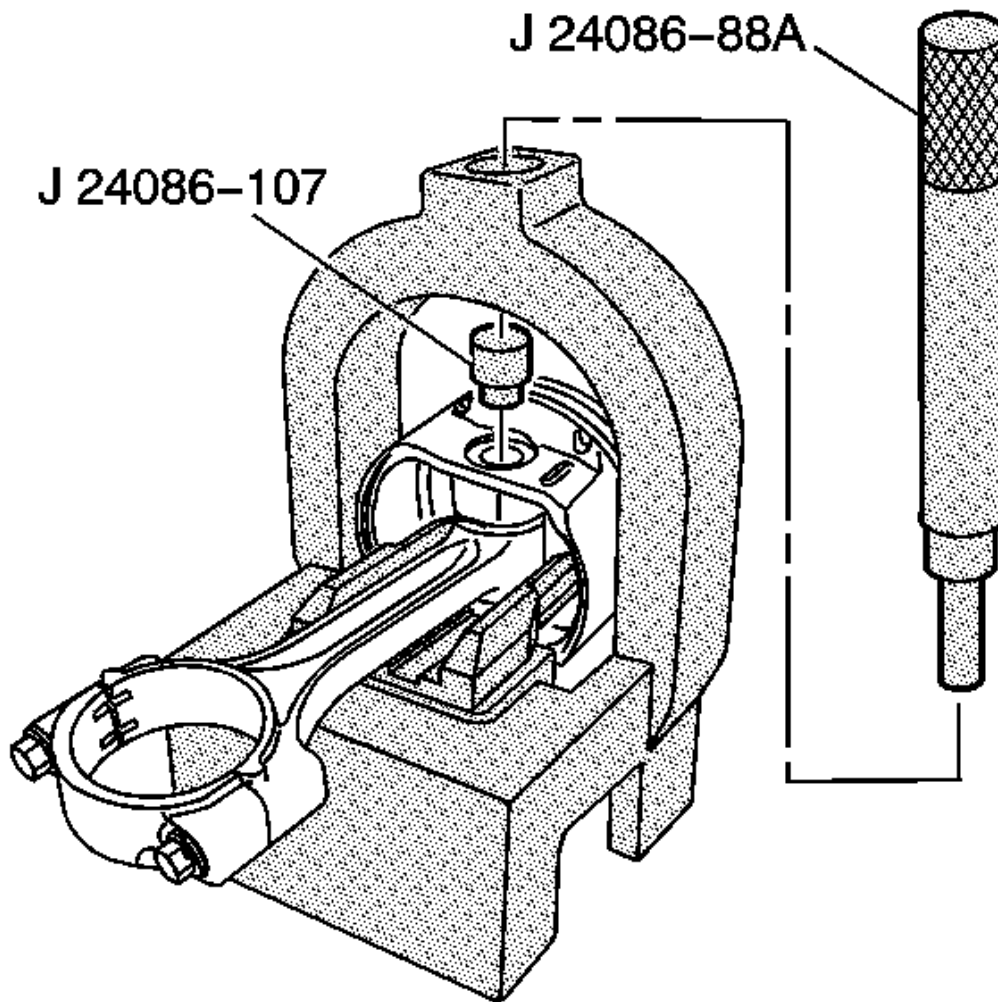


Fig. 356: View Of J 24086-107 & J 24086-88A
Courtesy of GENERAL MOTORS CORP.

3. Install the piston and connecting rod assembly onto J 24086-10.
4. Install the J 24086-107 onto the piston pin and J 24086-88A through the fixture and onto J 24086-107, which are part of **J 24086-C**: set.

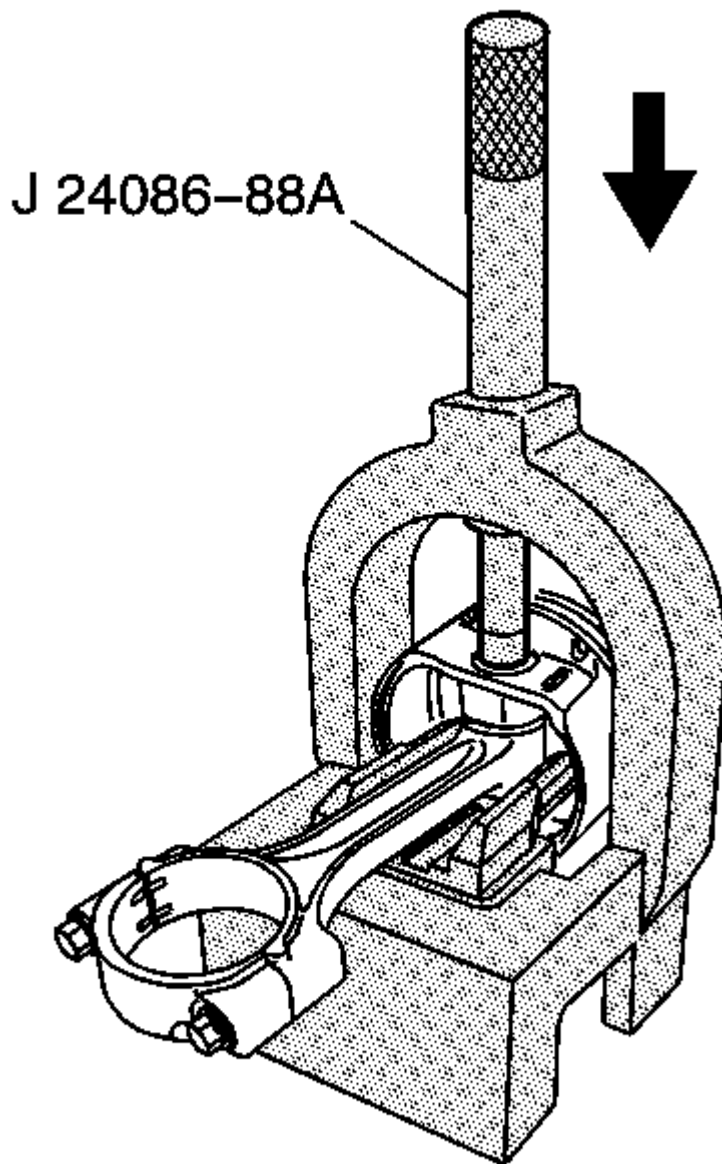


Fig. 357: View Of J 24086-88A
Courtesy of GENERAL MOTORS CORP.

CAUTION: After the installer hub bottoms on the support assembly, do not exceed 35 000 kPa (5,000 psi) pressure, this could cause damage to the tool.

5. Press the piston pin from the piston and connecting rod assembly.
6. The piston and pin are a matched set and are not to be serviced separately. Mark, sort organize the piston and the matching piston pin.

PISTON, CONNECTING ROD, AND BEARING CLEANING AND INSPECTION

Special Tools

J 8087: Cylinder Bore Gage

For equivalent regional tools, refer to **Special Tools**.

Cleaning and Inspection

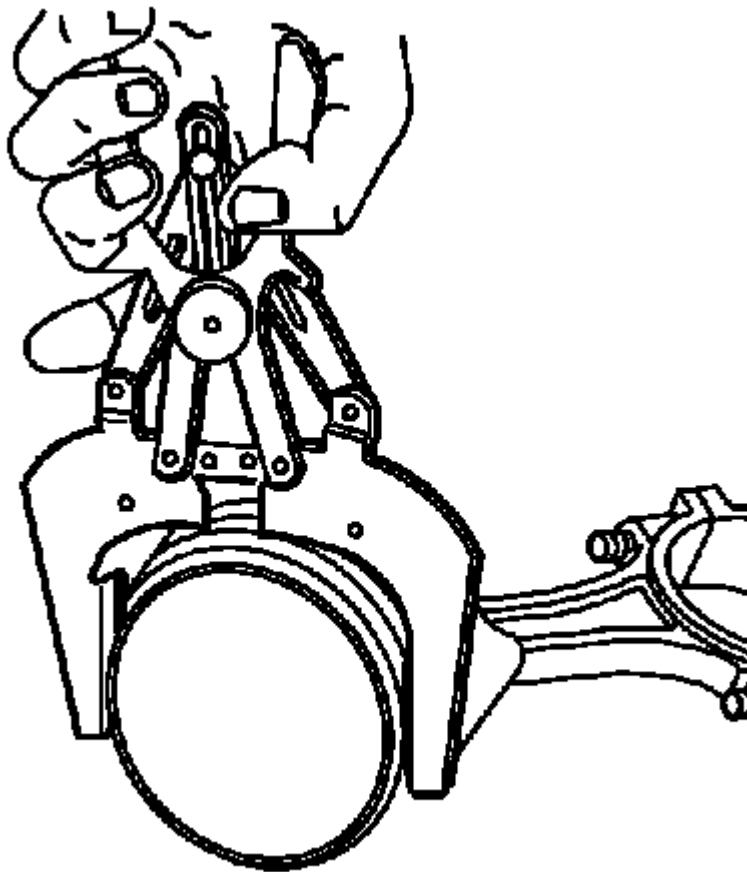


Fig. 358: Cleaning Piston Ring Grooves
Courtesy of GENERAL MOTORS CORP.

WARNING: Bodily injury may occur if the cleaning solvent is inhaled or exposed to the skin.

NOTE: Measurement of all components should be taken with the components at room temperature. Do not use a wire brush in order to clean any part of the piston or connecting rod assembly.

NOTE: Some steps in this procedure may reflect on a disassembled oversized piston. Others will only apply to the standard size pistons that are NOT to be disassembled.

1. Clean the piston and connecting rod in solvent.
2. Dry off the piston and connecting rod with compressed air.
3. Clean the piston ring grooves with a suitable ring groove cleaning tool.
4. Clean the piston oil lubrication holes and slots.

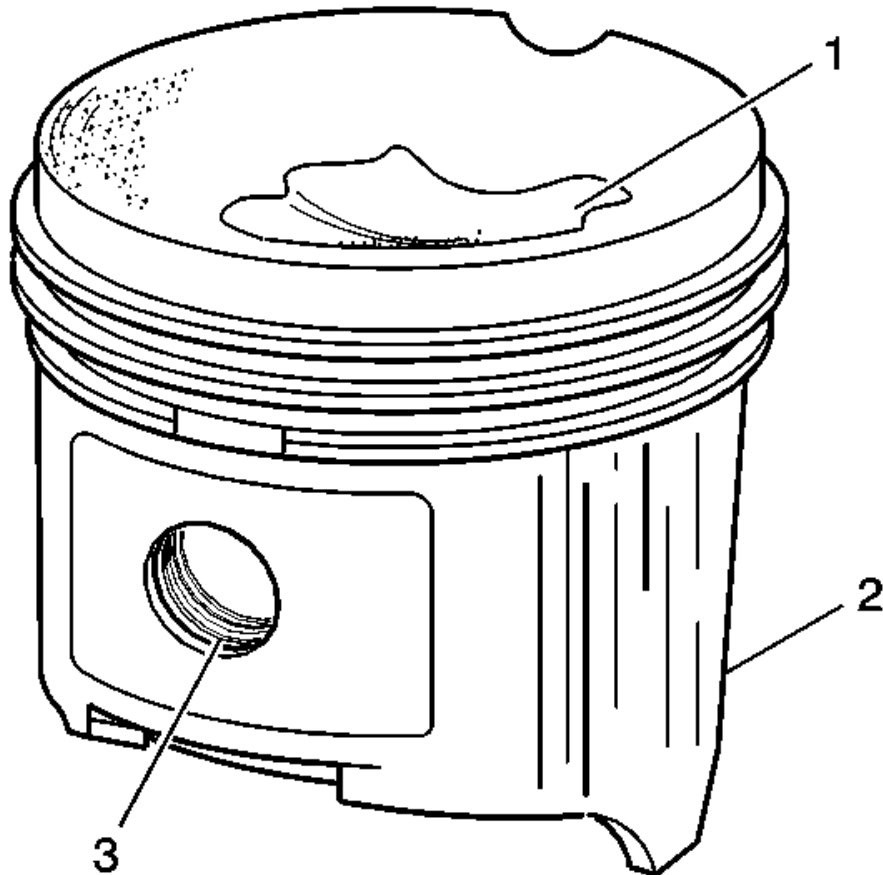


Fig. 359: Identifying Piston Damage Inspection Areas
Courtesy of GENERAL MOTORS CORP.

5. Inspect the piston for the following:
 - Eroded areas (1) on the top of the piston
 - Scuffed or damaged skirt (2)
 - Damage to the pin bore (3)
 - Cracks in the piston ring lands, the piston skirt, or the pin bosses
 - Piston ring grooves for nicks, burrs, or other warpage which may cause the piston ring to bind
6. Inspect the piston pin for scoring, wear or other damage.

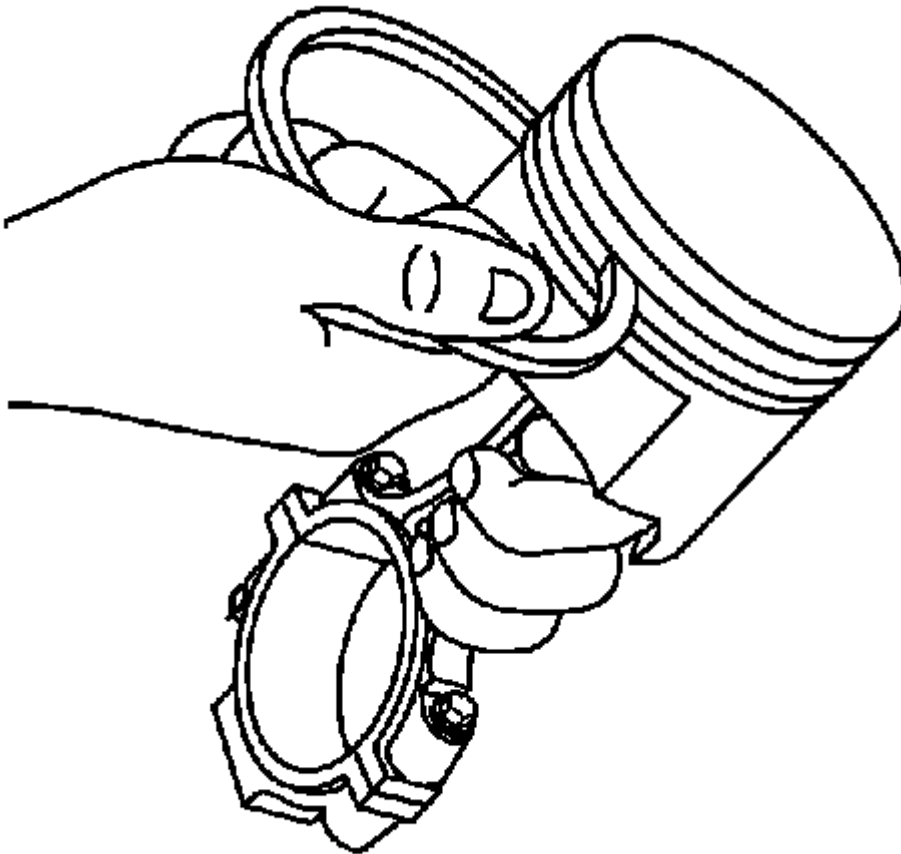


Fig. 360: Inserting Piston Ring Into Ring Groove
Courtesy of GENERAL MOTORS CORP.

7. Measure the piston ring-to-piston ring groove side clearance.
 1. Insert the edge of the piston ring into the piston ring groove.
 2. Roll the piston ring completely around the piston ring groove.
 - If binding is caused by distorted piston ring groove, replace the piston.
 - If binding is caused by a distorted piston ring, replace the piston ring.

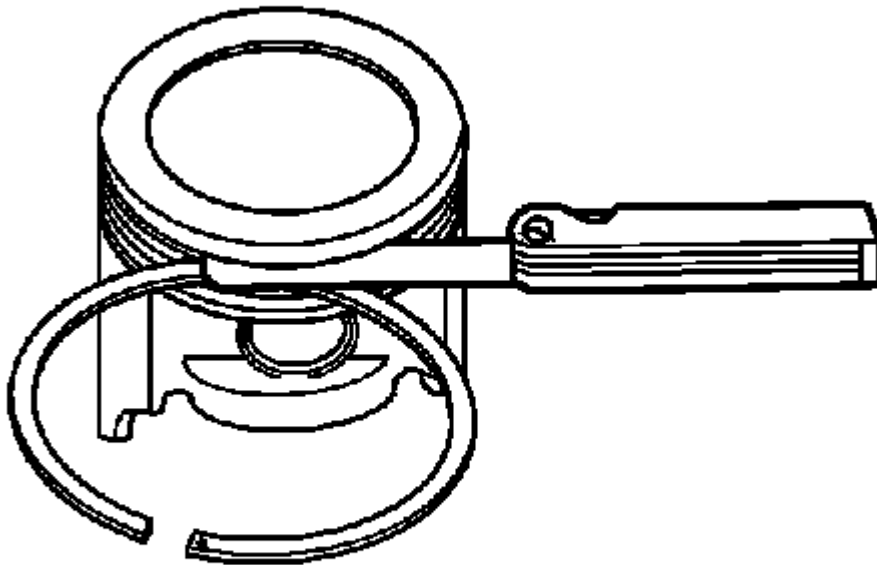


Fig. 361: Measuring Piston Ring Side Clearance
Courtesy of GENERAL MOTORS CORP.

8. Measure the piston ring side clearance with a feeler gage.
9. If the side clearance is too small try another ring set.
10. If the proper piston ring-to-piston ring groove clearance cannot be achieved, replace the piston and pin assembly.
 - Proper ring-to-piston ring groove clearance for the top ring is 0.03-0.076 mm (0.001-0.003 in).
 - Proper ring-to-piston ring groove clearance for the second ring is 0.04-0.078 mm (0.002-0.003 in).

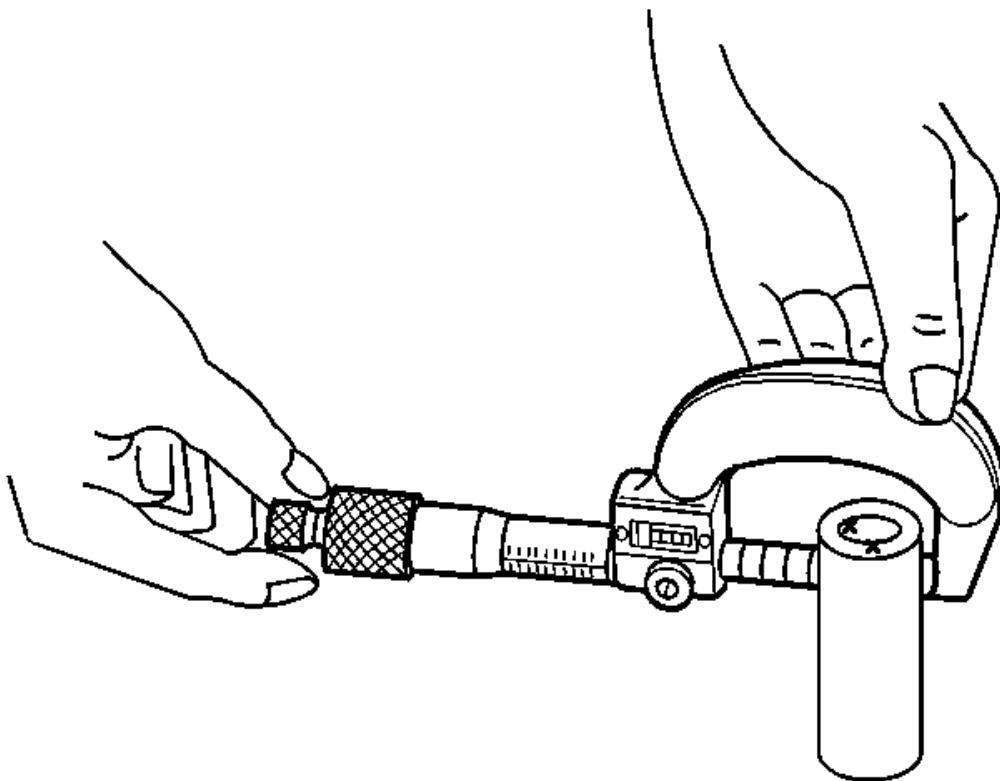


Fig. 362: Measuring Piston Pin Diameter
Courtesy of GENERAL MOTORS CORP.

11. Measure the piston pin diameter using an outside micrometer.

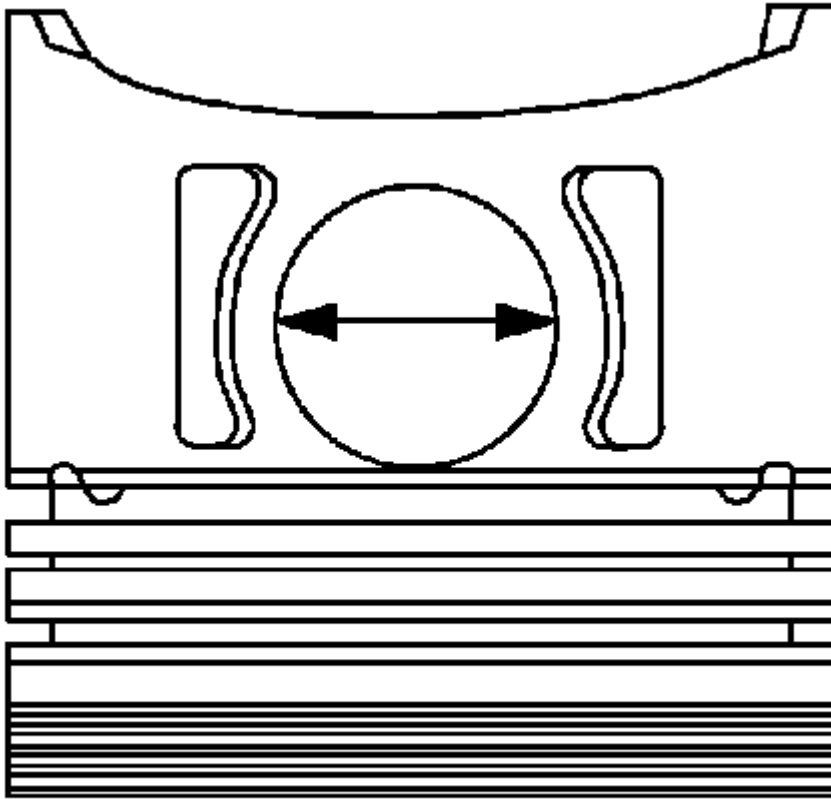


Fig. 363: Measuring The Piston Pin Bore
Courtesy of GENERAL MOTORS CORP.

NOTE: When fitting pistons, consider both the pistons and the cylinder bore conditions together. Production and service pistons have the same nominal weight and may be intermixed without affecting engine balance. If necessary, used pistons may be fitted selectively to any cylinder of the engine, providing the pistons are in good condition and the same weight. Do not cut oversize pistons down or the engine balance may be affected. Finish hone when selecting the pistons.

12. Measure the piston pin bore using an inside micrometer.
13. Subtract the piston pin diameter from the piston pin bore diameter in order to determine the piston pin-to-piston pin bore clearance.
14. Piston-to-piston pin bore clearance must measure 0.008-0.016 mm (0.0003-0.0006 in). Replace the piston and the piston pin if the piston and the piston pin are not within specifications.

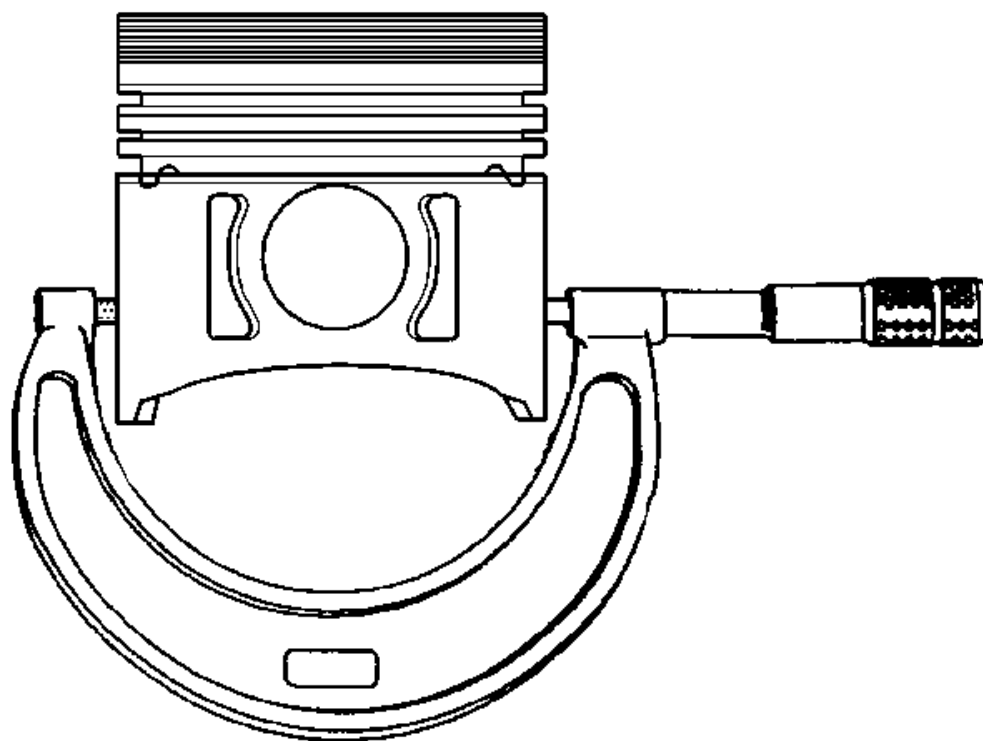


Fig. 364: Measuring Piston Diameter
Courtesy of GENERAL MOTORS CORP.

15. Measure the piston diameter with a micrometer at a right angle to the piston bore with the piston pin removed, and record the measurement. Measure the piston at 43 mm (1.692 in) from dome of piston. Piston diameter must measure no less than 93.960 mm (3.699 in). Replace the piston and the pin as an assembly if the piston is not within specifications.

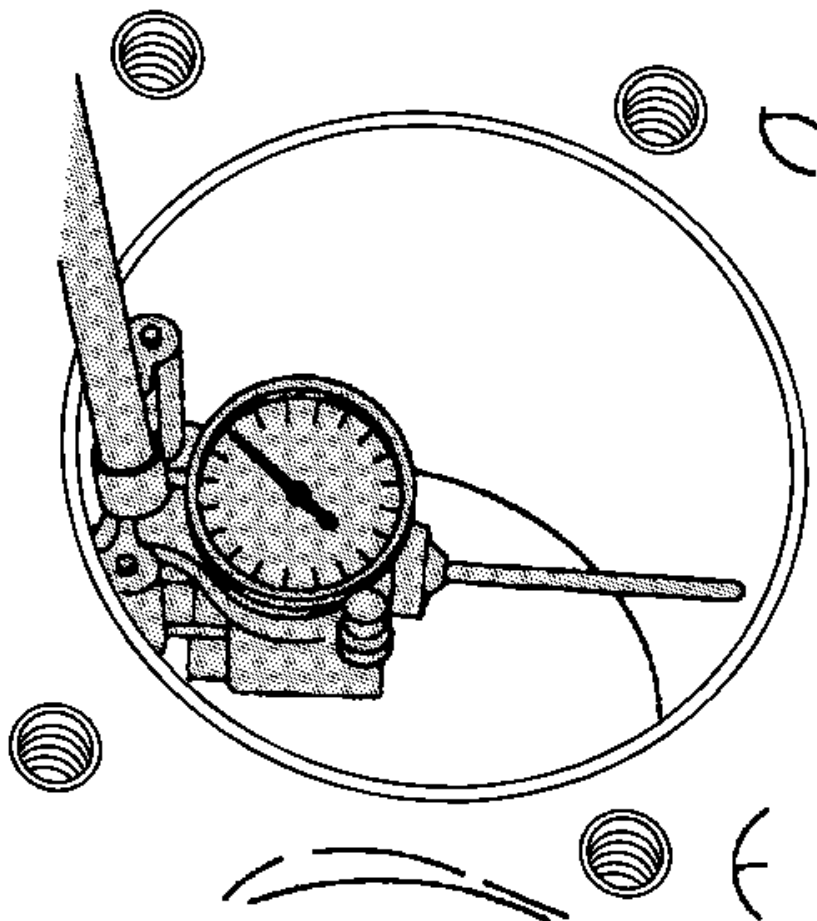


Fig. 365: Measuring Cylinder Bore
Courtesy of GENERAL MOTORS CORP.

16. Measure the cylinder bore, using **J 8087**: gage.

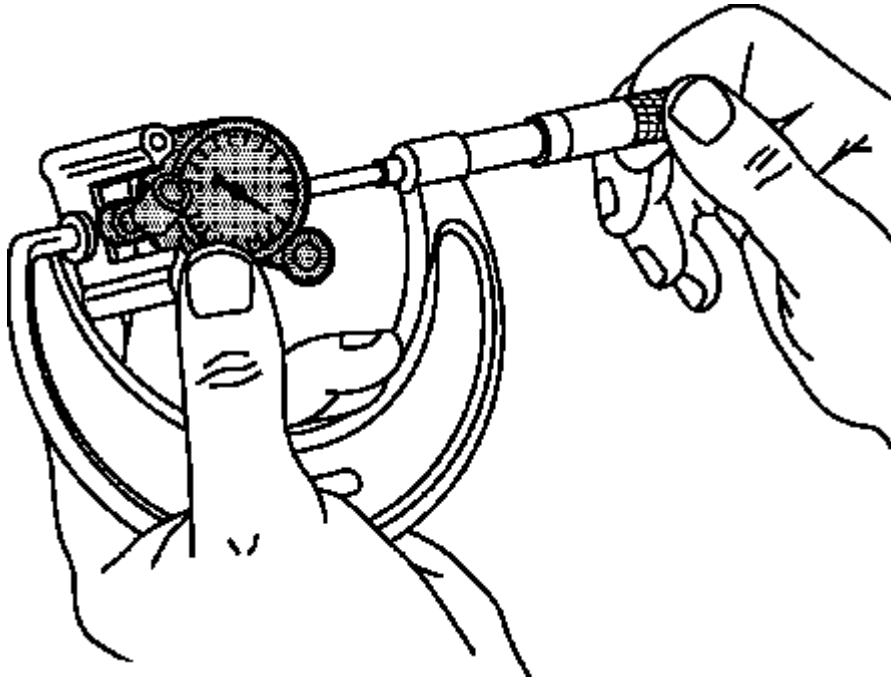


Fig. 366: Measuring Bore Gauge With Micrometer
Courtesy of GENERAL MOTORS CORP.

17. Measure the **J 8087**: gage. Record this reading.
18. Subtract the diameter of the piston from the diameter of the cylinder bore to determine the piston-to-bore clearance. The cylinder bore clearance must be no more than 0.080 mm (0.003 in).
19. If a used piston is not acceptable, inspect the service piston size and determine if a new piston may be selected. Service pistons are available in standard and 0.5 mm (0.012 in) oversize.
20. When a piston has been selected, mark the piston in order to identify the cylinder for which the piston was fitted.

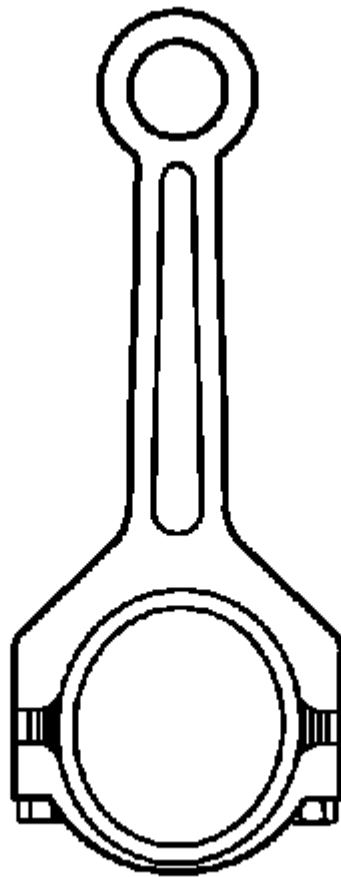


Fig. 367: View Of Connecting Rod
Courtesy of GENERAL MOTORS CORP.

21. Inspect the connecting rod for an out-of-round bearing bore. If the out-of-round measurement exceeds 0.005 mm (0.0002 in) the connecting rod must be replaced.

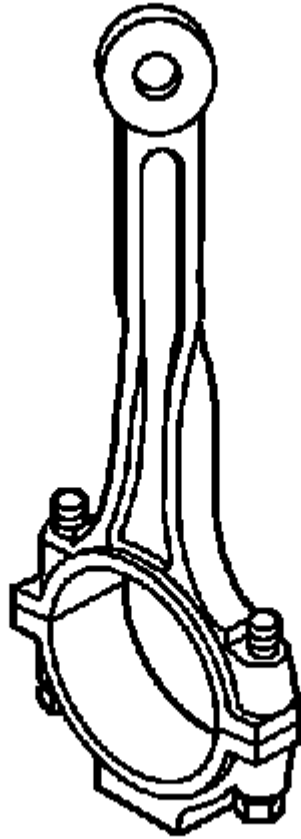


Fig. 368: Identifying Twisted Connecting Rod
Courtesy of GENERAL MOTORS CORP.

22. Inspect the connecting rod for twisting.
 1. Install the connecting rod cap.
 2. Place the connecting rod assembly on a checking fixture. Inspect the assembly for bending or twisting.
 3. Do not attempt to straighten the connecting rod. Ensure that the connecting rod meets the following conditions:
 - The connecting rods are not bent more than 0.18 mm (0.007 in).
 - The connecting rods are not twisted more than 0.38 mm (0.015 in).
 4. Replace any bent or twisted connecting rods.
 5. Inspect the new connecting rods before using the new rods.
23. Inspect the connecting rod for damage to the bearing cap and bolt threads.

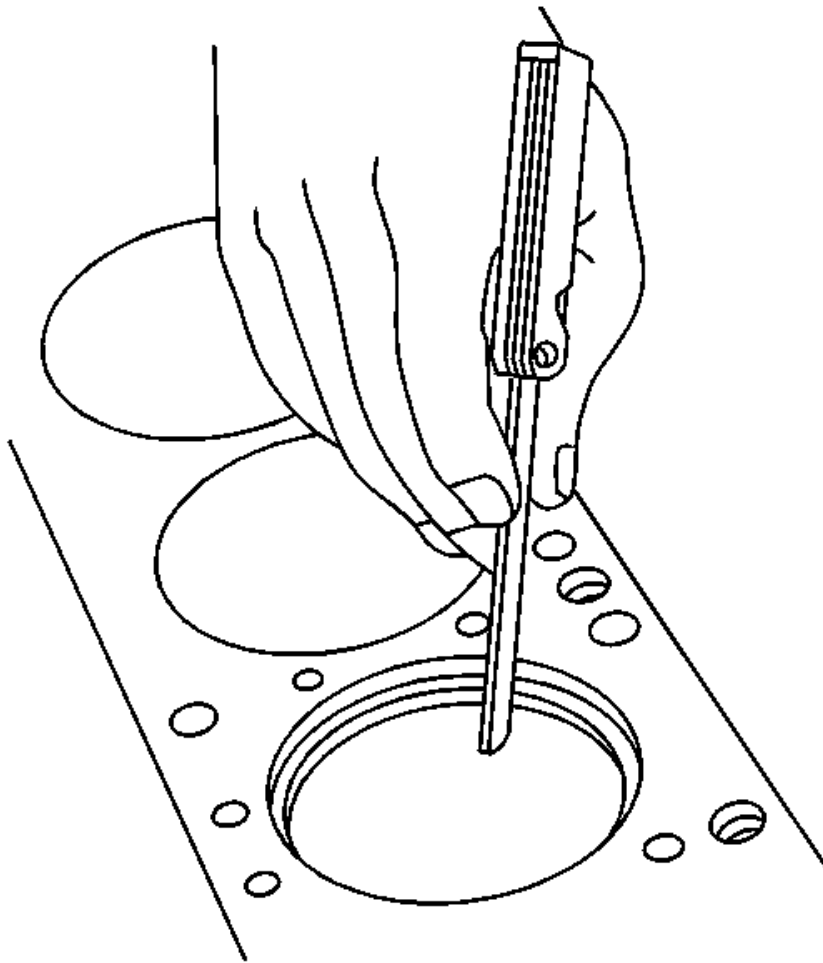


Fig. 369: Measuring Piston Ring End Gap
Courtesy of GENERAL MOTORS CORP.

24. Measure the piston compression ring end gap.

NOTE: **Fit each compression ring to the cylinder in which it will be used.**

1. Place the compression ring into the cylinder bore.
2. Push the compression ring into the bottom of the cylinder bore to approximately 6.5 mm (0.25 in) above ring travel. The ring must be square to the cylinder wall.
3. Use a feeler gage in order to measure the end gap. The first compression ring end gap must measure 0.18-0.39 mm (0.007-0.015 in), the second compression ring must measure 0.48-0.74 mm (0.019-0.029 in).
4. Select another size ring set if the end gap exceeds specifications. If ring gap clearance is below specifications, increase the gap by carefully filing off excess material.

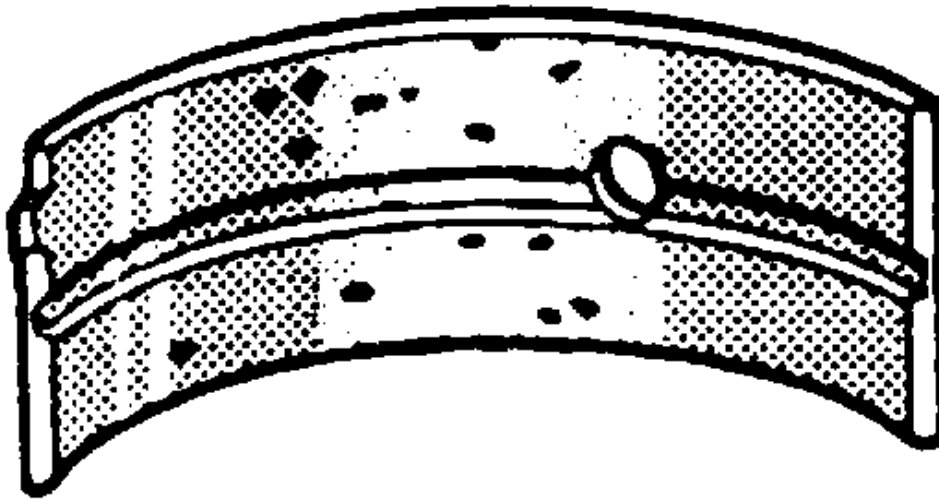


Fig. 370: Identifying Crankshaft Bearing Craters Or Pockets
Courtesy of GENERAL MOTORS CORP.

25. Inspect the connecting rod bearings for craters or pockets. Flattened sections on the connecting rod bearing halves may indicate fatigue.

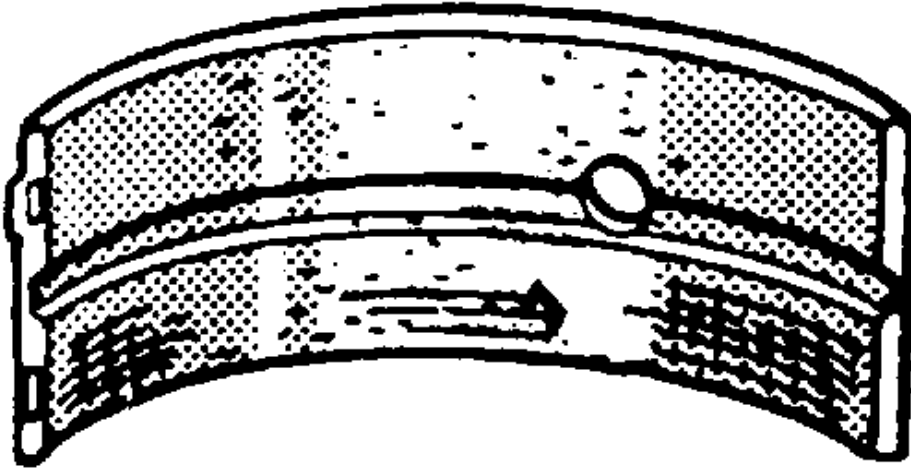


Fig. 371: Identifying Connecting Rod Bearing Scoring Or Discoloration
Courtesy of GENERAL MOTORS CORP.

26. Inspect the connecting rod bearings for excess scoring or discoloration.
27. Inspect the connecting rod bearings for dirt or debris imbedded into the connecting rod bearing halves.

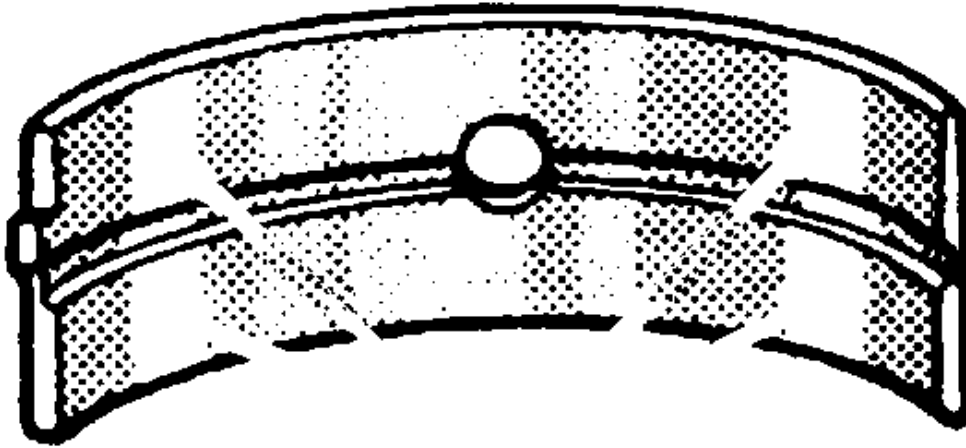


Fig. 372: View Of Improper Seating
Courtesy of GENERAL MOTORS CORP.

28. Inspect the connecting rod bearings for improper seating indicated by bright, polished sections of the bearings.
29. Inspect the inside of the connecting rod bearing and the outside diameter of the connecting rod bearing journal for wear. This indicates high spots.

PISTON AND CONNECTING ROD ASSEMBLE

Special Tools

J 24086-C: Piston Pin Remover/Installer Set

For equivalent regional tools, refer to **Special Tools**.

Assemble

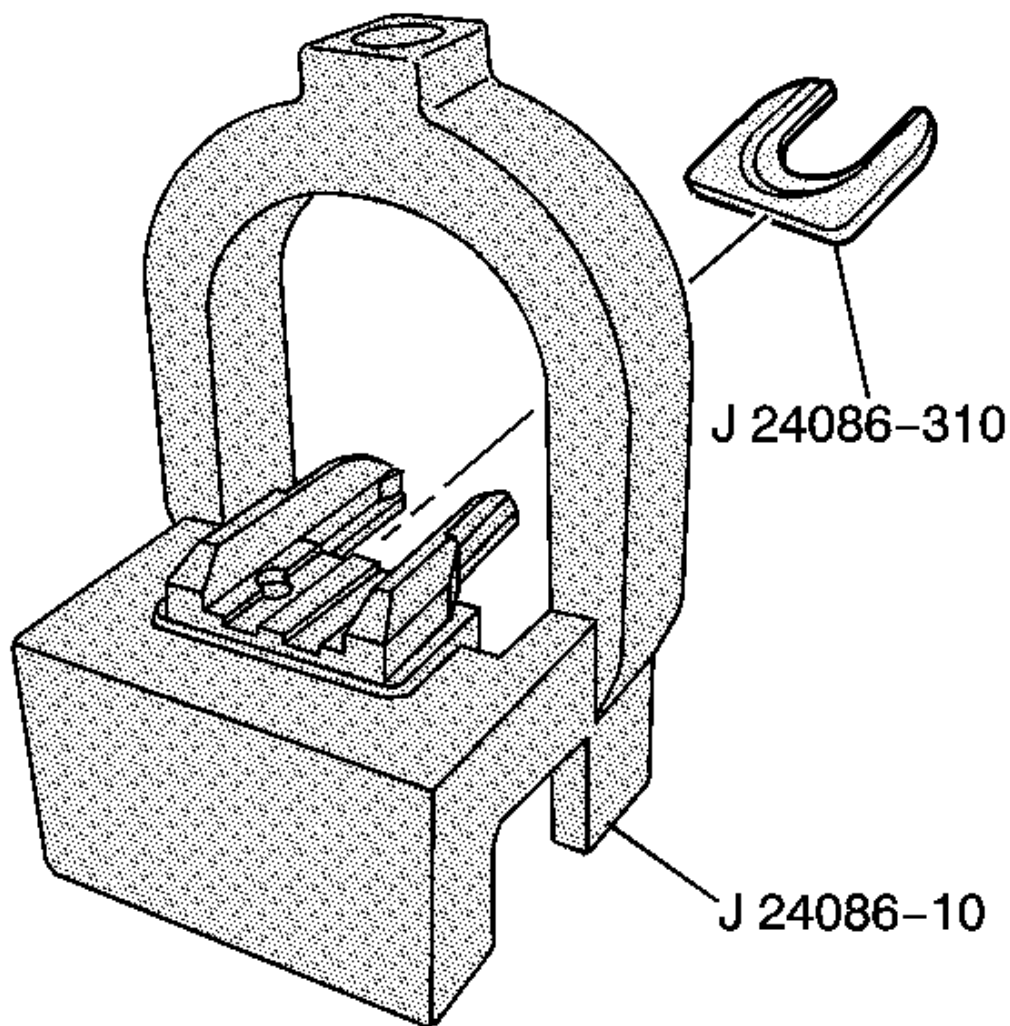


Fig. 373: Installing J 24086-310 Into J 24086-10
Courtesy of GENERAL MOTORS CORP.

NOTE: This procedure is to be used for oversized pistons only. Standard size pistons are supplied as an assembly consisting of a piston, piston pin, connecting rod and piston rings. Assemble the piston for the specific cylinder with the connecting rod for the corresponding crankshaft journal.

1. Install fork insert J 24086-310 into fixture J 24086-10, which are part of **J 24086-C**: set.

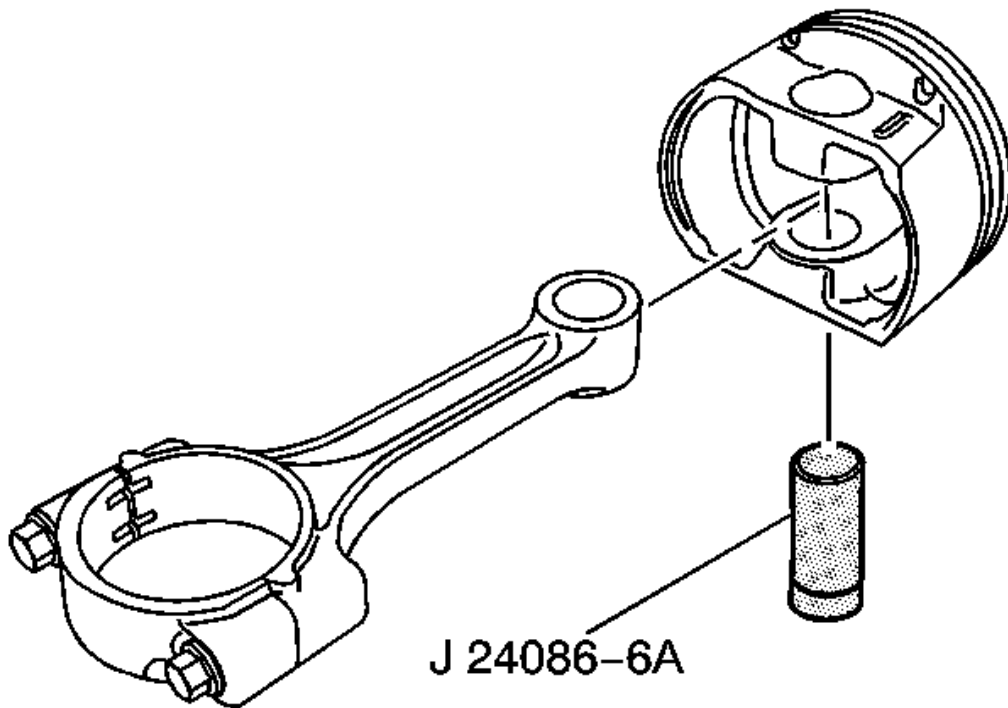


Fig. 374: Assemble J 24086-C With Piston Assembly
 Courtesy of GENERAL MOTORS CORP.

2. Lubricate the piston pin with clean engine oil.

NOTE: Ensure that the marks on the piston and connecting rod are aligned the same as when removed. If installing a new piston, ensure that the arrow on top faces towards the front of the engine. If no identification marks were made during disassembly, ensure that the flat area on the bottom of the piston pin skirt is aligned with the small dimple above the connecting rod crankshaft bearing bore.

3. Assemble the piston, connecting rod and adapter J 24086-6A and install onto fixture J 24086-10, which are part of J 24086-C: set.

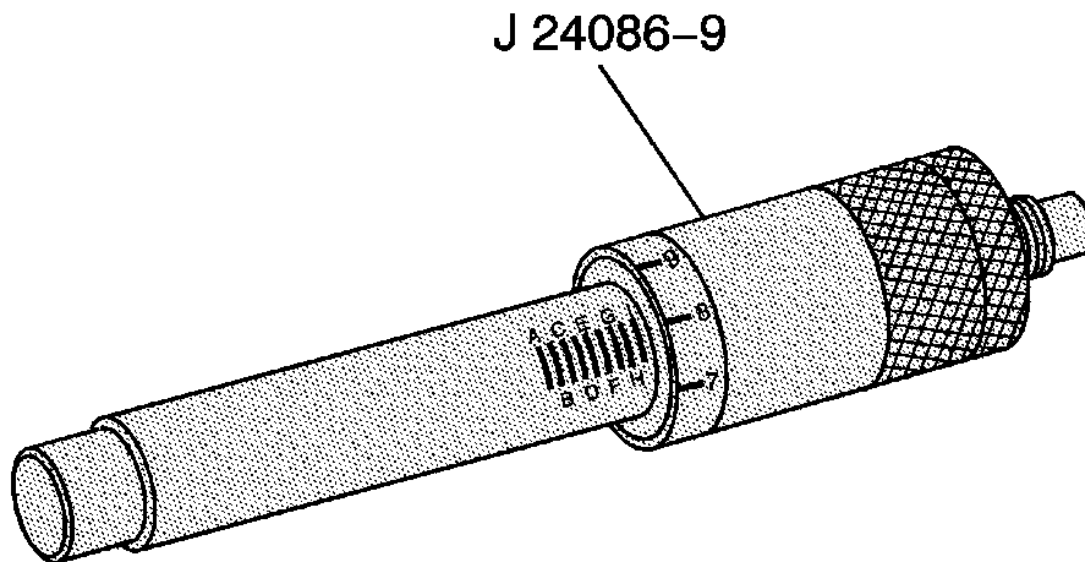


Fig. 375: Close-Up View Of J 24086-9
Courtesy of GENERAL MOTORS CORP.

4. Adjust installation pin J 24086-9 to G-4.

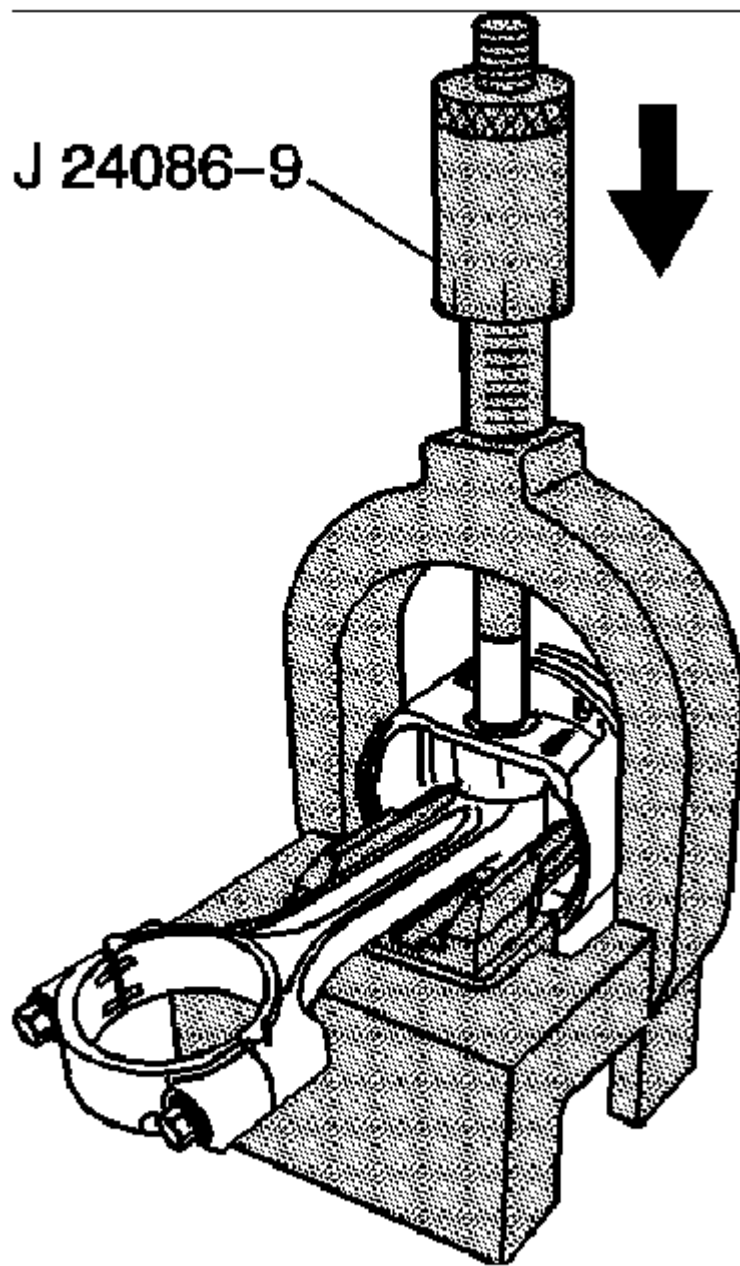


Fig. 376: View Of J 24086-9

Courtesy of GENERAL MOTORS CORP.

CAUTION: After the installer hub bottoms on the support assembly, do not

exceed 35 000 kPa (5,000 psi) pressure, this could cause damage to the tool.

5. Insert pin J 24086-9 through fixture J 24086-10, which are part of **J 24086-C**: set and to the piston pin.
6. Press pin J 24086-9 until it bottoms on fixture J 24086-10.

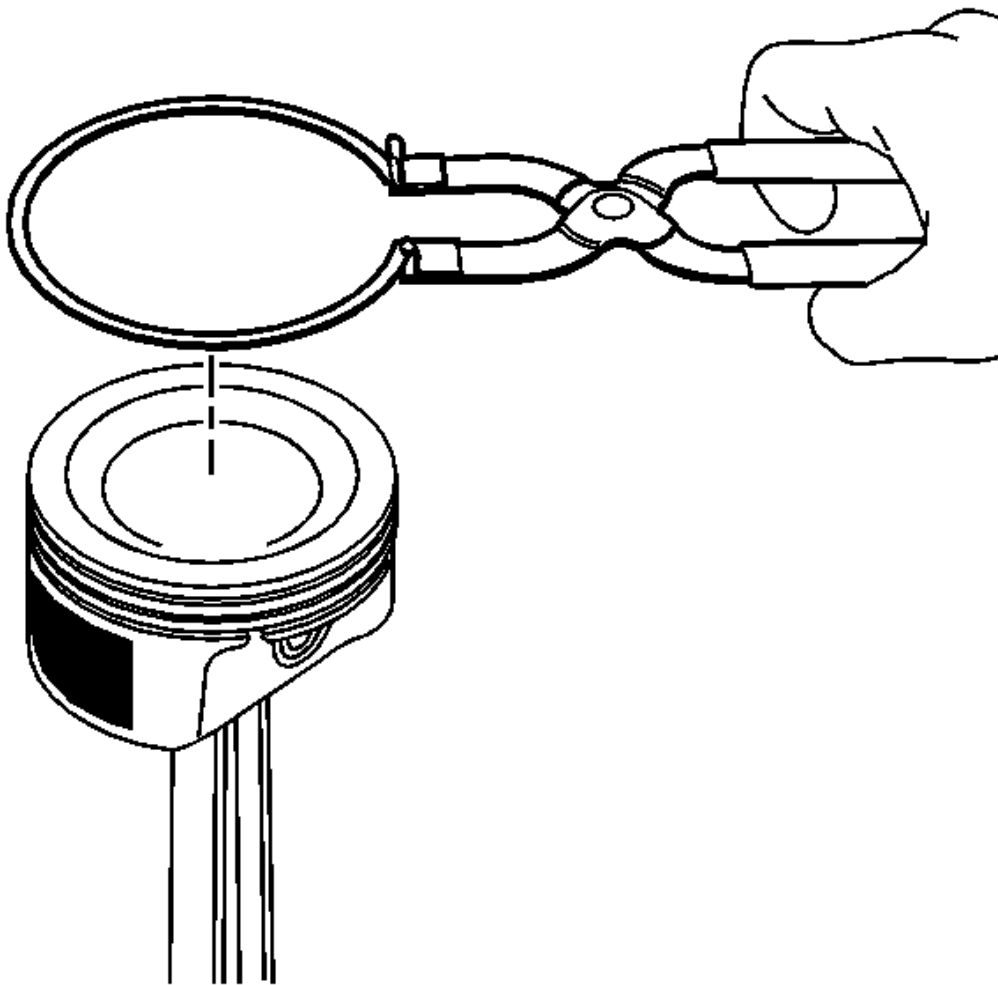


Fig. 377: View Of Removing/Installing Piston Rings
Courtesy of GENERAL MOTORS CORP.

CAUTION: Use a piston ring expander to install the piston rings. The rings may be damaged if expanded more than necessary.

NOTE: To provide an effective compression seal, the ring gaps must be staggered a minimum of 90 degrees.

7. Using piston ring pliers, install the piston rings onto the piston.
 1. Install the oil control ring spacer into the bottom groove of the piston.
 2. Install the lower oil control ring. The oil control rings do not have a dimple or orientation mark and may be installed in either direction.
 3. Install the upper oil control ring.
 4. Install the middle compression ring with the dot facing up.
 5. Install the top compression ring in either direction. The ring has no orientation markings.

CAMSHAFT AND BEARINGS CLEANING AND INSPECTION

Special Tools

J 7872: Magnetic Base Dial Indicator

For equivalent regional tools, refer to **Special Tools**.

Cleaning and Inspection

1. Clean the camshaft with cleaning solvent.

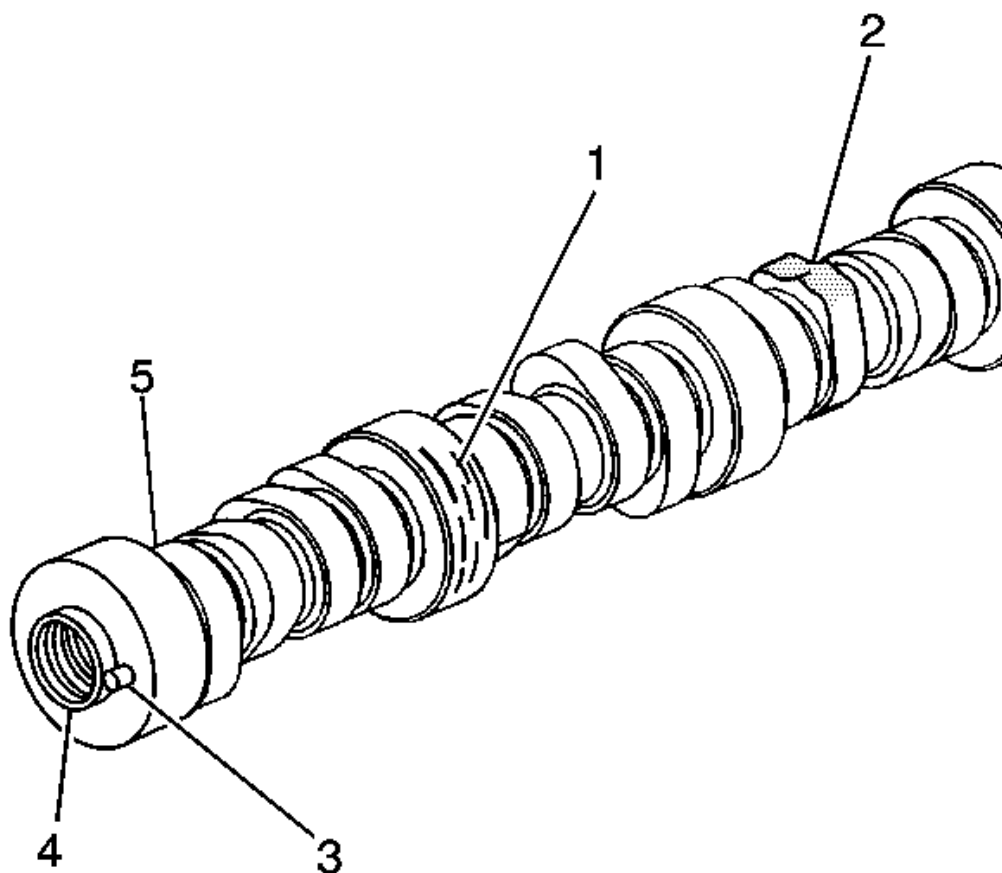


Fig. 378: Inspecting Camshaft
Courtesy of GENERAL MOTORS CORP.

WARNING: Bodily injury may occur if the cleaning solvent is inhaled or exposed to the skin.

2. Inspect the camshaft for the following conditions:

- Scored camshaft bearing journals (1)
- Damaged camshaft lobes (2)
- Damaged camshaft sprocket locator pins (3)
- Damaged threads (4)
- Damage to the camshaft reluctor tooth (5)

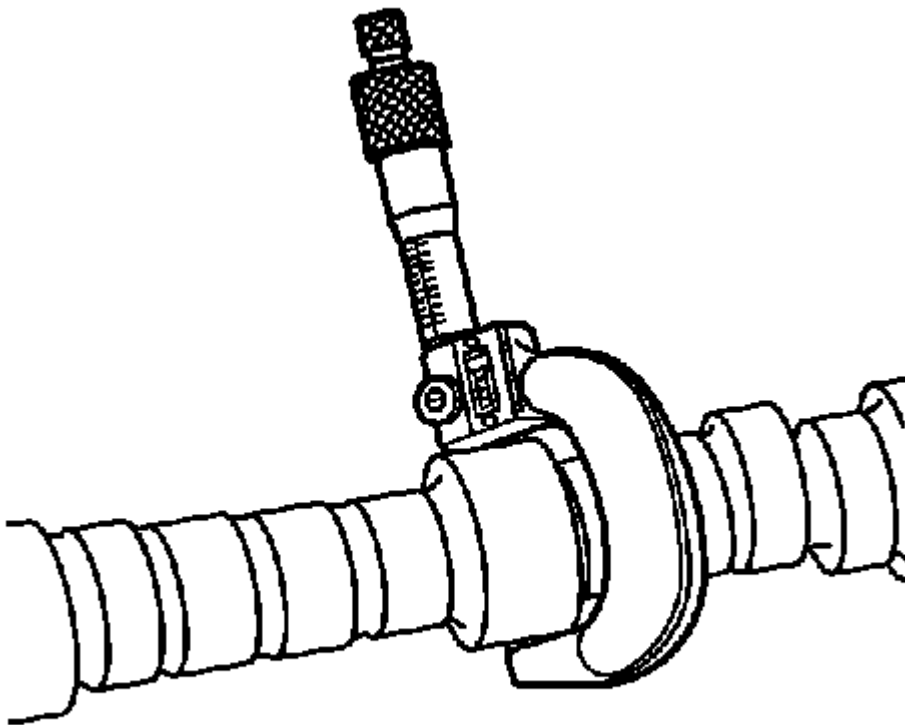


Fig. 379: Measure Camshaft Journals With Micrometer
Courtesy of GENERAL MOTORS CORP.

3. Measure the camshaft journals using a micrometer.

If the camshaft journals are not within specifications, replace the camshaft.

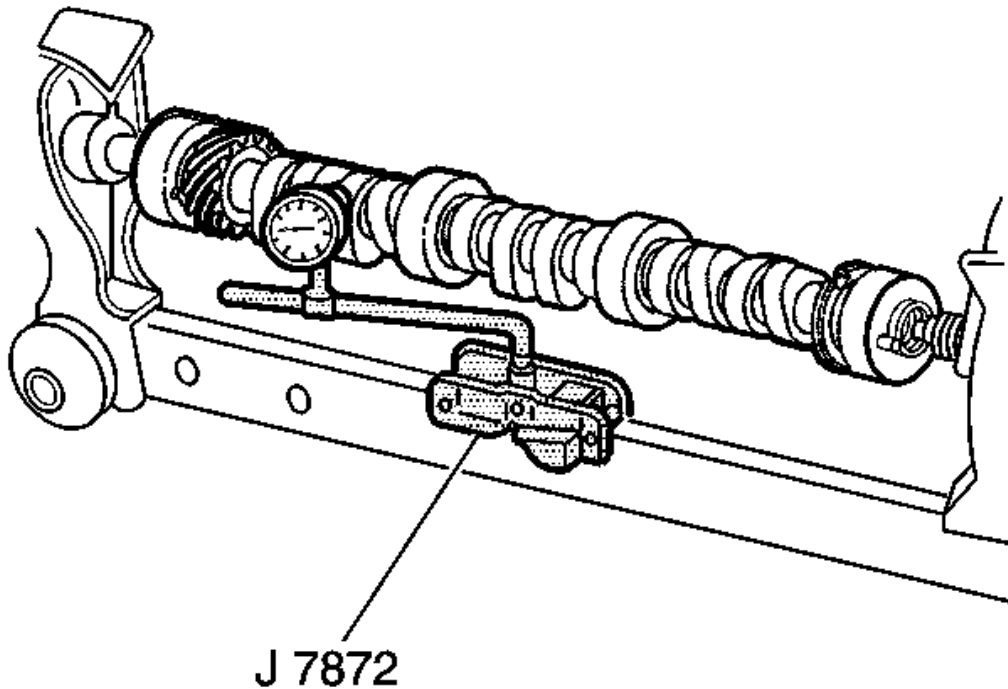


Fig. 380: Measuring Camshaft With J 7872
 Courtesy of GENERAL MOTORS CORP.

4. Measure the camshaft runout using the **J 7872**: indicator.
 1. Mount the camshaft in V-blocks between the centers.
 2. Use the **J 7872**: indicator in order to measure the intermediate camshaft journal.
5. Measure the camshaft lobe lift using the **J 7872**: indicator.
 1. Lubricate the camshaft using GM P/N United States 12345501, GM P/N Canada 992704 or the equivalent.
 2. Set the camshaft on V-blocks.
 3. Use the **J 7872**: indicator in order to measure the lobe lift.
6. If the runout or lobe lift is not within specifications, replace the camshaft.

CAMSHAFT TIMING CHAIN AND SPROCKET CLEANING AND INSPECTION

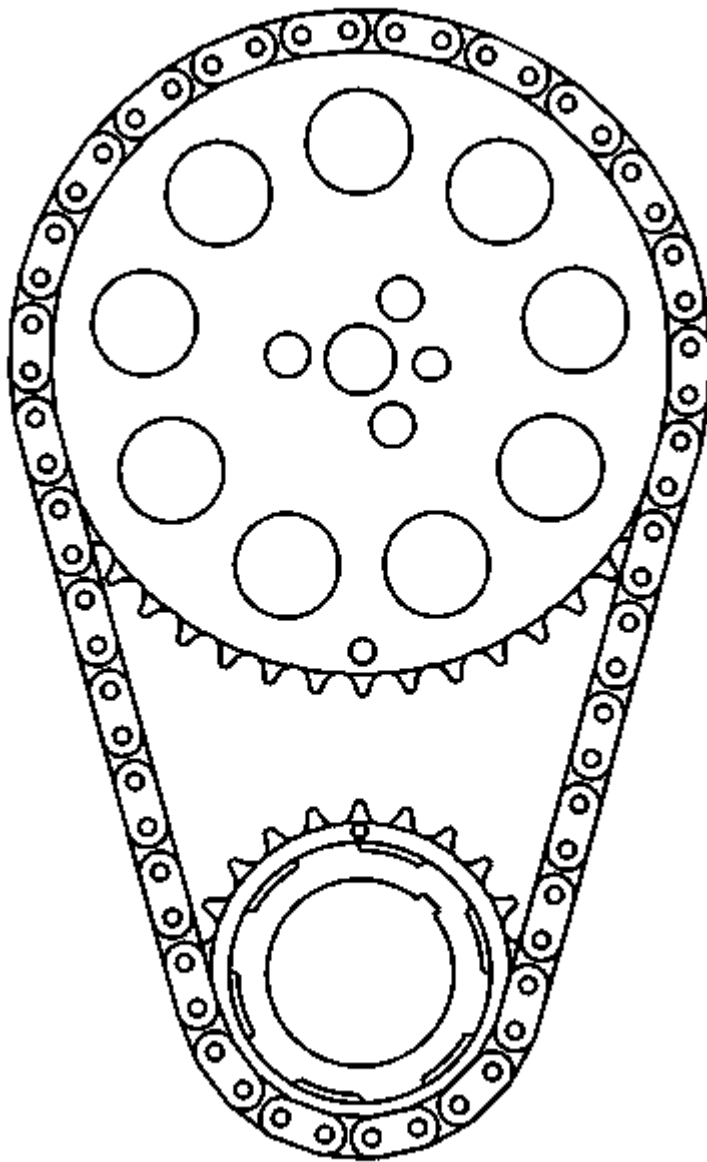


Fig. 381: View Of Camshaft & Crankshaft Sprockets Timing Marks Aligned
Courtesy of GENERAL MOTORS CORP.

WARNING: Bodily injury may occur if the cleaning solvent is inhaled or exposed to the skin.

1. Clean all components with cleaning solvent.
2. Dry the components with compressed air.
3. Inspect the timing chain for binding or wear.

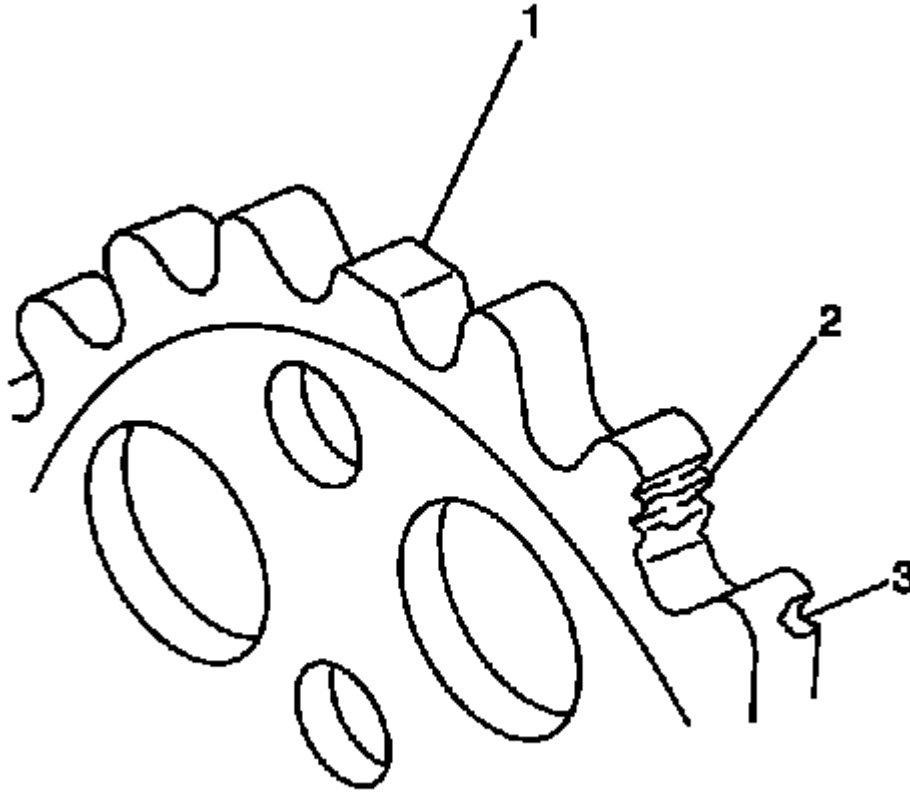


Fig. 382: Identifying Damaged Sprocket Teeth
 Courtesy of GENERAL MOTORS CORP.

4. Inspect the camshaft and crankshaft sprockets for:
 - Worn teeth (1)
 - Broken teeth (2)
 - Chipped teeth (3)
5. Inspect the timing chain dampener for excessive wear or cracks.

VALVE LIFTERS CLEANING AND INSPECTION

1. Clean the valve lifters in cleaning solvent.

WARNING: Refer to Safety Glasses Warning .

2. Dry the valve lifters with compressed air.

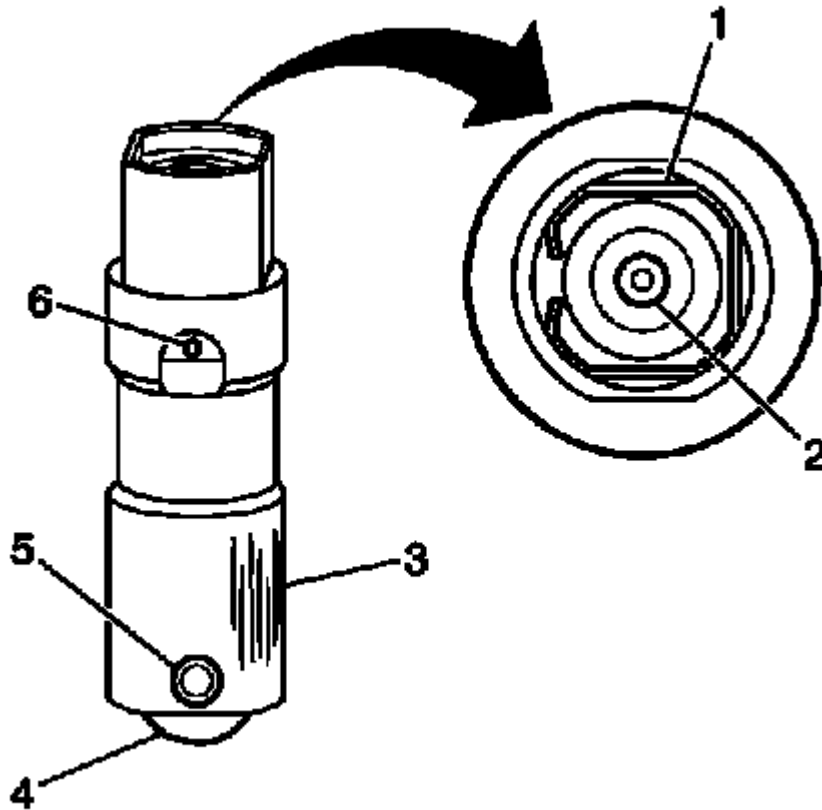


Fig. 383: Identifying Valve Lifter Inspection Areas
Courtesy of GENERAL MOTORS CORP.

3. Inspect the valve lifters for the following:

- Bent or broken clip (1)
- Worn push rod socket (2)
- Scuffed or worn sides (3)

If the valve lifter shows wear, inspect the engine block lifter bores for wear or damage.

- Flat spots on the roller (4)
- Loose or damaged pin (5)
- Plugged oil hole (6)
- Worn or damaged roller bearing

The roller should rotate freely with no binding or roughness.

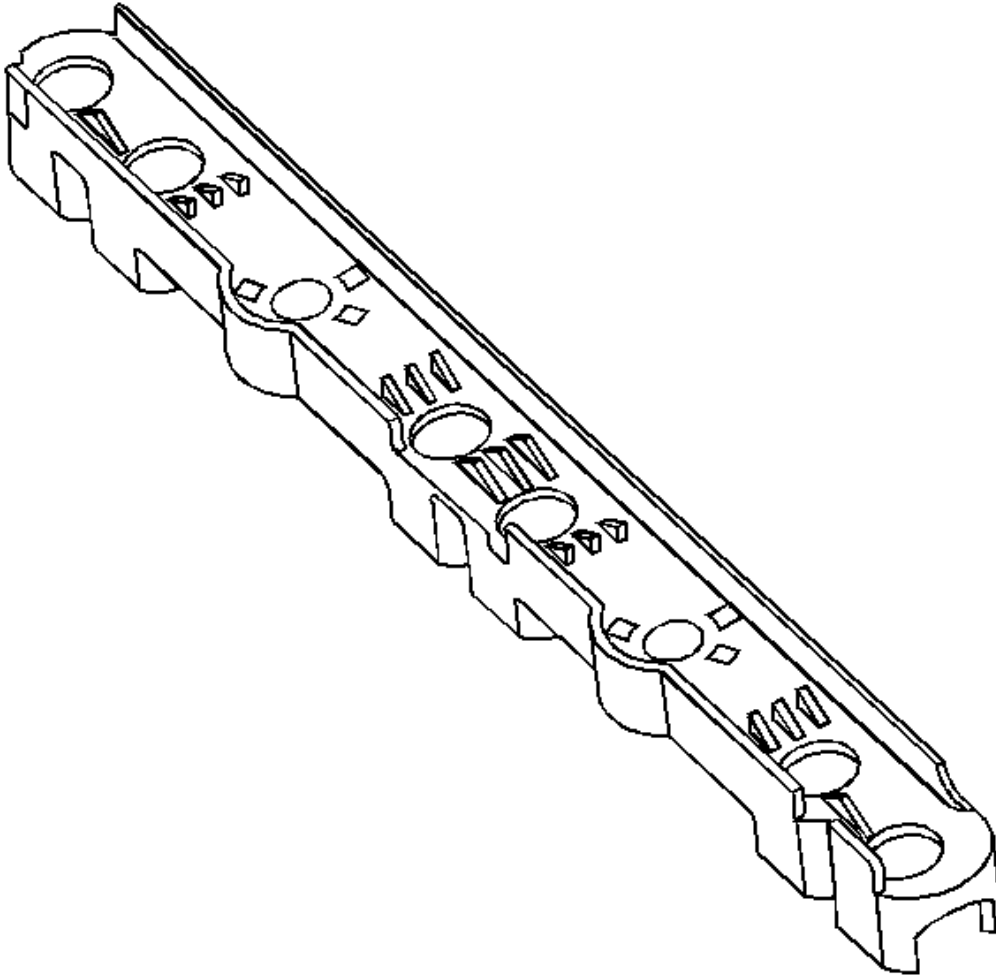


Fig. 384: View Of Valve Lifter Guides
Courtesy of GENERAL MOTORS CORP.

4. Inspect the valve lifter guides for the following:
 - For cracks or damage
 - Excessive wear in the lifter mounting bores

VALVE ROCKER ARM AND PUSH ROD CLEANING AND INSPECTION

WARNING: Bodily injury may occur if the cleaning solvent is inhaled or exposed

to the skin.

1. Clean the valve rocker arms and push rods in cleaning solvent.

WARNING: Refer to Safety Glasses Warning .

2. Dry the valve rocker arms and push rods with compressed air.

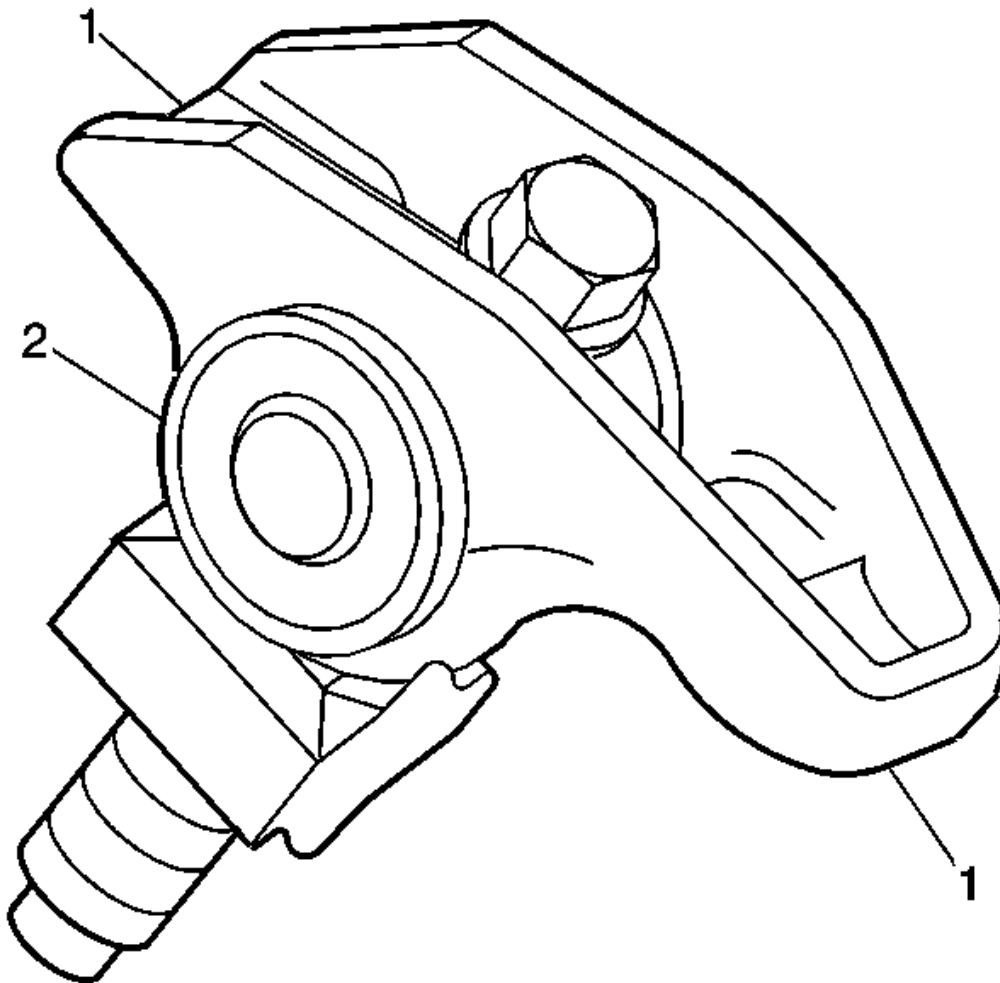


Fig. 385: Identifying Valve Rocker Arm
Courtesy of GENERAL MOTORS CORP.

3. Inspect the valve rocker arms for the following conditions:

- Excessive wear at the valve contact or push rod socket area (1)
- A loose or damaged pin (2)
- A worn or damaged roller bearing (2)

The roller should rotate freely with no binding or roughness.

- The bolt threads for damage

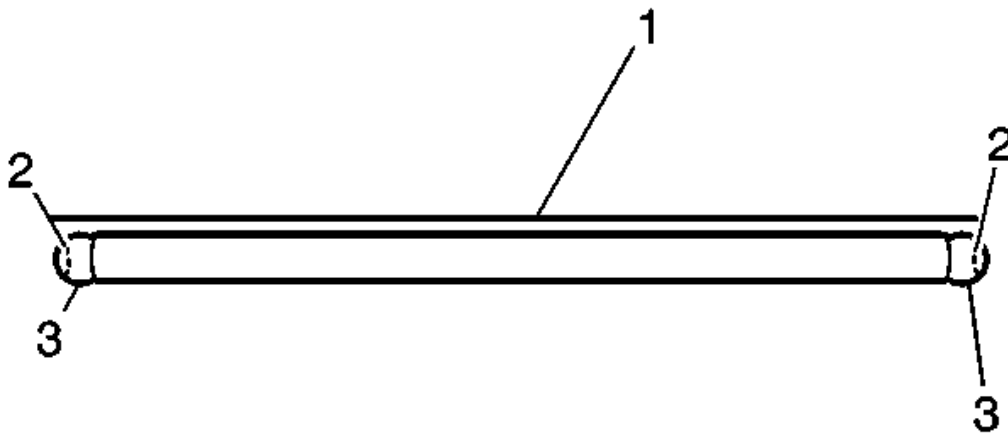


Fig. 386: Inspecting Push Rods

Courtesy of GENERAL MOTORS CORP.

NOTE: Keep the push rods in order. The intake and exhaust are different lengths.

4. Inspect the push rods for the following conditions:

- Straightness using a straight edge (1)
- Excessive wear on the push rod ends (3)
- Clogging of the oil passage (2)

CYLINDER HEAD DISASSEMBLE

Special Tools

J 38606: Valve Spring Compressor

For equivalent regional tools, refer to **Special Tools**.

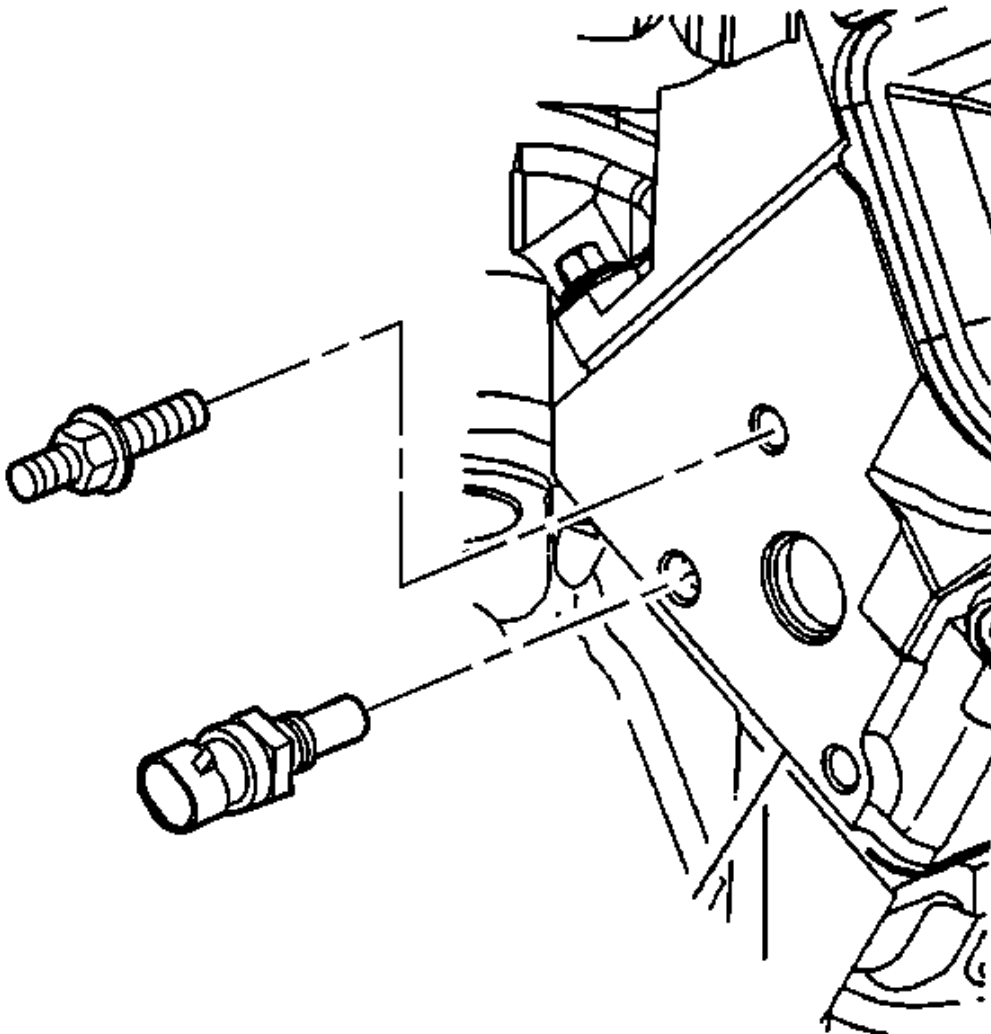
Disassemble

Fig. 387: View Of Heater Inlet Pipe Stud & Coolant Temperature Sensor
Courtesy of GENERAL MOTORS CORP.

1. Remove the heater inlet pipe stud from the right cylinder head, if required.
2. Remove the coolant temperature sensor from the right cylinder head, if required.

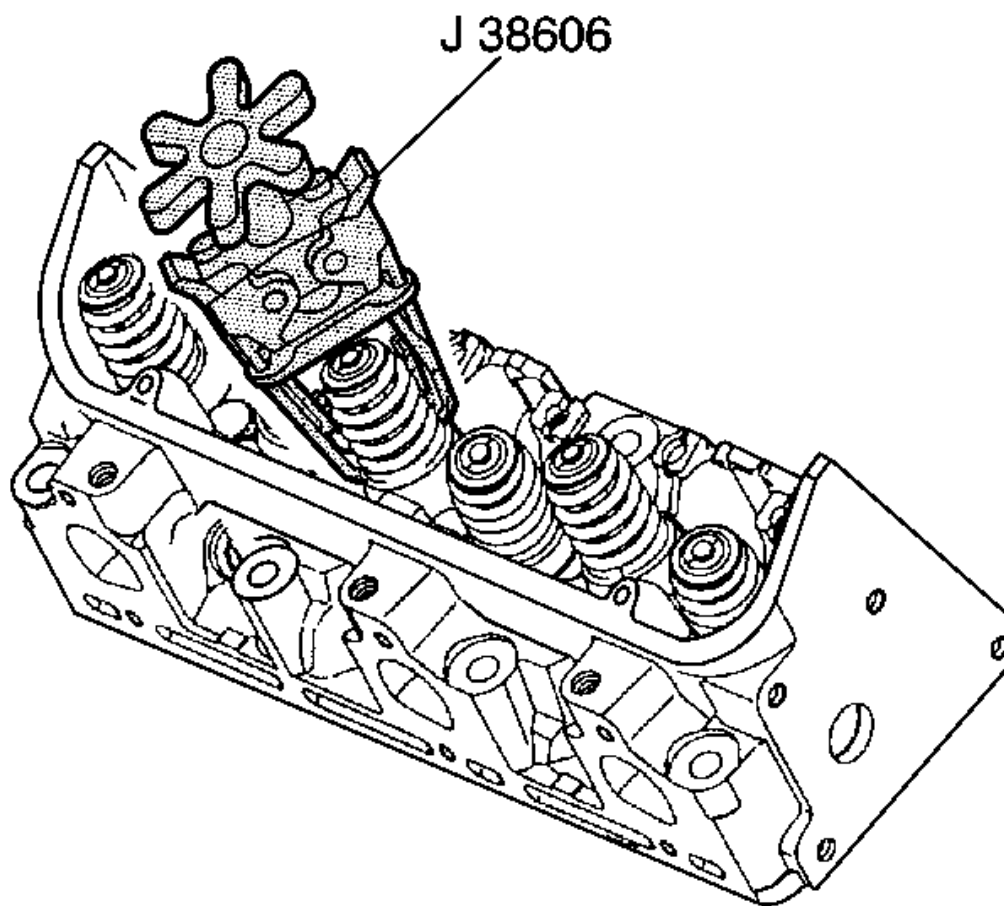


Fig. 388: Compressing Valve Springs
Courtesy of GENERAL MOTORS CORP.

3. Compress the valve springs using the **J 38606**: compressor.

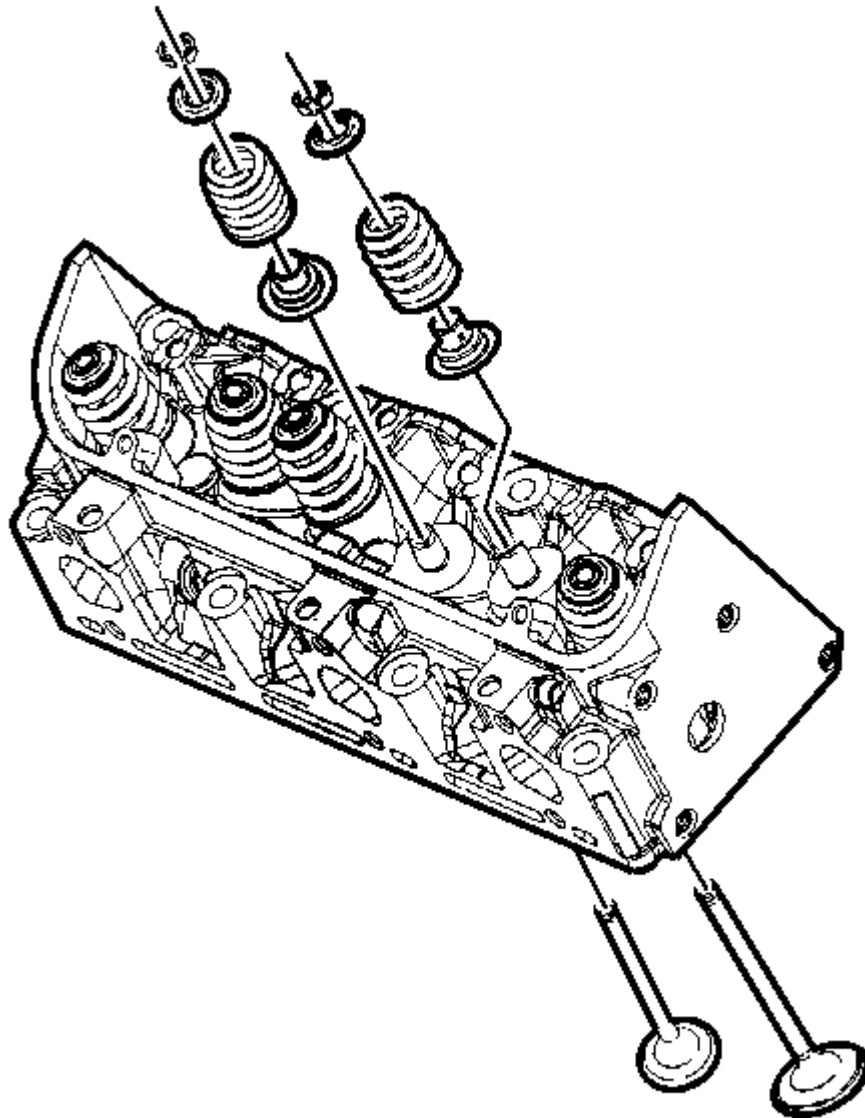


Fig. 389: View Of Valve Components
Courtesy of GENERAL MOTORS CORP.

CAUTION: Do not damage the valve guide. Remove any burrs that have formed at the key groove by chamfering the valve stem with an oil stone or a file.

NOTE: **Ensure that the valve train components are marked, organized or sorted when disassembling the cylinder head. Install the valve train components in the original location from which the component were removed.**

4. Remove the valve spring cap keys.
5. Remove the valve spring caps.
6. Remove the valve springs.
7. Remove the valves.
8. Remove the valve stem oil seals and spring seats as an assembly.

CYLINDER HEAD CLEANING AND INSPECTION

Special Tools

- **J 8089:** Carbon Removing Brush
- **J 9666:** Valve Spring Tester

For equivalent regional tools, refer to **Special Tools**.

Cleaning and Inspection

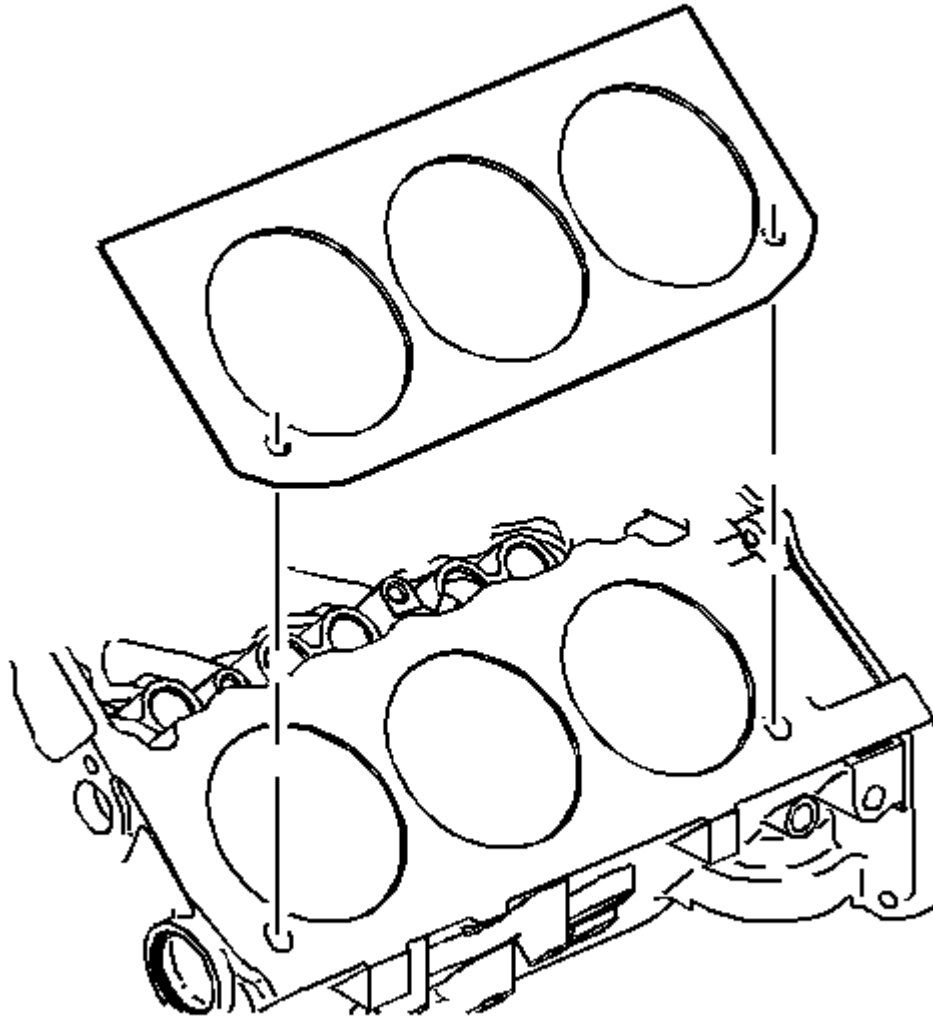


Fig. 390: View Of Cylinder Head Gasket
Courtesy of GENERAL MOTORS CORP.

1. Inspect the cylinder head gasket and the mating surfaces. Inspect for leaks, corrosion, and blowby.
2. If the gasket failed, determine the cause. The following conditions may cause gasket failure:
 - Improper installation
 - A loose or warped cylinder head
 - Missing, off location, or not fully seated dowel pins
 - Low torque on the cylinder head bolts

- Cylinder head bolts with the incorrect length
- A warped engine block surface
- Scratched surfaces
- Excessive intake manifold torque
- Cracked engine block threaded holes

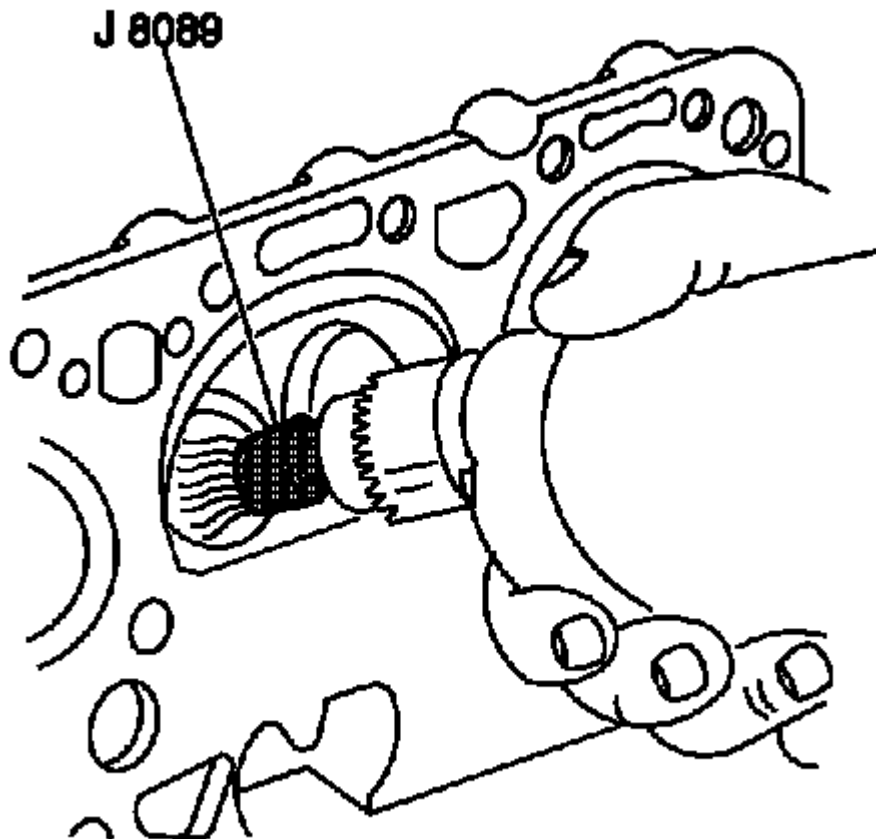


Fig. 391: Cleaning Carbon Using J 8089
 Courtesy of GENERAL MOTORS CORP.

WARNING: Refer to Safety Glasses Warning .

NOTE: Do not scuff the chamber.

3. Use the **J 8089**: brush in order to remove the carbon from the combustion chambers.
4. Clean the following components:
 - The gasket surfaces

Do not use a motorized brush on any gasket sealing surface.

- Valve stems and heads on a buffing wheel
- The bolt hole threads

Remove all dirt, debris, or threadlocking material from the bolt holes.

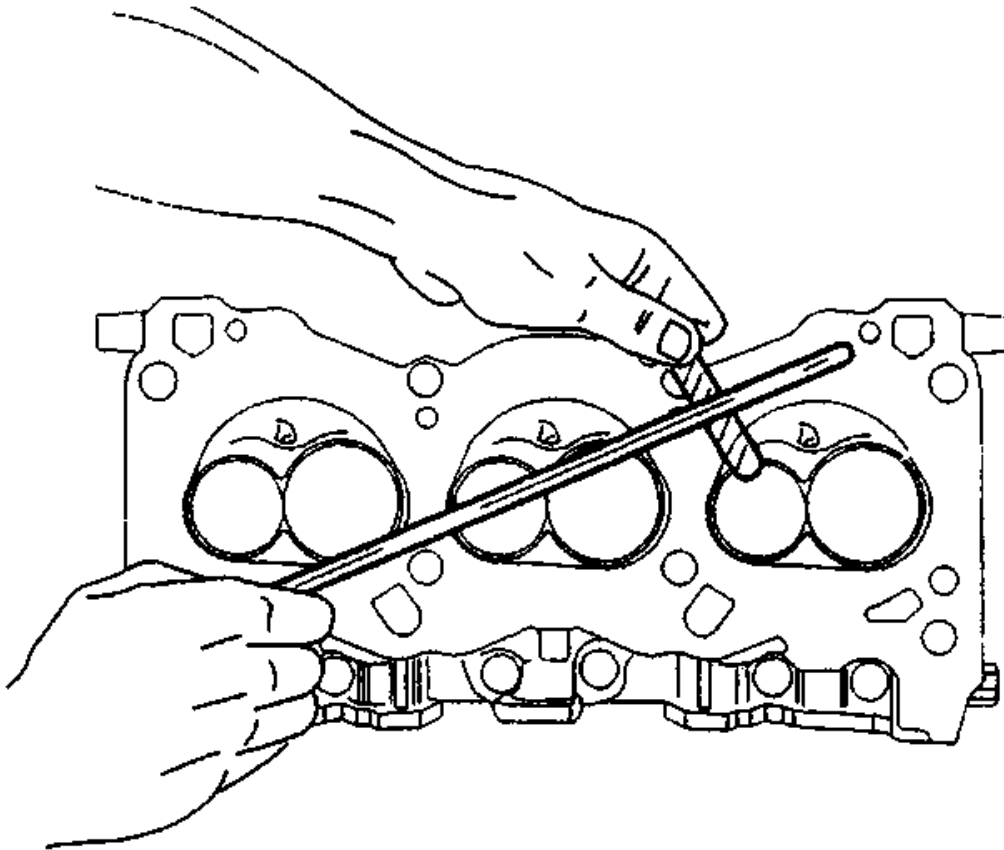


Fig. 392: Inspecting Cylinder Head Mating Surfaces For Flatness
Courtesy of GENERAL MOTORS CORP.

5. Inspect the cylinder head mating surfaces for flatness. Recondition the cylinder head mating surface, if necessary, by milling. Replace the cylinder head if you must remove more than 0.25 mm (0.010 in).
6. Inspect the cylinder head for cracks.
7. Inspect the cylinder head deck for corrosion. Do not attempt to weld the cylinder head. If the cylinder head is damaged, replace the cylinder head.

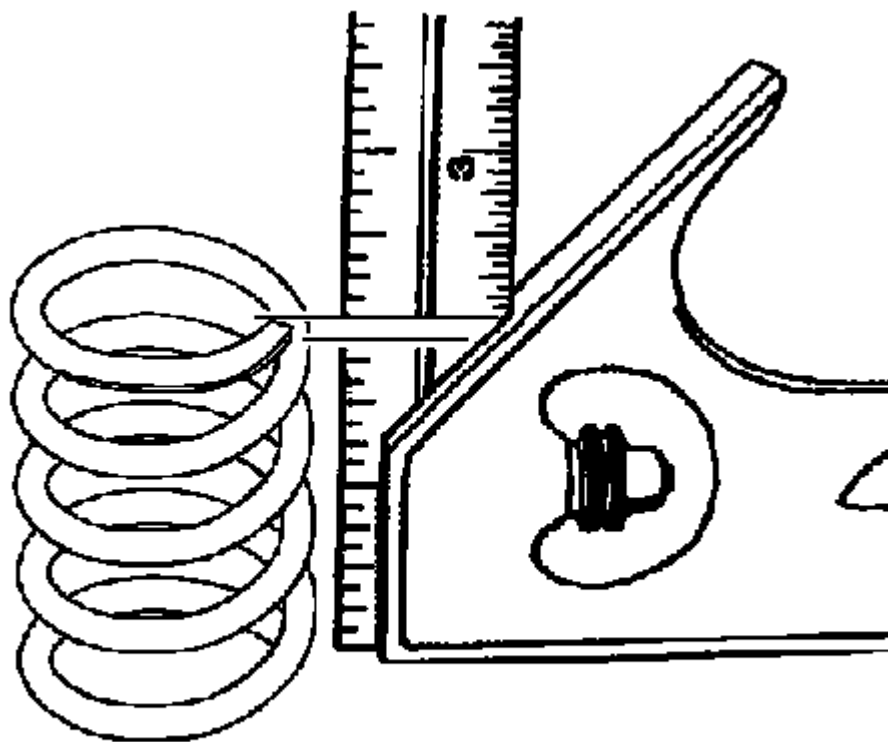


Fig. 393: Inspecting Valve Spring For Squareness
Courtesy of GENERAL MOTORS CORP.

8. Inspect the valve springs for squareness.

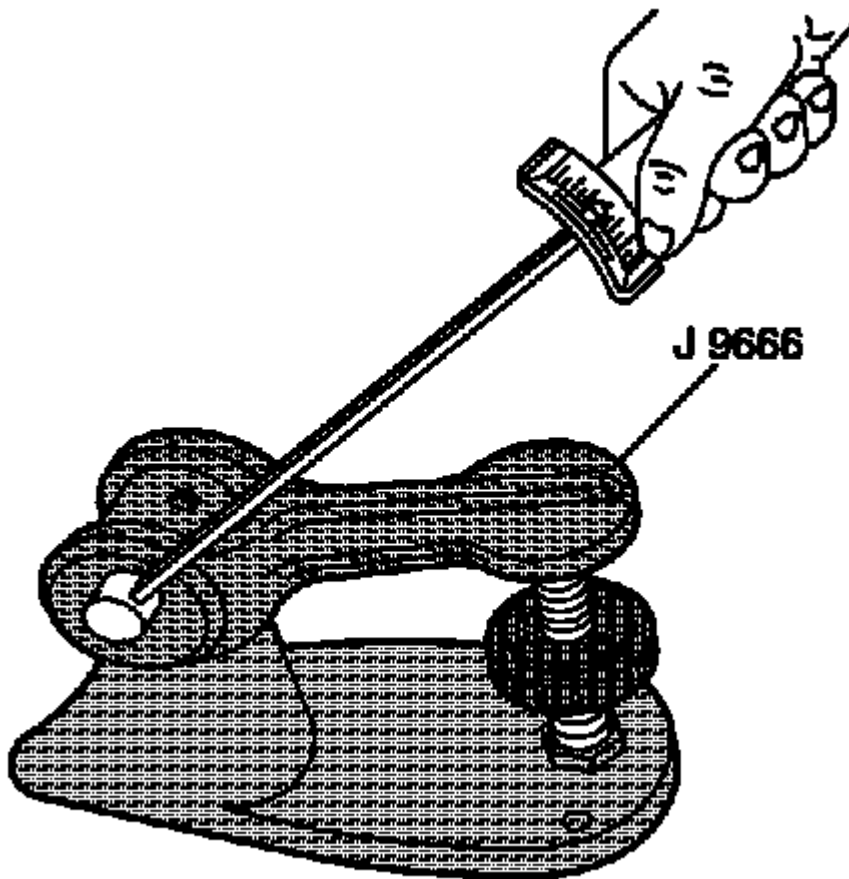


Fig. 394: Measuring Valve Spring Tension
Courtesy of GENERAL MOTORS CORP.

9. Use the **J 9666**: tester in order to measure the valve spring tension.

Replace the spring if the spring tension is not within specification.

VALVE GUIDE REAMING, AND VALVE AND SEAT GRINDING

Special Tools

J 8520: Camshaft Lobe Lift Indicator

For equivalent regional tools, refer to **Special Tools**.

Procedure

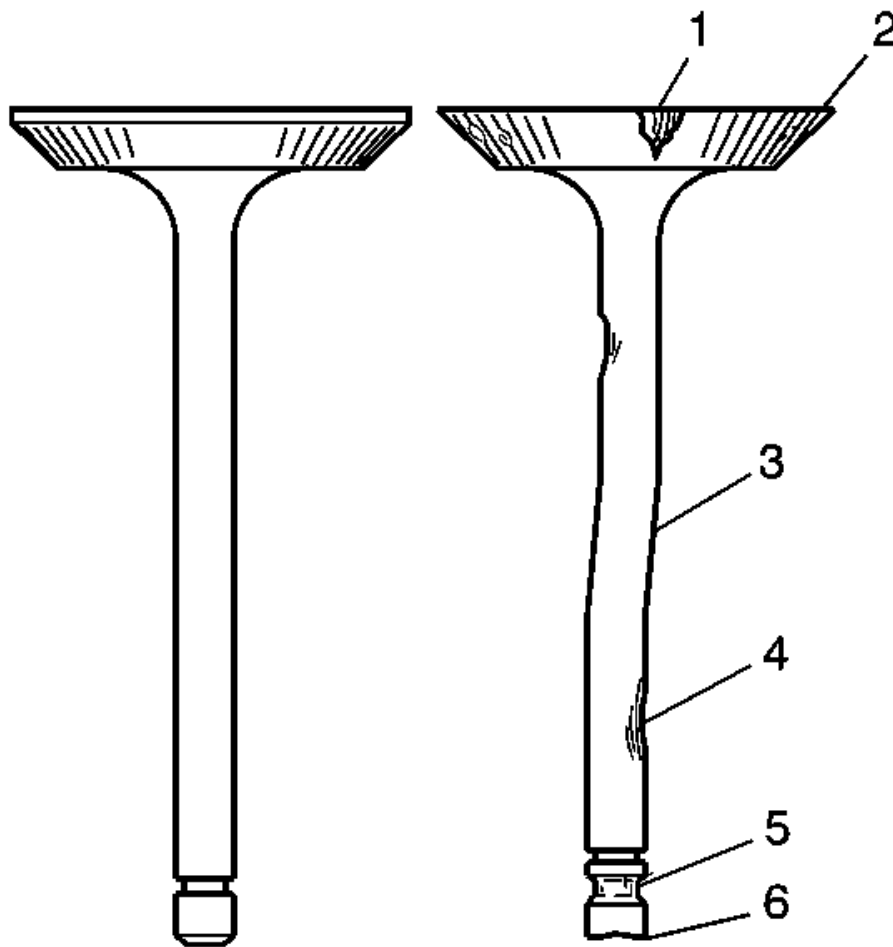


Fig. 395: Identifying Inspection Points For Valves Damage
Courtesy of GENERAL MOTORS CORP.

1. Inspect the valves for the following conditions:

- Burnt or eroded areas (1)
- A worn margin (2)
- A bent stem (3)
- A worn or scored stem (4)
- A worn key groove (5)
- A worn stem tip (6)

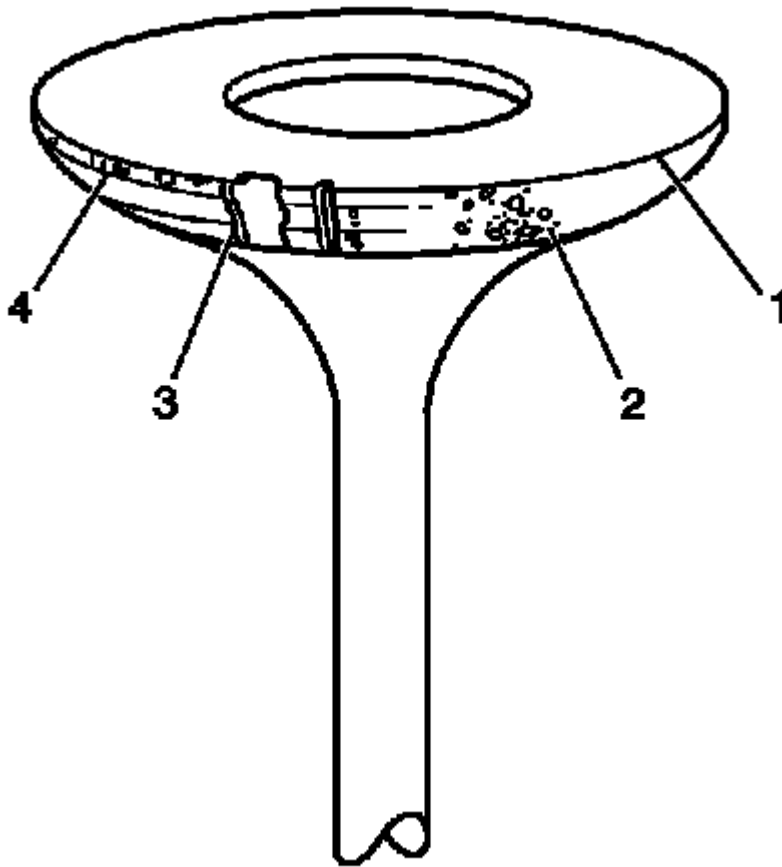


Fig. 396: Inspecting Valve Face For Burning, Pitting & Cracking
Courtesy of GENERAL MOTORS CORP.

2. Inspect the valve face for the following conditions:
 - Worn margin (4)
 - No margin (1)
 - Pitted surfaces (2)
 - Burnt or eroded areas (3)
3. Inspect the valve seats for a loose fit in the cylinder head.

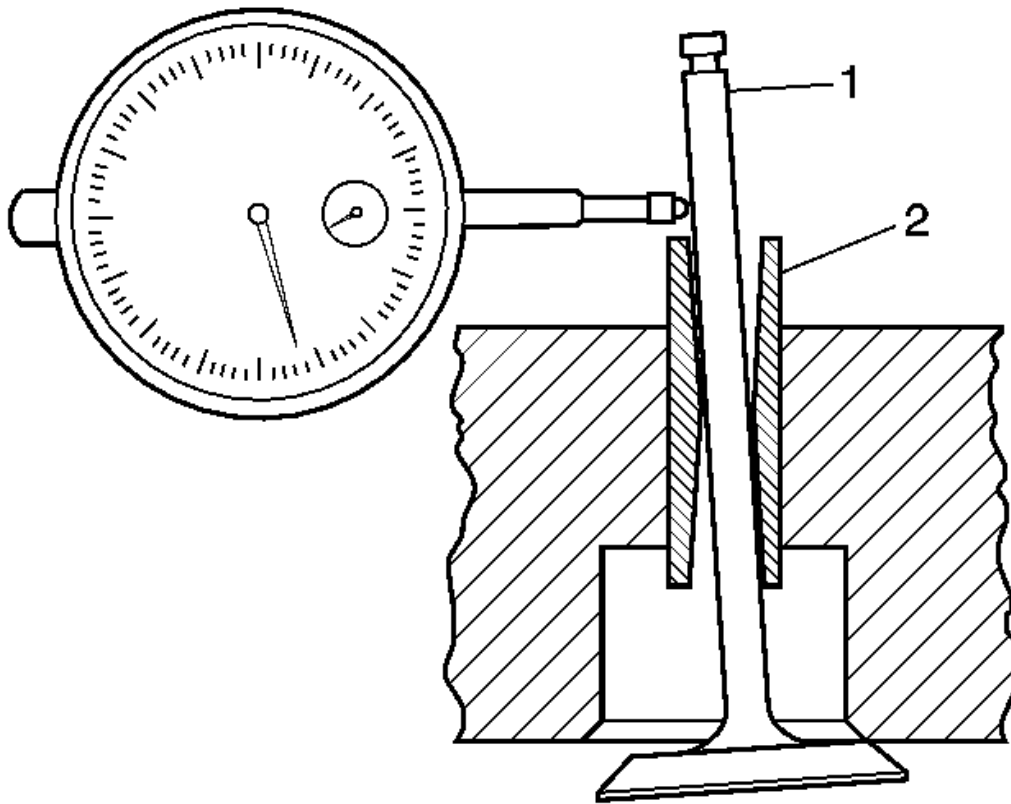


Fig. 397: Inspecting For Excessive Valve Stem To Guide Clearance
Courtesy of GENERAL MOTORS CORP.

CAUTION: Proper valve stem-to-valve guide clearance is necessary for proper engine operation and component life. Excessive clearance may cause a noisy valve train, premature valve stem oil seal failure, excessive oil consumption and related component damage. Insufficient clearance may cause a noisy valve train, rough engine operation or sticking valves that may lead to related component damage. Failure to inspect valve stem-to-valve guide clearance and repair or replace necessary components may lead to extensive engine damage.

NOTE: Excessive valve stem-to guide clearance may cause the following conditions:

- A noisy valve train
- Premature valve stem oil seal wear

- **Component damage**
- **Excessive engine oil consumption**

4. Inspect for excessive valve stem (1) to guide (2) clearance.

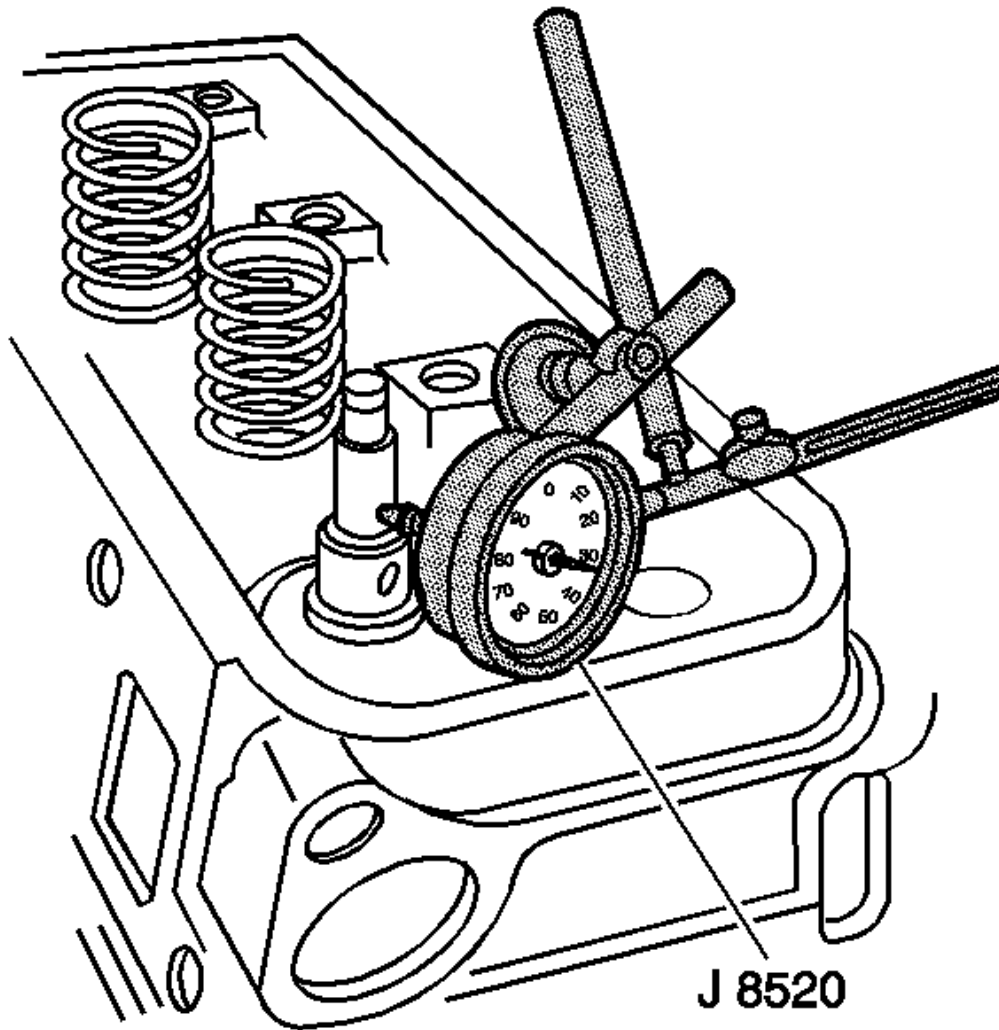


Fig. 398: Identifying J 8520

Courtesy of GENERAL MOTORS CORP.

5. Use a dial indicator in order to measure the valve stem-to-guide clearance. Complete the following steps:
1. Install the valve into the guide.

2. Install the **J 8520** indicator onto the cylinder head.
3. Locate the dial indicator so that the movement of the valve stem from side to side, crosswise to the cylinder head, will cause a direct movement on the indicator stem.
4. Ensure that the indicator stem contacts the side of the valve stem just above the valve guide.
5. Drop the valve head about 2 mm (1/8 in) off the valve seat.
6. Use light pressure and move the valve stem side to side in order to obtain a clearance reading.
7. If the valve stem to guide clearance is not within specification, replace the valve and/or repair the guide in order to obtain the proper clearances.

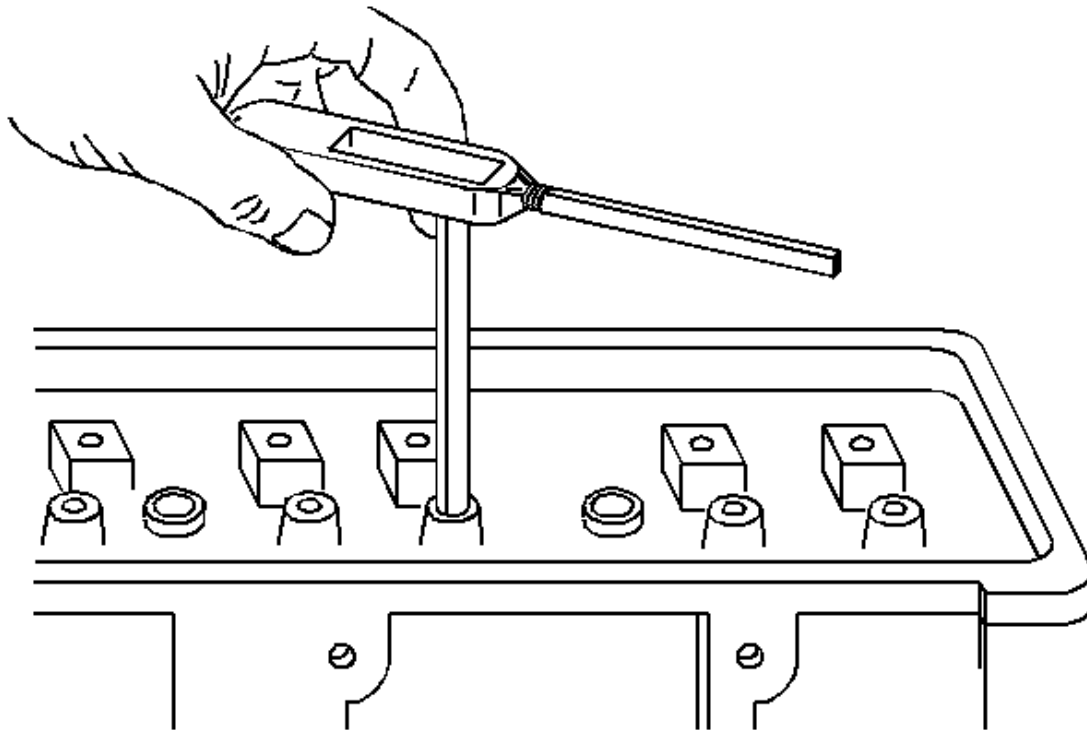


Fig. 399: Reaming Valve Guides For Oversize Valves
 Courtesy of GENERAL MOTORS CORP.

NOTE: Replace a valve stem that has excessive scoring or wear. A valve guide that is worn and has excessive stem-to-guide clearance may need to be

sleeved.

6. Ream the valve guides for oversize valves if the clearance exceeds the specifications.

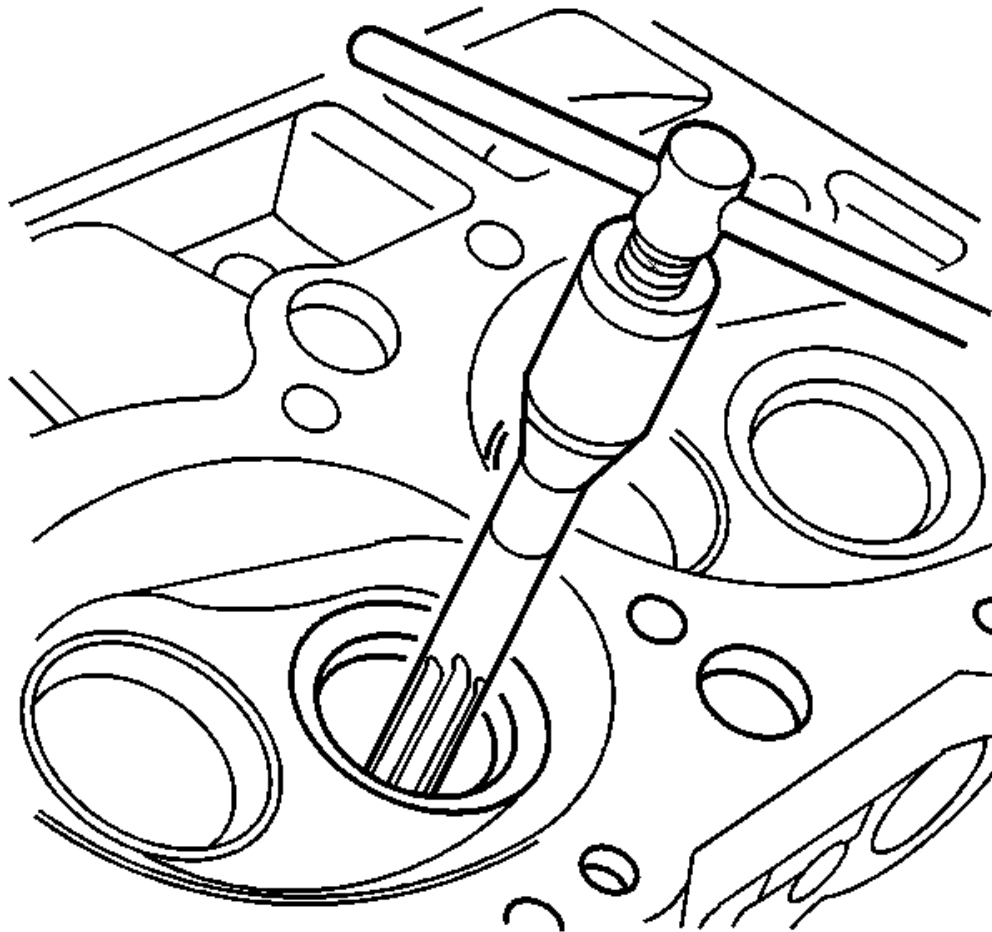


Fig. 400: Reaming Valve Guide
Courtesy of GENERAL MOTORS CORP.

NOTE: Follow the manufacturers instructions when using valve guide reamers, sleeves, and installers.

7. Ream the valve guide in order to obtain the proper specification.

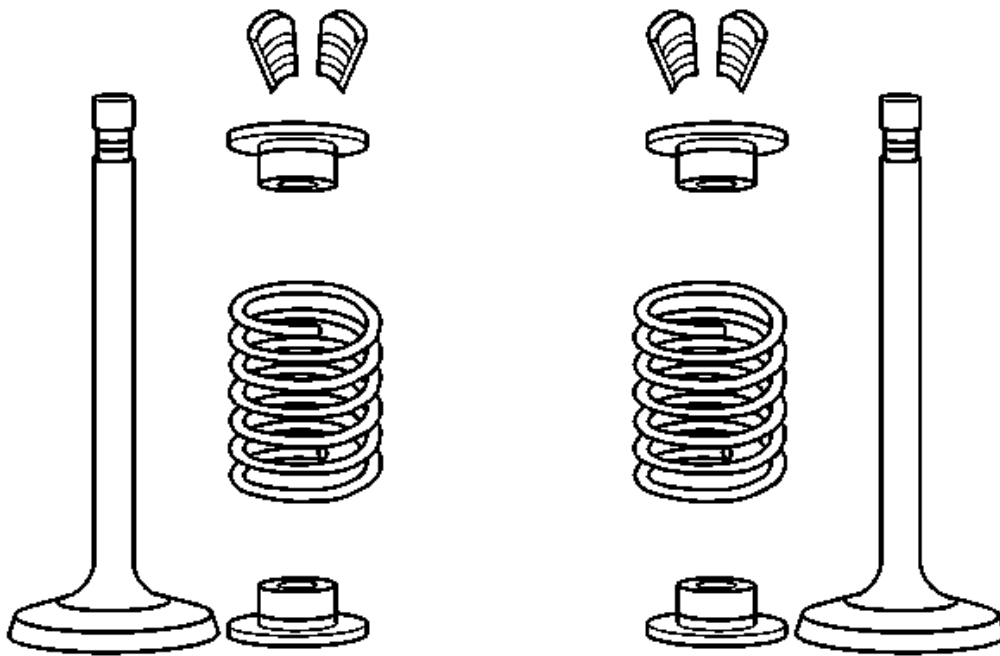


Fig. 401: View Of Valve Locks, Caps, Seats & Spring
Courtesy of GENERAL MOTORS CORP.

NOTE: Valves that are pitted must be refaced to the proper angle. Replace valve stems that show excessive wear, or replace valves that are warped. Several different types of equipment are available for refacing valves and valve seats. Follow the manufacturers recommendations when performing these procedures.

8. Inspect the valves for excessive scoring.

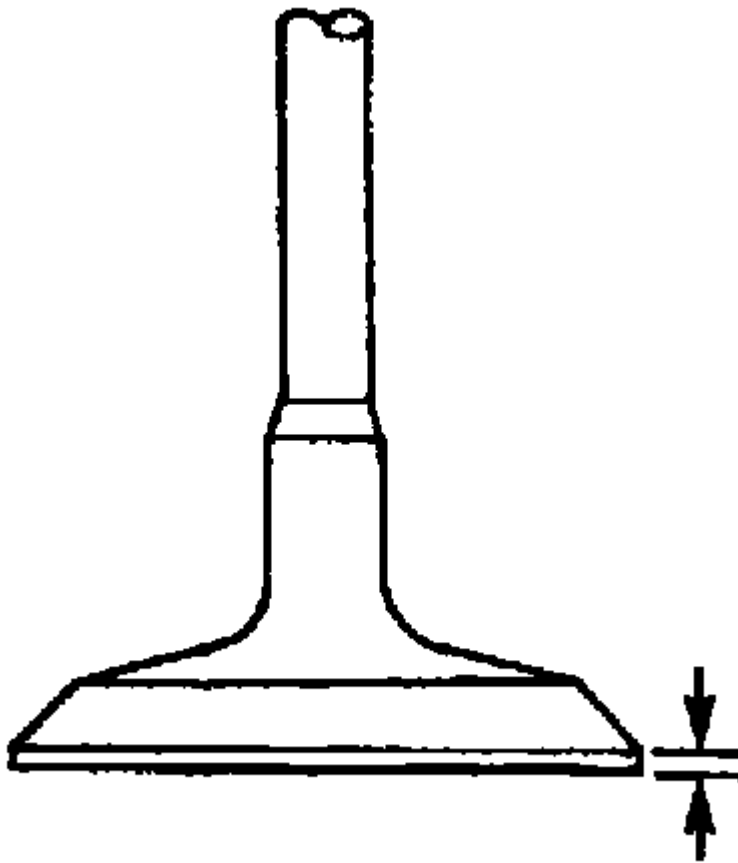


Fig. 402: Inspecting Valve Margin
Courtesy of GENERAL MOTORS CORP.

9. Inspect the valve face.

Replace the valve if the valve margin is not within specifications after grinding.

10. Reface pitted valves on a valve refacing machine in order to ensure the correct relationship between the head and the stem.

NOTE: **Reconditioning the valve seats is very important. Ensure perfect seating of the valves in the engine in order to deliver optimum power and performance. Clean the valve guides of all debris and dirt before grinding the valve seat.**

11. Recondition the valve seats after reaming the valve guide bores or installing the new valve guides.
12. The valve seats should be concentric to within 0.05 mm (0.031 in) total indicator reading.

CYLINDER HEAD ASSEMBLE

Special Tools

J 38606: Valve Spring Compressor

For equivalent regional tools, refer to **Special Tools**.

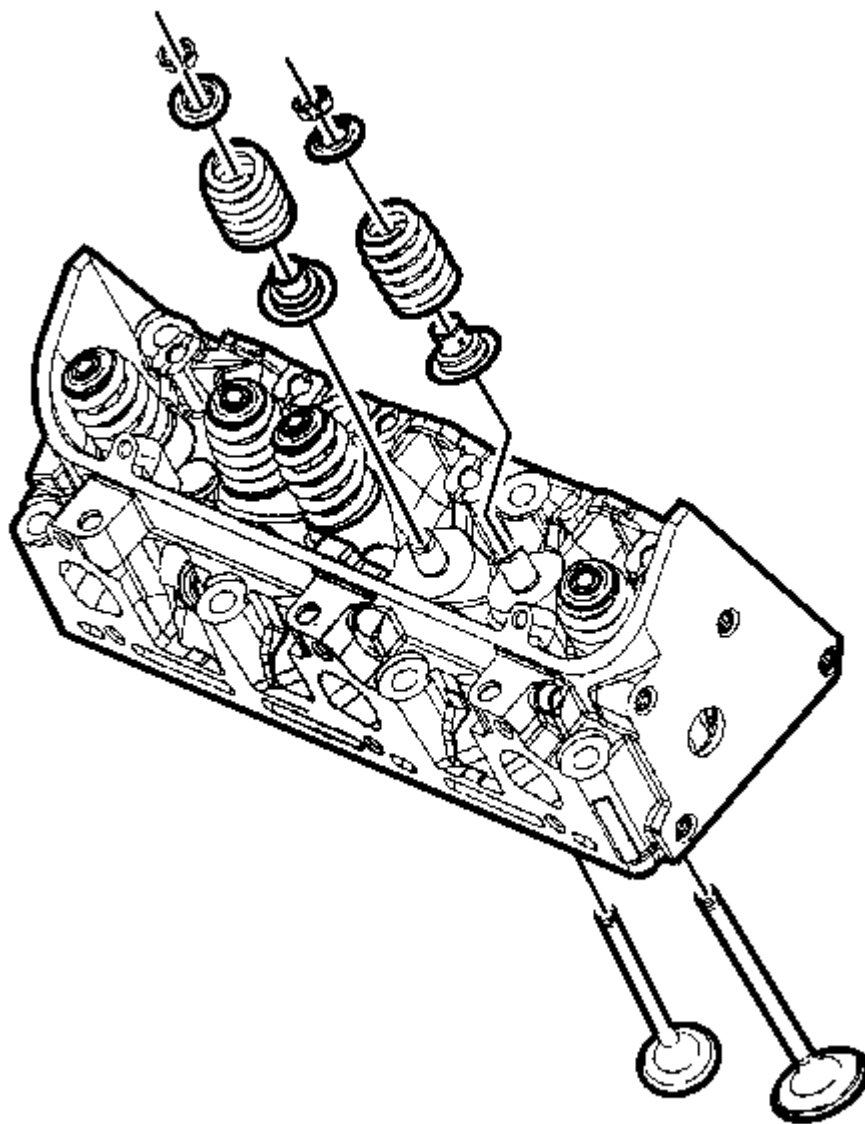
Procedure

Fig. 403: View Of Valve Components
Courtesy of GENERAL MOTORS CORP.

NOTE: Use oversize valve stem seals if you install oversize valves.

1. Lubricate the valve stem with clean engine oil.
2. Install the valves.
3. Lightly tap the new or reconditioned valves into the valve seat.
4. Install the valve stem oil seals using a suitable tool.
5. Install the valve springs.
6. Install the valve spring caps.

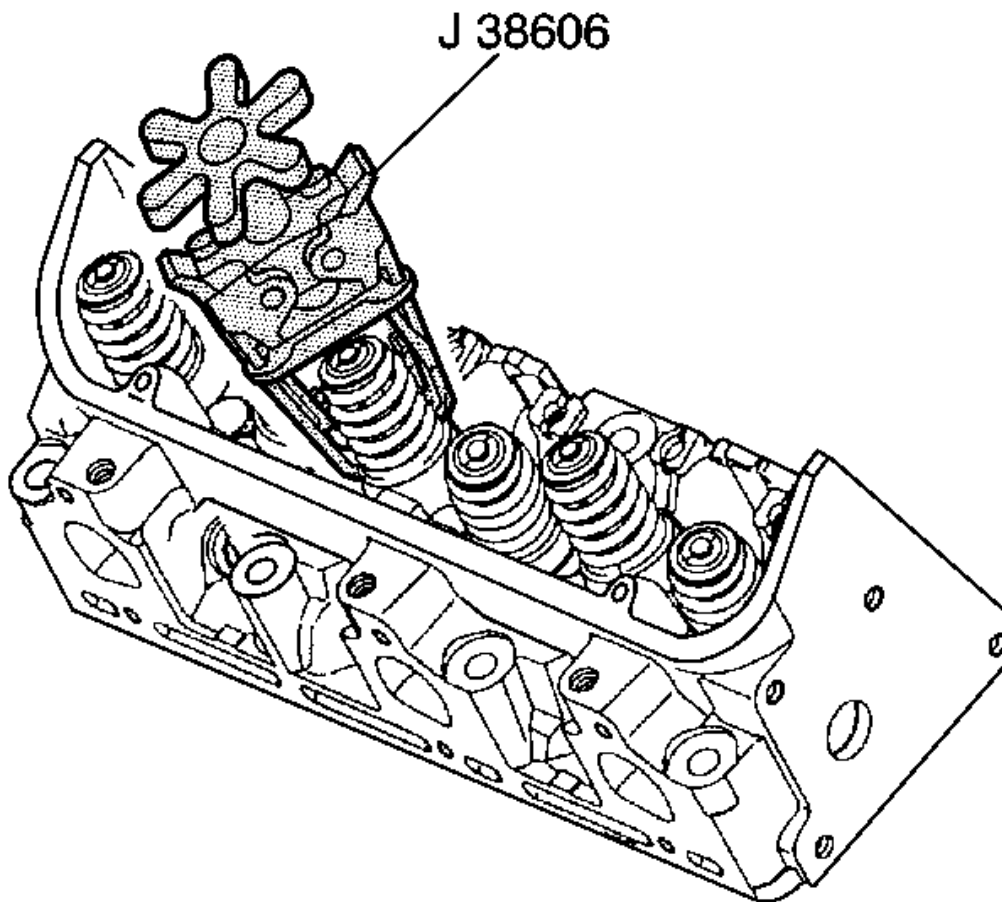


Fig. 404: Compressing Valve Springs
Courtesy of GENERAL MOTORS CORP.

7. Compress the valve springs using the **J 38606**: compressor.
8. Install the valve spring cap keys. Hold the valves in place with grease, if necessary.

9. Release the valve springs.
10. Ensure that the valve locks are seated.
11. Measure valve spring installed height.
12. If the valve spring installed height is not within specifications install 0.25 mm (0.010 in) rocker arm shims as needed. If more than 2 shims are needed replace the cylinder head or valve.

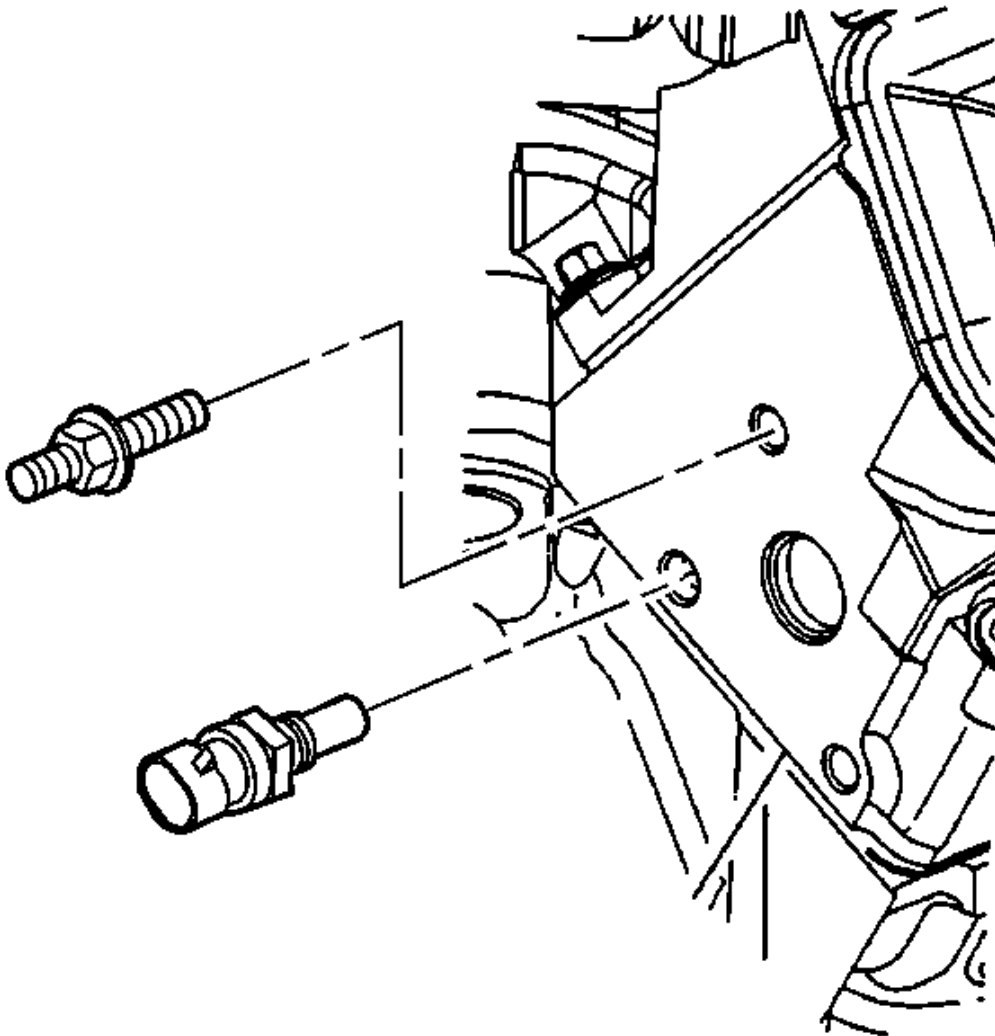


Fig. 405: View Of Heater Inlet Pipe Stud & Coolant Temperature Sensor
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

13. Install the coolant temperature sensor, if required. Tighten the coolant temperature sensor to 23 N.m (17 lb ft).
14. Install the heater inlet pipe stud, if required. Tighten the heater inlet pipe stud to 35 N.m (26 lb ft).

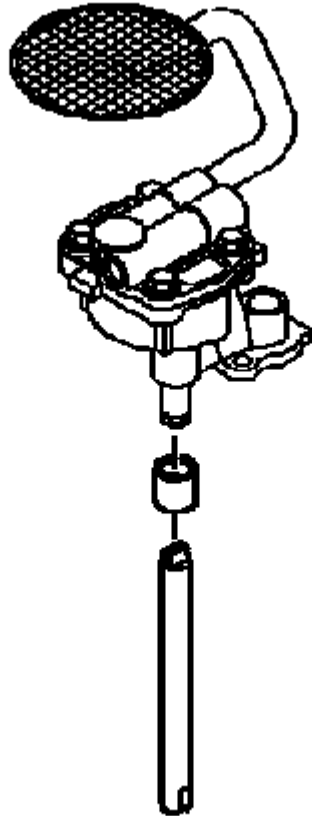
OIL PUMP DISASSEMBLE

Fig. 406: View Of Oil Pump Driveshaft & Oil Pump Driveshaft Retainer
Courtesy of GENERAL MOTORS CORP.

1. Remove the oil pump driveshaft and oil pump driveshaft retainer.

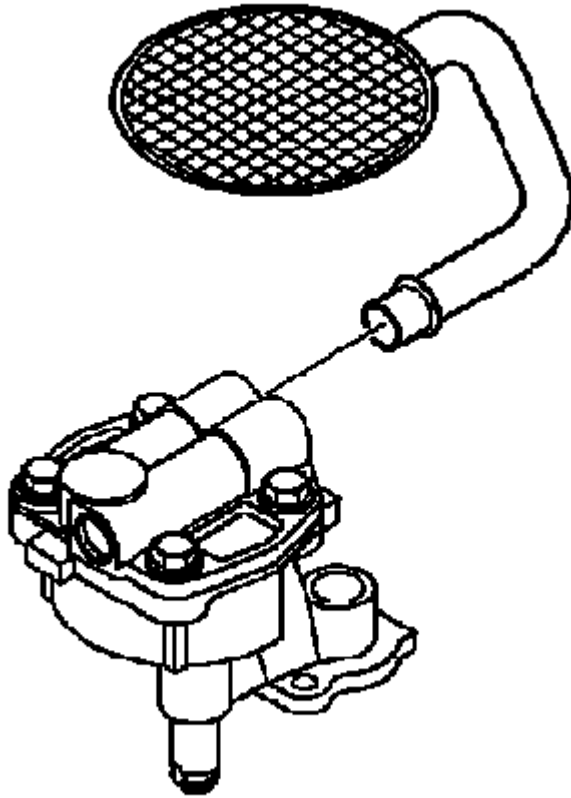


Fig. 407: View Of Oil Pump Pipe & Screen
Courtesy of GENERAL MOTORS CORP.

NOTE: **DO NOT** remove the oil pump screen from the pipe. The pipe and oil pump screen are serviced as a complete assembly.

2. Remove the oil pump screen, if necessary.

The oil pump screen has a press fit into the oil pump cover.

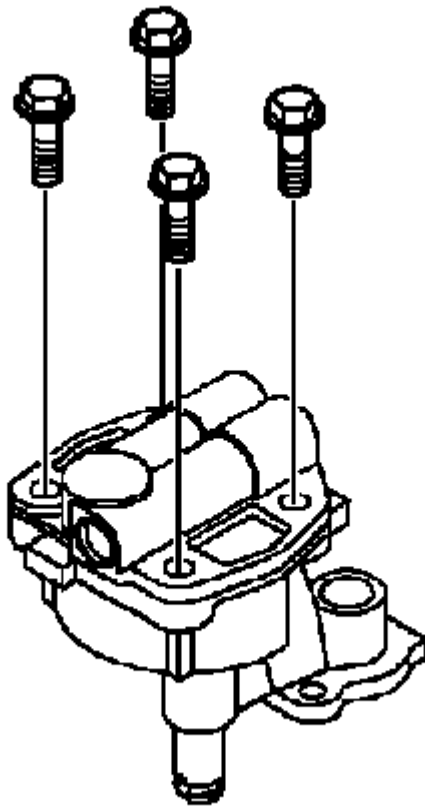


Fig. 408: View Of Oil Pump Cover Bolts
Courtesy of GENERAL MOTORS CORP.

3. Remove the oil pump cover bolts.

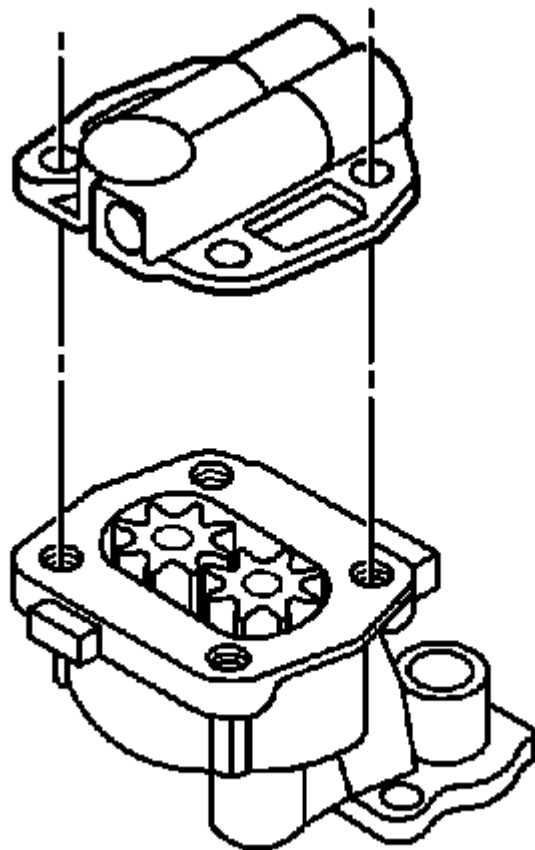


Fig. 409: View Of Oil Pump Cover
Courtesy of GENERAL MOTORS CORP.

4. Remove the oil pump cover.

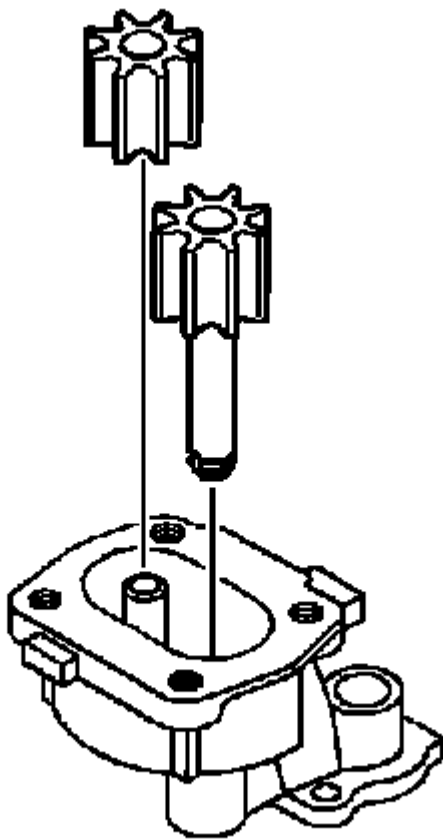


Fig. 410: View Of Oil Pump Drive Gear & Driven Gear
Courtesy of GENERAL MOTORS CORP.

5. Remove the oil pump drive gear and the oil pump driven gear.
6. Matchmark the gear teeth for assembly.

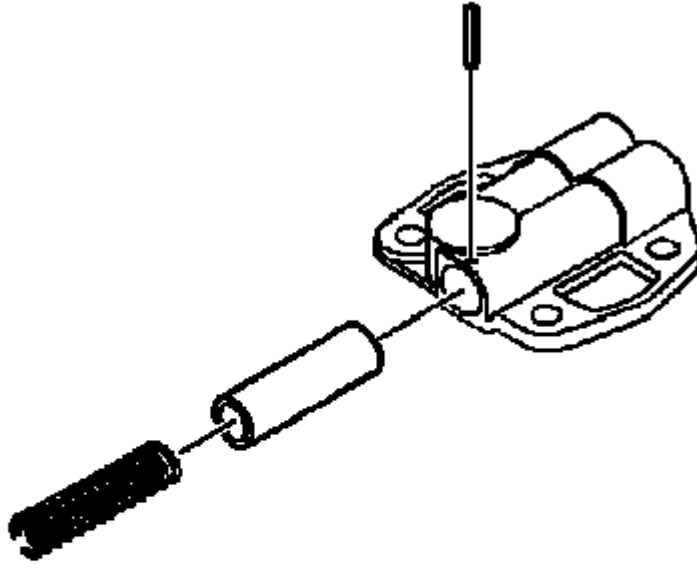


Fig. 411: View Of Oil Pump Pressure Relief Valve, Spring & Spring Straight Pin
Courtesy of GENERAL MOTORS CORP.

WARNING: Refer to Safety Glasses Warning .

WARNING: In some models, the pressure regulator valve spring is under pressure. Remove the retaining pin carefully in order to avoid bodily injury.

7. Remove the following items:
 1. The oil pump pressure relief valve spring straight pin.
 2. The oil pump pressure relief spring.

WARNING: Bodily injury may occur if the cleaning solvent is inhaled or exposed to the skin.

3. The oil pump pressure relief valve. If the valve is stuck, soak the pump housing in cleaning solvent.

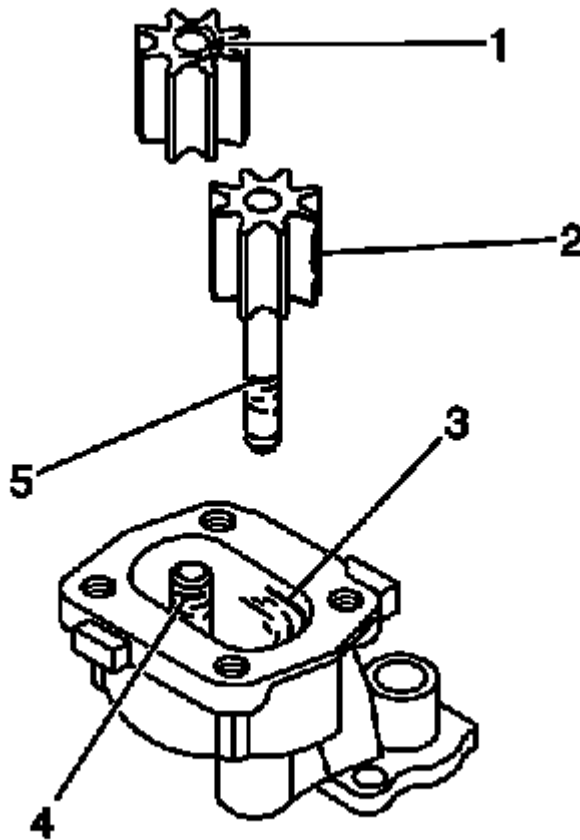
OIL PUMP CLEANING AND INSPECTION

Fig. 412: Identifying Oil Pump Components
Courtesy of GENERAL MOTORS CORP.

WARNING: Bodily injury may occur if the cleaning solvent is inhaled or exposed to the skin.

1. Clean all parts of sludge, oil, and varnish by soaking in cleaning solvent.
2. Inspect for foreign material and determine the source of the foreign material.
3. Inspect the pump housing and cover for the following conditions:
 - Cracks or casting imperfections
 - Scoring (3)
 - Damaged threads
4. Do not attempt to repair the pump housing.

Replace the pump housing.

5. Inspect the oil pump gears for the following conditions:
 - Scoring (1)
 - Excessive wear (2)
6. Inspect the idler shaft for looseness or scoring (4).

If loose or damaged, replace the oil pump.

7. Inspect the drive gear shaft for looseness or scoring (5).

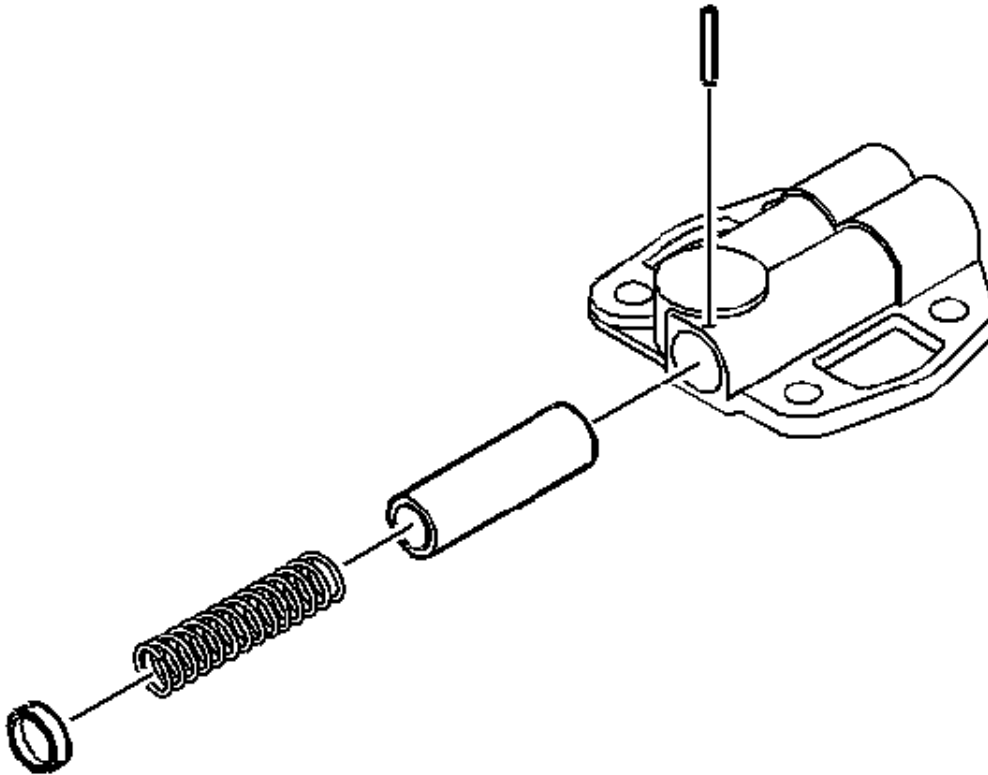


Fig. 413: View Of Pressure Regulator Valve & Spring
Courtesy of GENERAL MOTORS CORP.

8. Inspect the pressure regulator valve for the following conditions:
 - Scoring
 - Sticking

Burrs may be removed using a fine oil stone.

9. Inspect the pressure regulator valve spring for the following conditions:
 - Loss of tension
 - Bending
10. Inspect the suction pipe and screen assembly for the following conditions:
 - Looseness

If the suction pipe is loose, bent or has been removed, replace the pump body cover and suction pipe.

- Broken wire mesh or screen

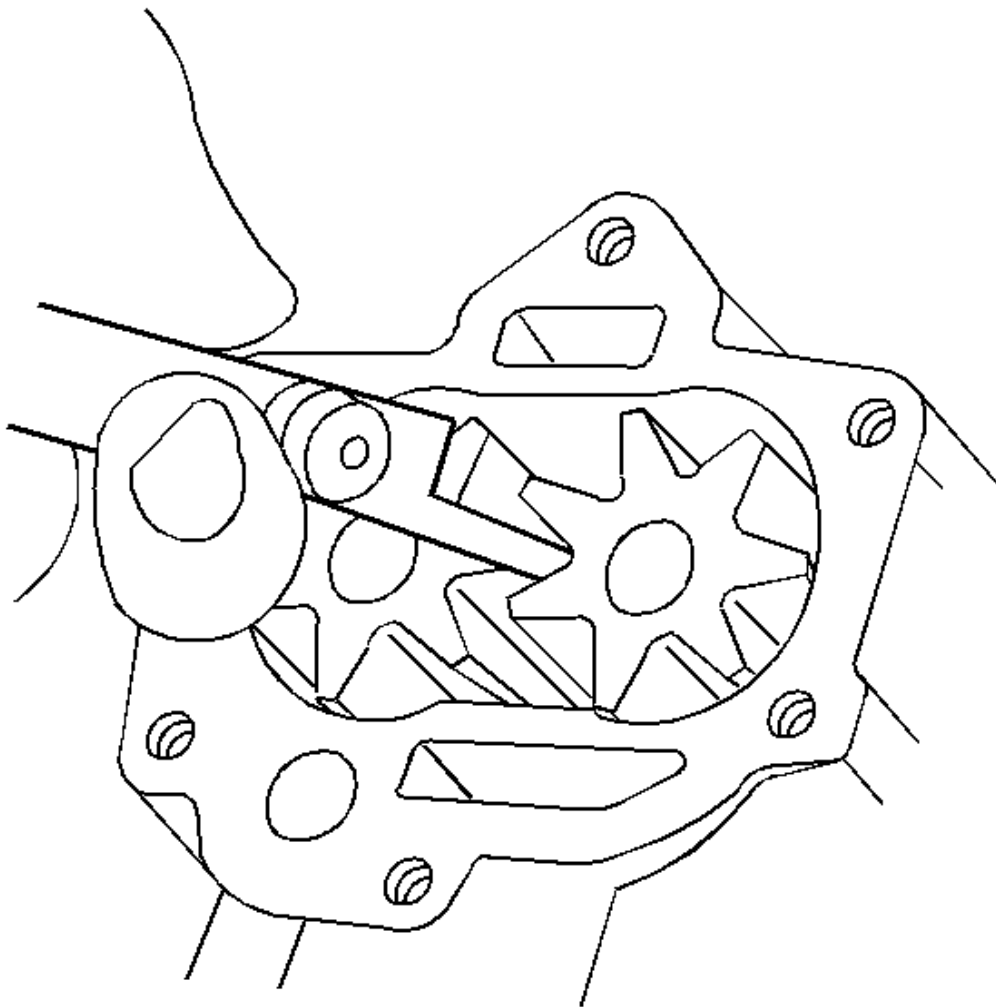


Fig. 414: Measuring Oil Pump Gear Lash
Courtesy of GENERAL MOTORS CORP.

11. Measure the oil pump gear lash. Install the gears, and measure in several places.

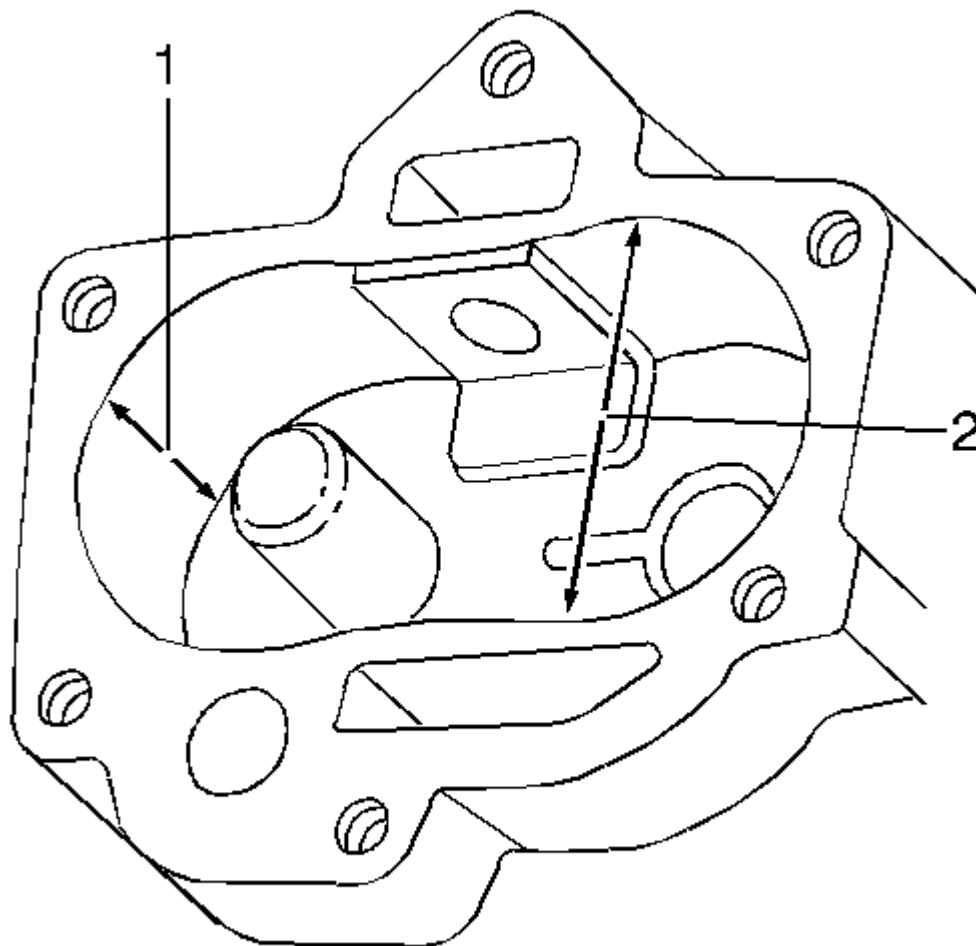


Fig. 415: Checking Oil Pump Housing Gear Pocket
Courtesy of GENERAL MOTORS CORP.

12. Measure the oil pump housing gear pocket (1, 2).

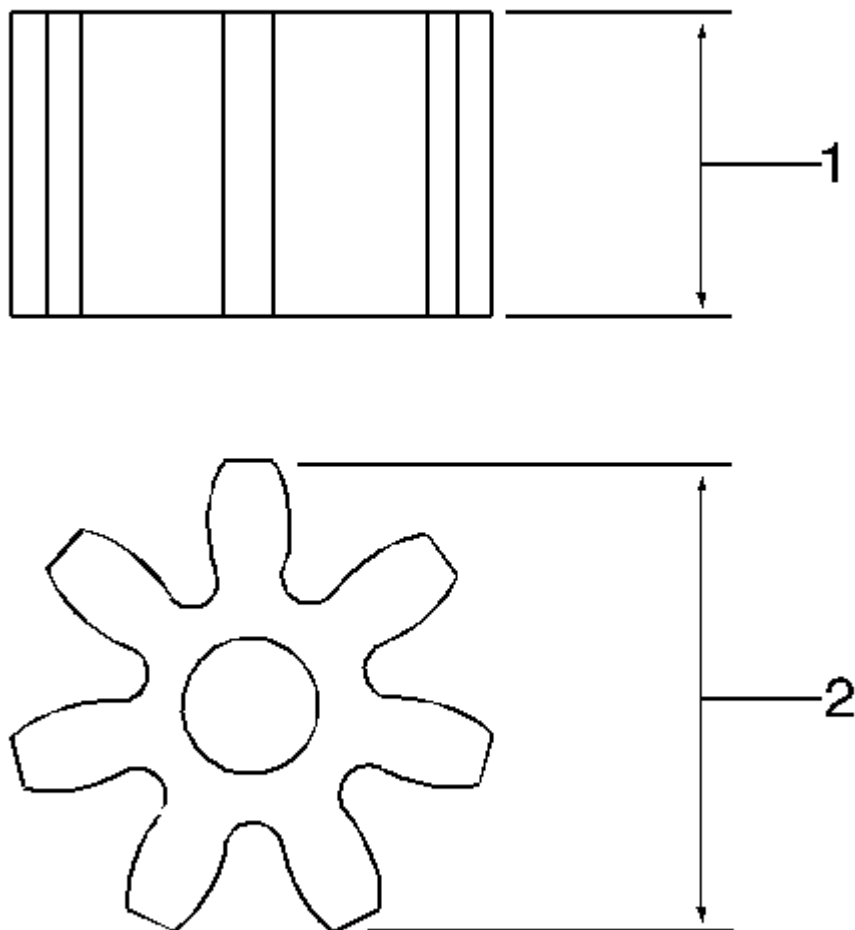


Fig. 416: View Of Oil Pump Gears
Courtesy of GENERAL MOTORS CORP.

13. Measure the oil pump gears (1, 2).

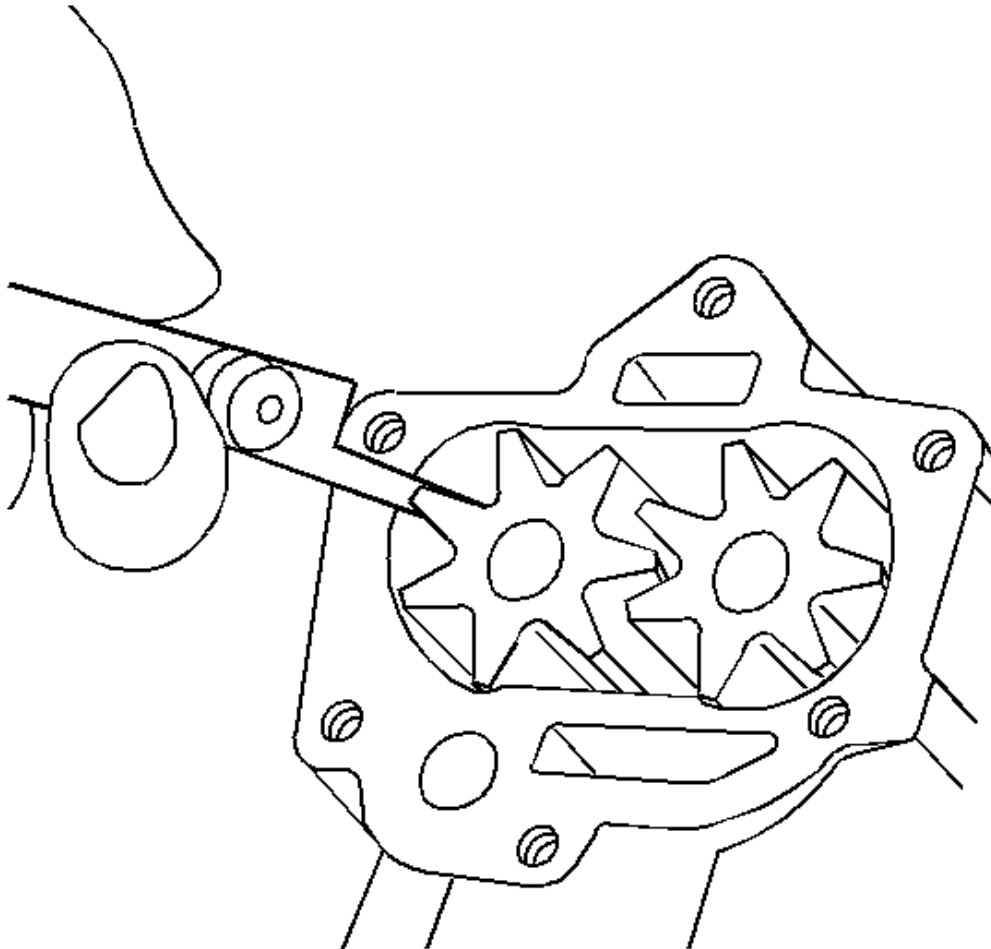


Fig. 417: Measuring Oil Pump Gear Side Clearance
Courtesy of GENERAL MOTORS CORP.

NOTE: When deciding pump serviceability based on end clearance, consider depth of the wear pattern in the pump cover.

14. Measure the oil pump gear side clearance.

OIL PUMP ASSEMBLE

Special Tools

J 22144: Oil Suction Pipe Installer

For equivalent regional tools, refer to **Special Tools**.

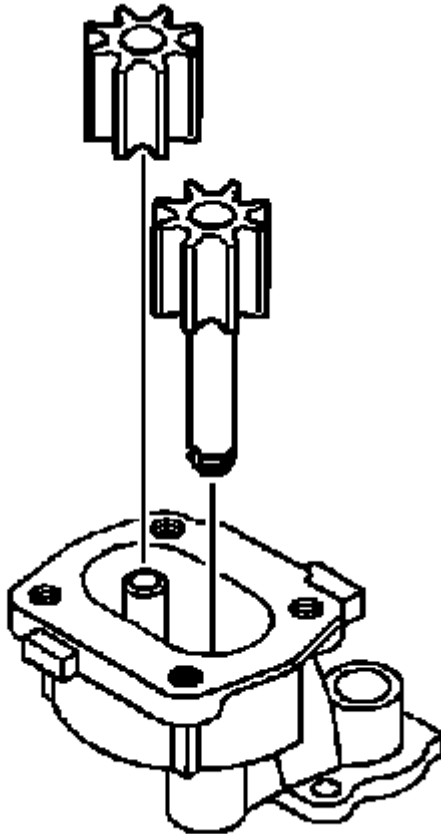
Assemble

Fig. 418: View Of Oil Pump Drive Gear & Driven Gear
Courtesy of GENERAL MOTORS CORP.

1. Lubricate all the internal oil pump parts using engine oil during assembly.
2. Install the oil pump gears.

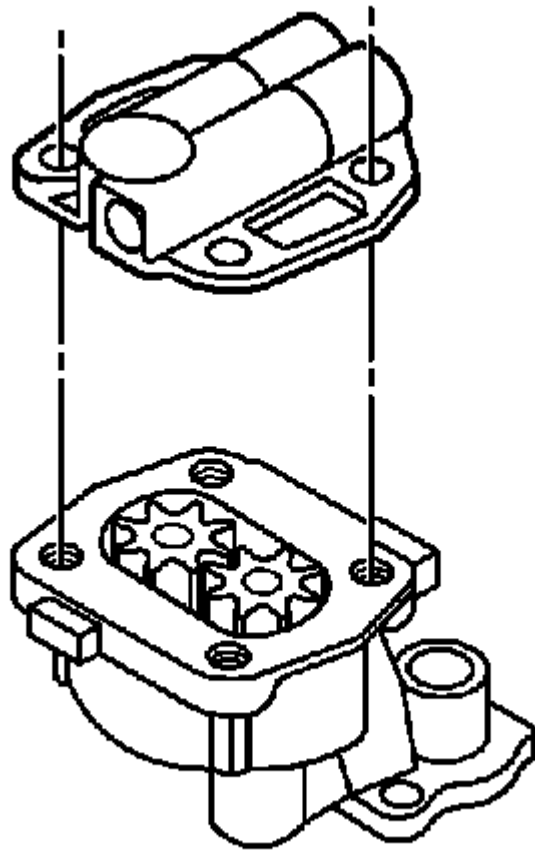


Fig. 419: View Of Oil Pump Cover
Courtesy of GENERAL MOTORS CORP.

3. Install the oil pump cover.

CAUTION: Refer to Fastener Caution .

4. Install the oil pump cover bolts and tighten to 10 N.m (89 lb in).

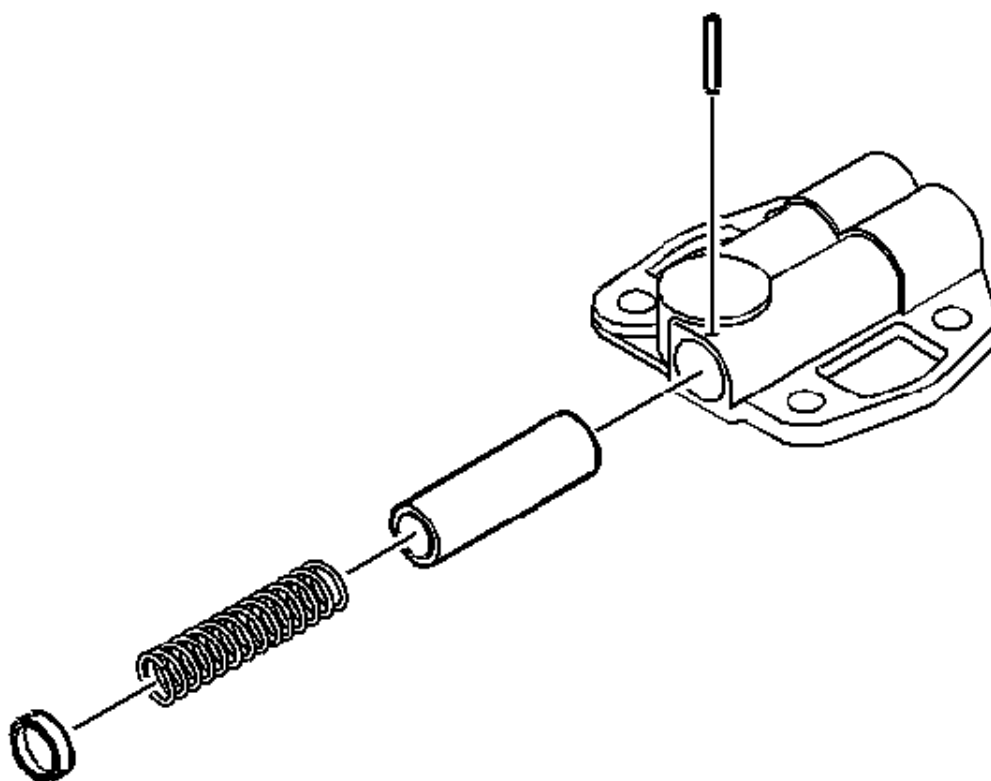


Fig. 420: View Of Pressure Regulator Valve & Spring
Courtesy of GENERAL MOTORS CORP.

5. Install the pressure regulator valve.
6. Install the pressure regulator spring.
7. Install the cotter pin.

NOTE: **Make sure the cotter pin is properly secured.**

8. Apply sealer GM P/N 12346004, (Canadian P/N 10953480) or the equivalent to the new suction pipe.
9. Tap the new suction pipe into place using **J 22144**: installer and a plastic hammer.

ENGINE FRONT COVER CLEANING AND INSPECTION

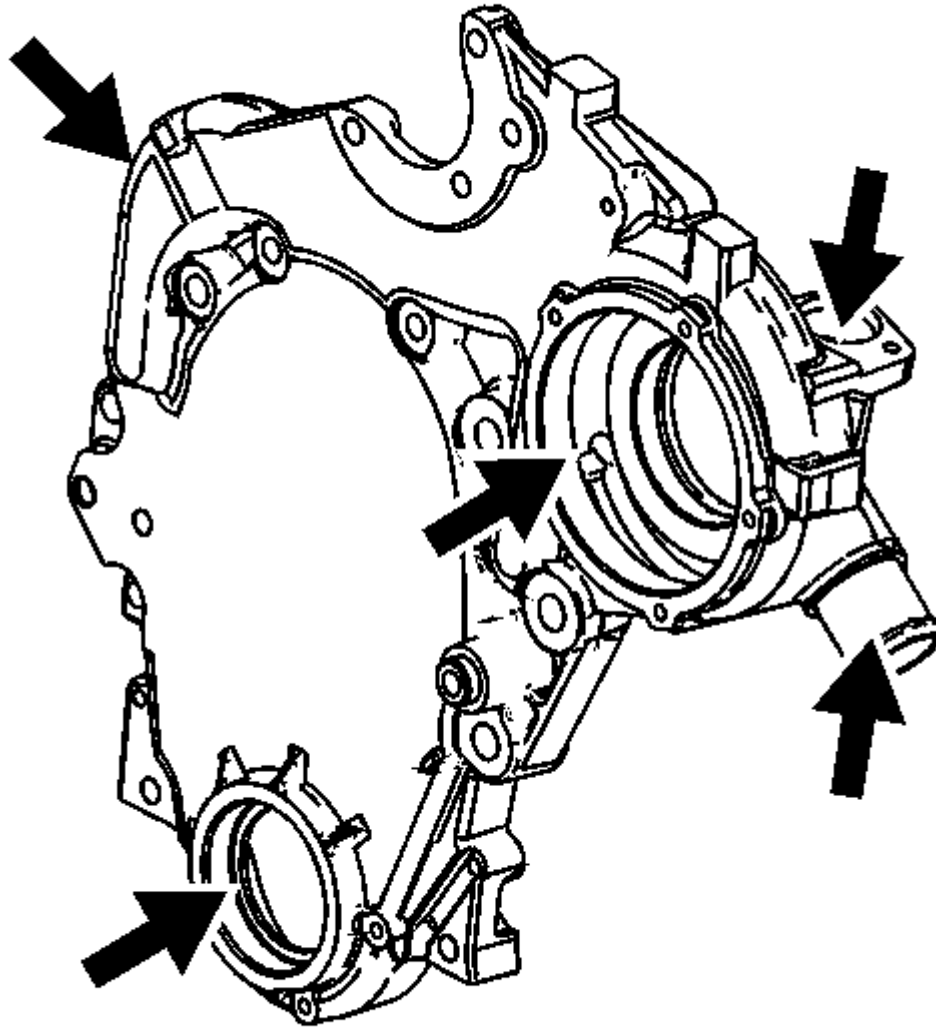


Fig. 421: View Of Engine Front Cover Cleaning & Inspection Points
Courtesy of GENERAL MOTORS CORP.

WARNING: Bodily injury may occur if the cleaning solvent is inhaled or exposed to the skin.

1. Clean the engine front cover with solvent.
2. Dry the engine front cover with compressed air.
3. Inspect the engine front cover sealing surfaces for damage.

4. Inspect the engine front cover threaded holes.
5. Repair or replace the engine front cover as needed.

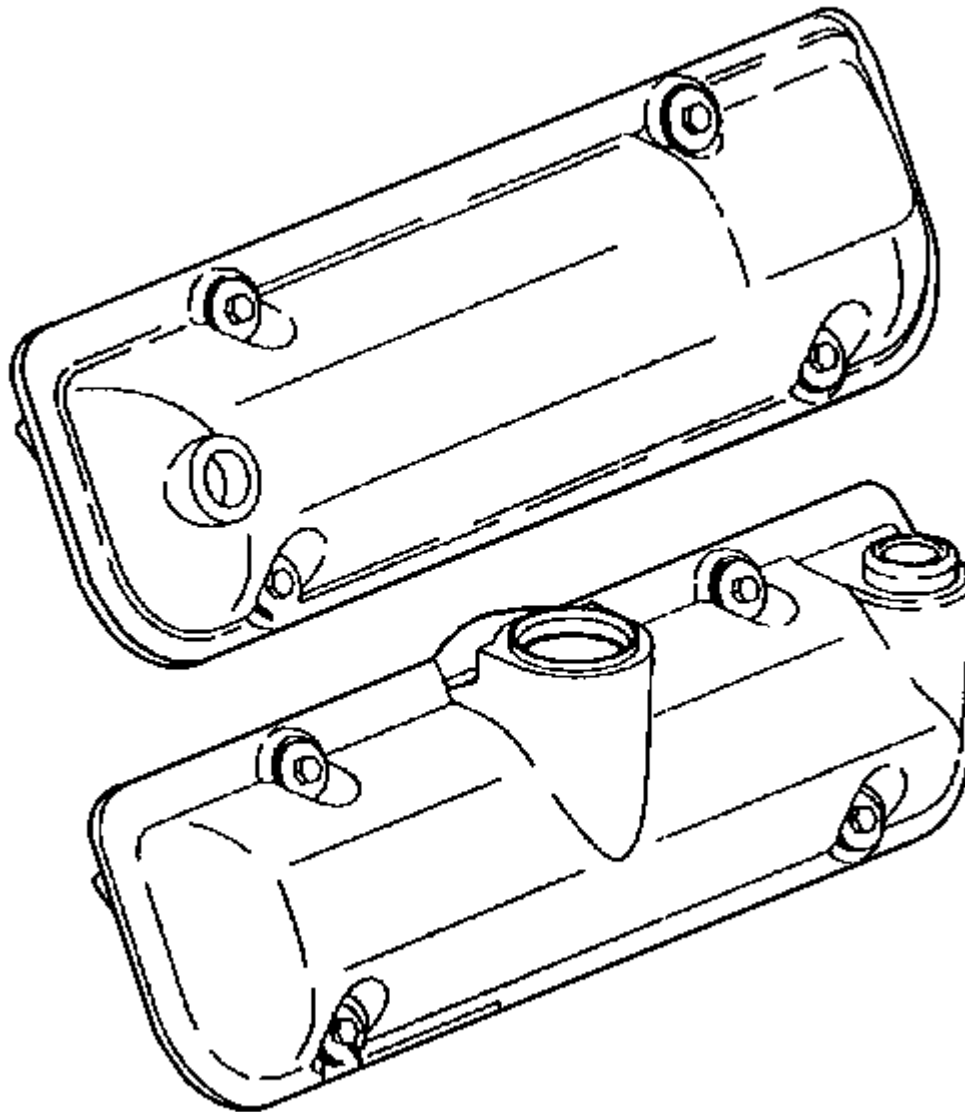
VALVE ROCKER ARM COVER CLEANING AND INSPECTION

Fig. 422: View Of Valve Rocker Arm Covers
Courtesy of GENERAL MOTORS CORP.

CAUTION: Do not attempt to remove the valve from the valve rocker arm cover. The positive crankcase ventilation (PCV) valve is a fixed orifice system. Attempting to remove the PCV valve may result in damage to the rocker arm valve cover.

1. Remove all rubber grommets from the valve rocker arm covers.
2. Inspect the rubber grommets. If cracked or torn, replace.

WARNING: Bodily injury may occur if the cleaning solvent is inhaled or exposed to the skin.

3. Clean the valve rocker arm covers with solvent.
4. Flush the carbon from the PCV valve orifices (1) using solvent.
5. Dry the PCV valve orifices using compressed air.
6. Dry the valve rocker arm covers with compressed air.
7. Inspect the valve rocker arm covers for damage and replace if necessary.
8. Install all rubber grommets into the valve rocker arm covers.

OIL PAN CLEANING AND INSPECTION

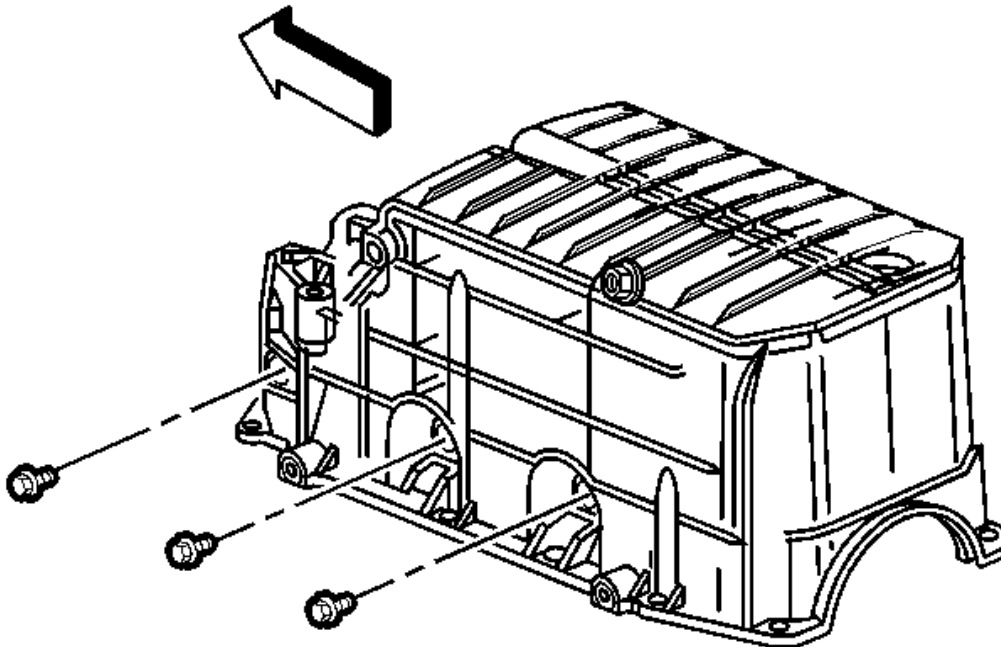


Fig. 423: View Of Oil Pan & Bolts
Courtesy of GENERAL MOTORS CORP.

WARNING: Bodily injury may occur if the cleaning solvent is inhaled or exposed to the skin.

1. Clean the oil pan with solvent. Remove all sludge and debris from the oil pan.
2. Dry the oil pan with compressed air.
3. Inspect the oil pan sealing surface for damage and replace if necessary.

LOWER INTAKE MANIFOLD CLEANING AND INSPECTION

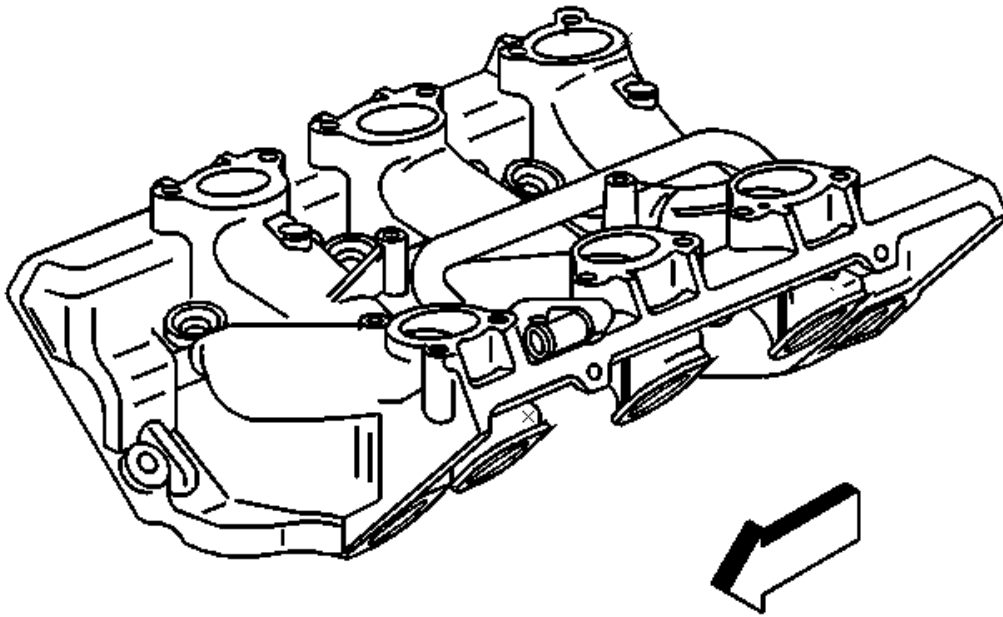


Fig. 424: View Of Lower Intake Manifold
Courtesy of GENERAL MOTORS CORP.

1. Clean the intake manifold gasket mating surfaces using GM P/N 12346139 (Canadian P/N 10953463) or equivalent.
2. Clean the fuel injector bores.
3. Inspect the intake manifold for damage.
4. Repair or replace the intake manifold as necessary.

UPPER INTAKE MANIFOLD CLEANING AND INSPECTION

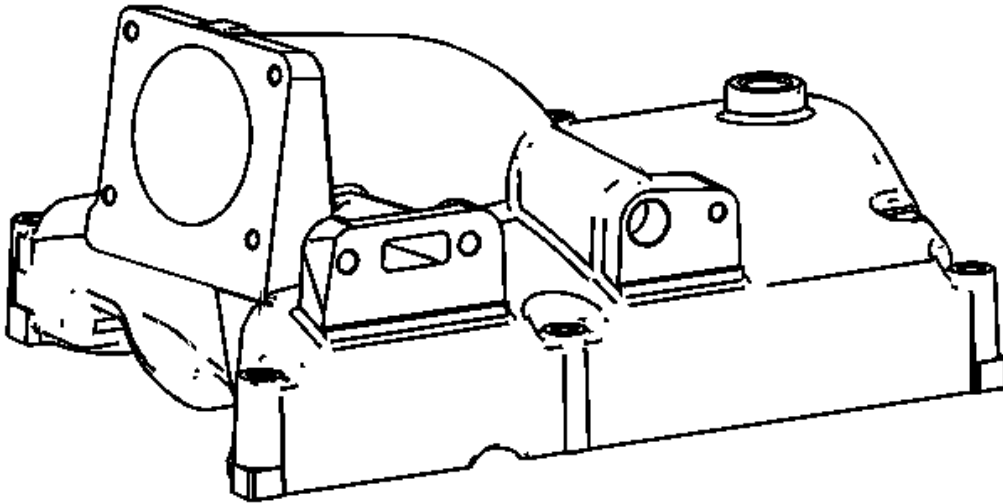


Fig. 425: View Of Upper Intake Manifold
Courtesy of GENERAL MOTORS CORP.

1. Remove the throttle body studs, if required.

WARNING: Bodily injury may occur if the cleaning solvent is inhaled or exposed to the skin.

2. Clean the intake manifold with solvent.
3. Dry the intake manifold with compressed air.
4. Inspect all gasket mating surfaces for nicks or cracks and replace if necessary.
5. Install the throttle body studs, if required. Tighten the throttle body studs to 6 N.m (53 lb in).

EXHAUST MANIFOLD CLEANING AND INSPECTION

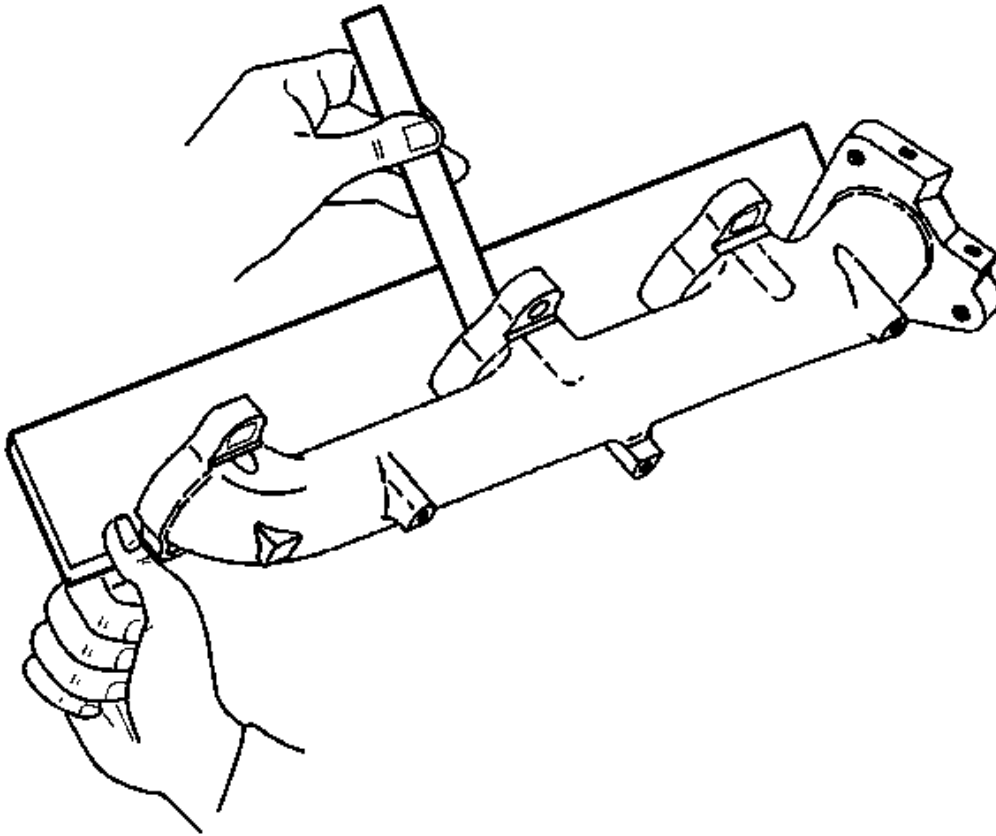


Fig. 426: Inspecting Exhaust Manifold
Courtesy of GENERAL MOTORS CORP.

WARNING: Bodily injury may occur if the cleaning solvent is inhaled or exposed to the skin.

1. Clean the exhaust manifold and heat shield in solvent.
2. Dry the exhaust manifold and heat shield with compressed air.
3. Inspect the exhaust manifold for cracks or damage.
4. Inspect the left exhaust manifold Exhaust Gas Recirculation (EGR) flange for excessive scratches or damage.
5. Inspect the left exhaust manifold EGR flange bolt hole threads for damage.
6. Inspect the exhaust manifold mating surface for flatness.
7. Use a feeler gage and straight edge to measure the exhaust manifold mating surface which should not exceed 0.5 mm (0.02 in) overall. Any exhaust manifold that is not within specifications must be replaced.

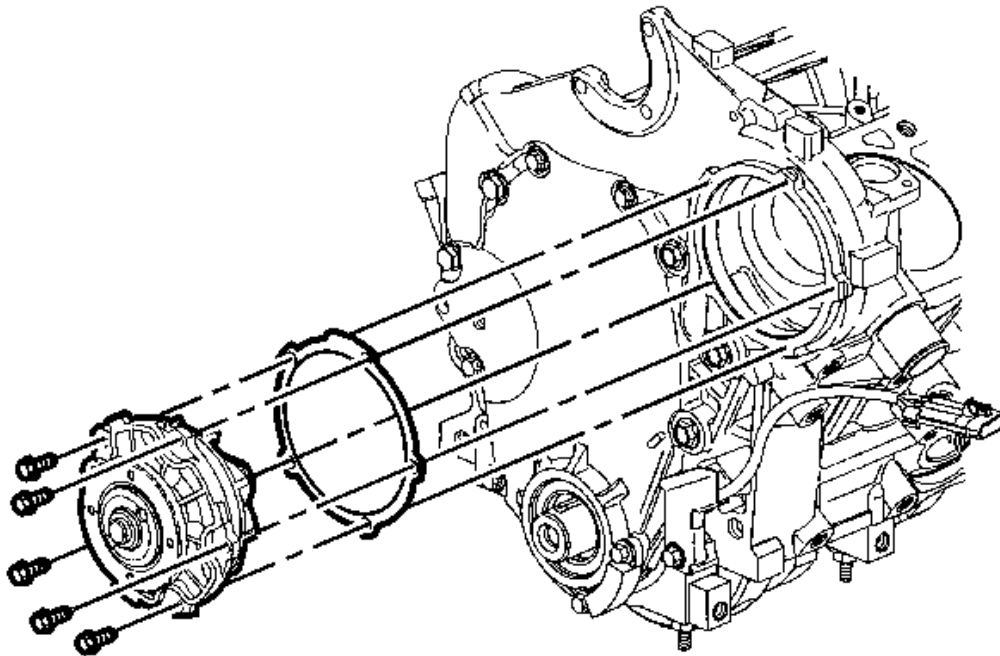
WATER PUMP CLEANING AND INSPECTION

Fig. 427: View Of Water Pump Assembly & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Remove all gasket material from the sealing surface.
2. Inspect the water pump impeller for damage.
3. Inspect the water pump shaft for looseness.
4. Replace the water pump if necessary.

THREAD REPAIR

General purpose thread repair kits are available commercially.

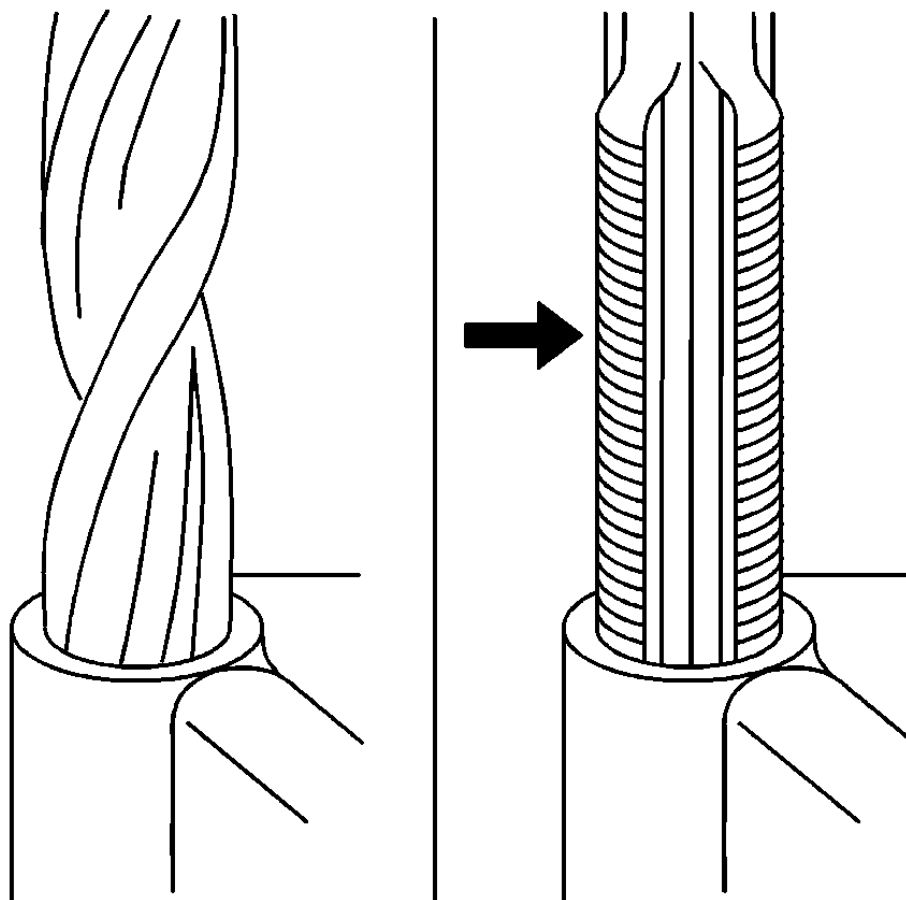


Fig. 428: Drilling & Tapping Damaged Threads
Courtesy of GENERAL MOTORS CORP.

WARNING: Refer to Safety Glasses Warning .

NOTE: Refer to the thread repair kit manufacturer's instructions regarding the size of the drill and which tap to use.
Always avoid any buildup of chips. Back out the tap every few turns and remove the chips.

1. Determine the size, the pitch, and the depth of the damaged thread.
2. Adjust the stop collars on the cutting tool as needed. Tap the stop collars to the required depth.
3. Drill out the damaged thread.
4. Remove the chips.
5. Apply clean engine oil to the top thread.

6. Use the tap in order to cut new thread.
7. Clean the thread.

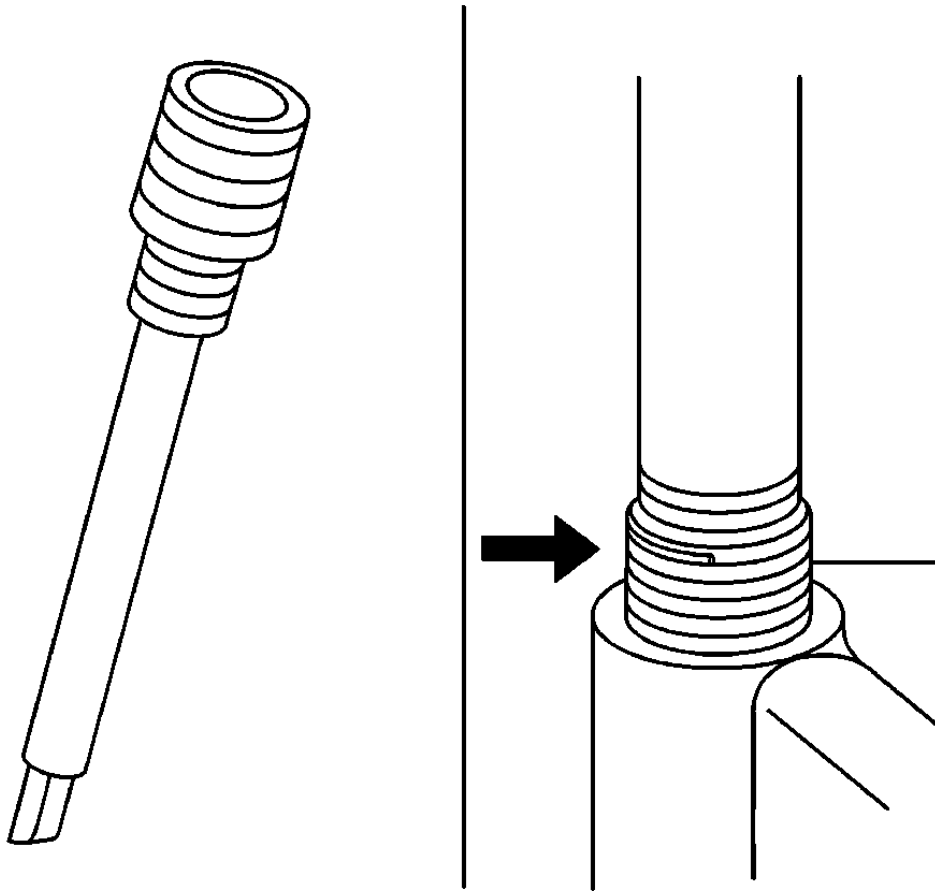


Fig. 429: View Of Thread Insert
Courtesy of GENERAL MOTORS CORP.

8. Screw the thread insert onto the mandrel of the thread insert installer. Engage the tang of the thread insert onto the end of the mandrel.

NOTE: **The thread insert should be flush to 1 turn below the surface.**

9. Lubricate the thread insert with clean engine oil - except when installing in aluminum - and install the thread insert.
10. If the tang of the thread insert does not break off when backing out the thread insert installer, break off the tang using a drift punch.

SERVICE PRIOR TO ASSEMBLY

Dirt will cause premature wear of the rebuilt engine. Clean all of the components. Use the proper tools in order to measure components when inspecting for excessive wear. Repair or replace the components that are not within the manufacturers specification. When components are reinstalled into an engine, return the components to their original location, position, and direction. During assembly, lubricate all of the moving parts with clean engine oil or engine assembly lubricant unless otherwise specified. This will provide initial lubrication when the engine is first started.

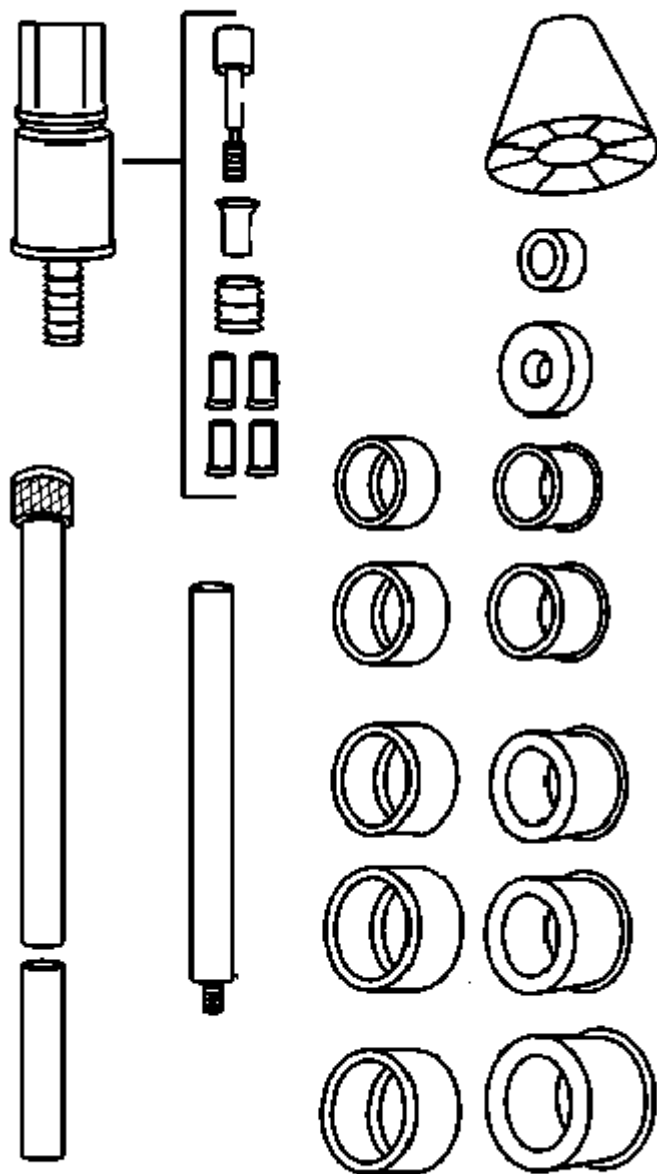
CAMSHAFT BEARING INSTALLATION

Special Tools

J-33049: Camshaft Bearing Service Set

For equivalent regional tools, refer to **Special Tools**.

Installation



Courtesy of GENERAL MOTORS CORP.

1. Assemble the **J-33049**: set according to the manufacturer's instructions.

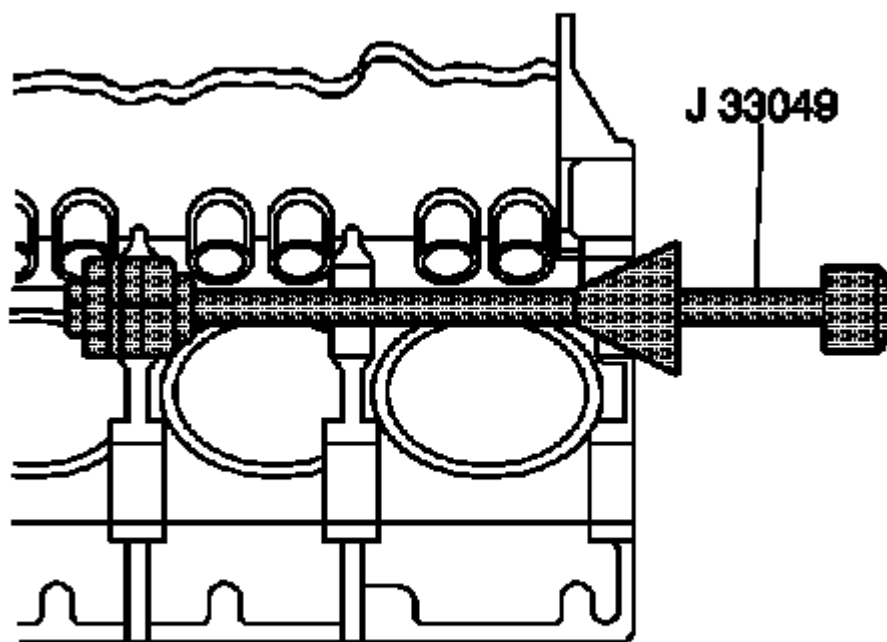


Fig. 431: Removing/Installation Camshaft Inner Bearing Using J 33049
Courtesy of GENERAL MOTORS CORP.

CAUTION: Severe engine damage may result if the oil holes are not correctly aligned.

2. Install the camshaft bearings in the following order:
 1. Index the camshaft bearing oil holes with the engine block oil passages.
 2. Place the bearing on the **J-33049**; set .
 3. Install the third camshaft bearing.
 4. Install the second camshaft bearing.
 5. Install the outer camshaft bearings.

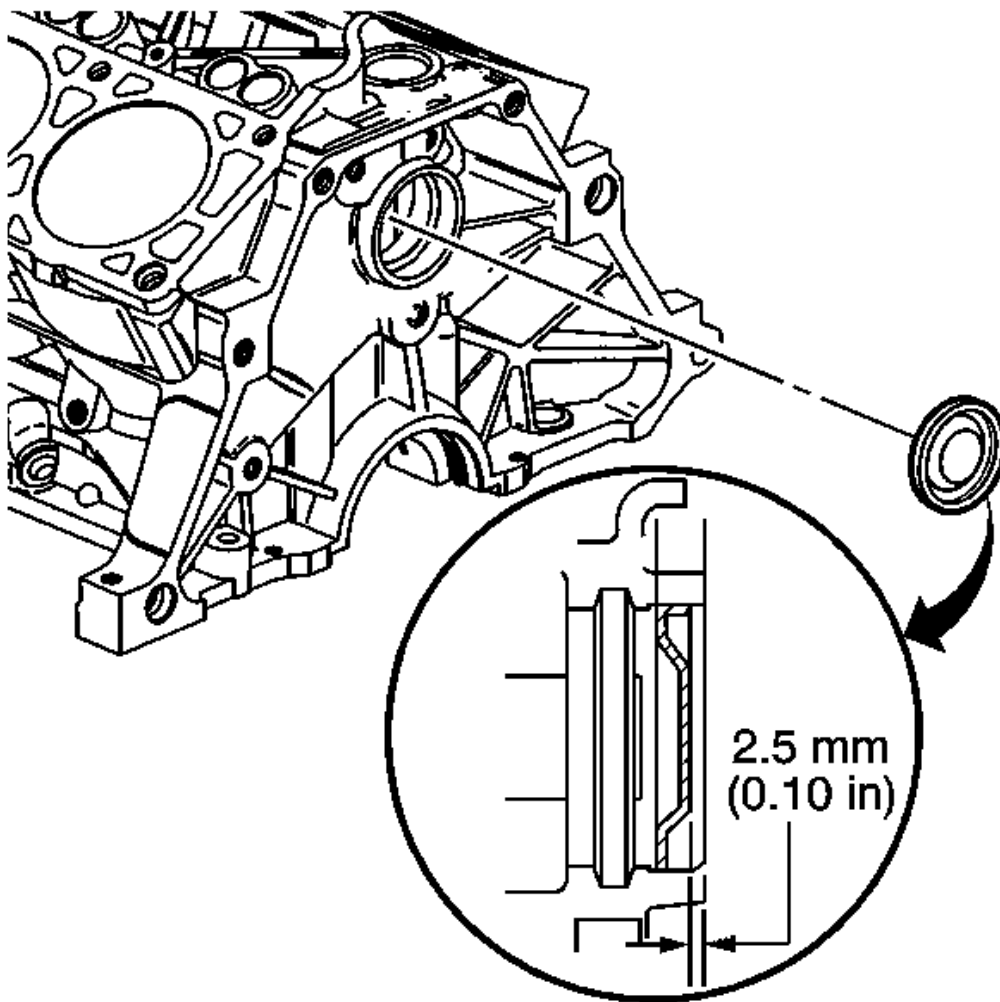


Fig. 432: Identifying Camshaft Rear Bearing Hole Plug Installation Depth
Courtesy of GENERAL MOTORS CORP.

3. Apply sealer GM P/N 12377901 (Canadian P/N 10953504) or the equivalent to the camshaft rear bearing hole plug.
4. Install the camshaft rear bearing hole plug.

CRANKSHAFT AND BEARING INSTALLATION

Special Tools

J 45059: Angle Meter

For equivalent regional tools, refer to **Special Tools**.

Installation

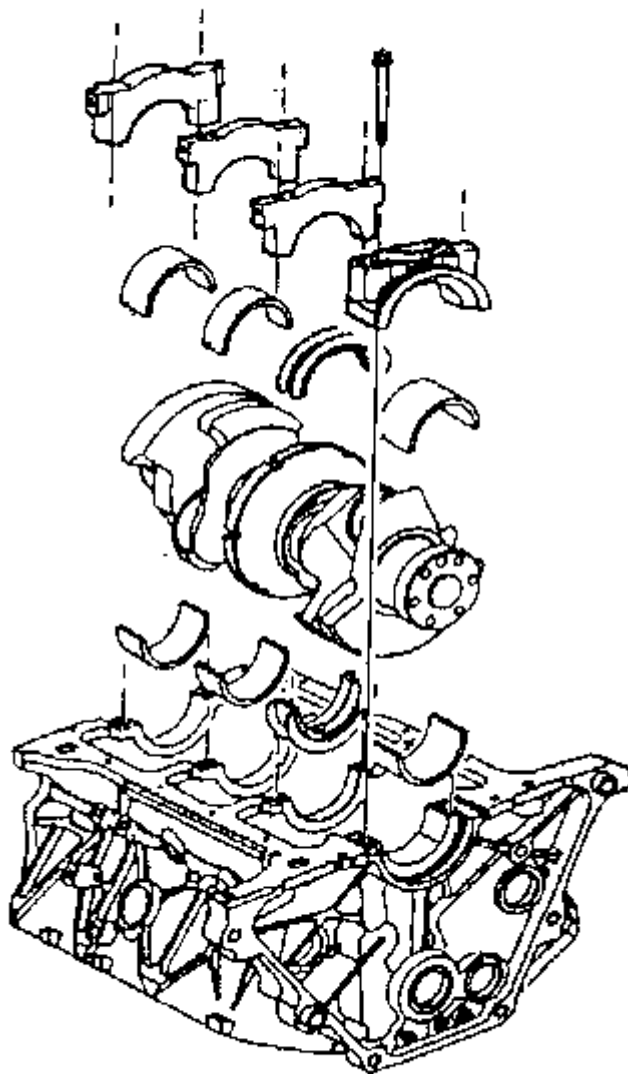


Fig. 433: View Of Crankshaft, Main Bearings And Bearing Caps
Courtesy of GENERAL MOTORS CORP.

NOTE: Ensure that the crankshaft bearing cap bolt holes and the crankshaft bearing cap mating surfaces are clean and dry.

1. Dip the crankshaft bearing cap bolts in clean engine oil.

CAUTION: Upper and lower inserts may be different. Do not obstruct any oil passages.

2. Place the crankshaft bearing inserts into the crankshaft bearing cap and into the engine block.

NOTE: The crankshaft bearing inserts will project slightly when put into place. Ensure that the bearing inserts project an equal distance on both sides. Ensure that the insert tangs are engaged.

3. Lubricate the crankshaft main bearing surface with clean engine oil.
4. Install the crankshaft.

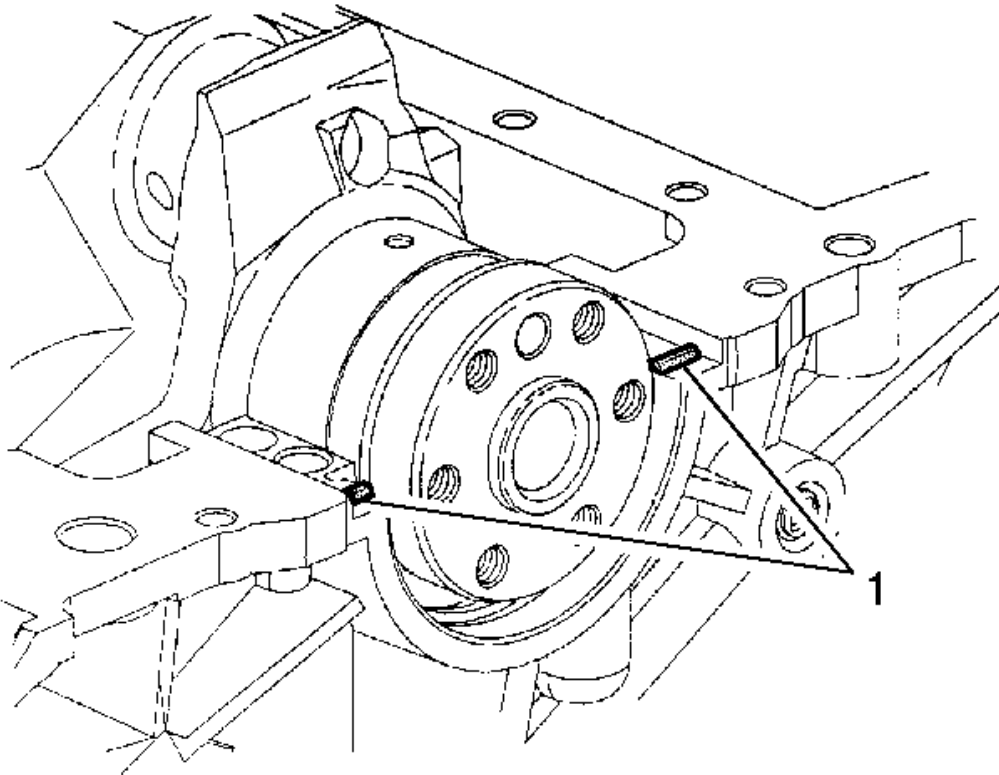


Fig. 434: Applying Sealer To #4 Crankshaft Main Bearing Cap Sealing Surface
Courtesy of GENERAL MOTORS CORP.

5. Apply a 3.0 mm (0.12 in) bead of GM P/N 1052942 (Canadian P/N 10953466) to the #4 crankshaft main bearing cap sealing surface (1).

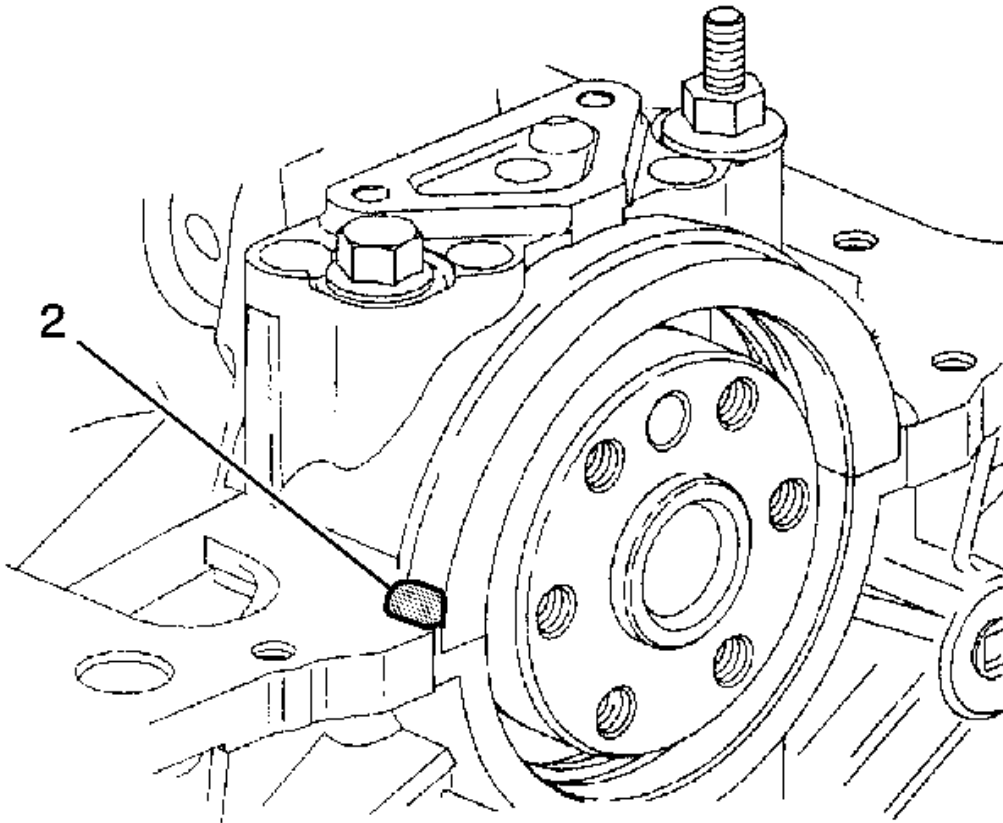


Fig. 435: Applying Sealer To Rear Of #4 Crankshaft Main Bearing Cap Sealing Surface
Courtesy of GENERAL MOTORS CORP.

CAUTION: In order to prevent the possibility of cylinder block or crankshaft bearing cap damage, the crankshaft bearing caps are tapped into the cylinder block cavity using a brass, lead, or a leather mallet before the attaching bolts are installed. Do not use attaching bolts to pull the crankshaft bearing caps into the seats. Failure to use this process may damage a cylinder block or a bearing cap.

6. Install the crankshaft main bearing caps. Apply a small amount of sealer GM P/N 1052942 (Canadian P/N 10953466) to the rear of the #4 crankshaft main bearing cap sealing surface (2).

CAUTION: Refer to Fastener Caution .

7. Install the crankshaft main bearing cap bolts.

Use the **J 45059**: meter in order to tighten the crankshaft main bearing cap bolts to 50 N.m (37 lb ft) plus 77 degrees.

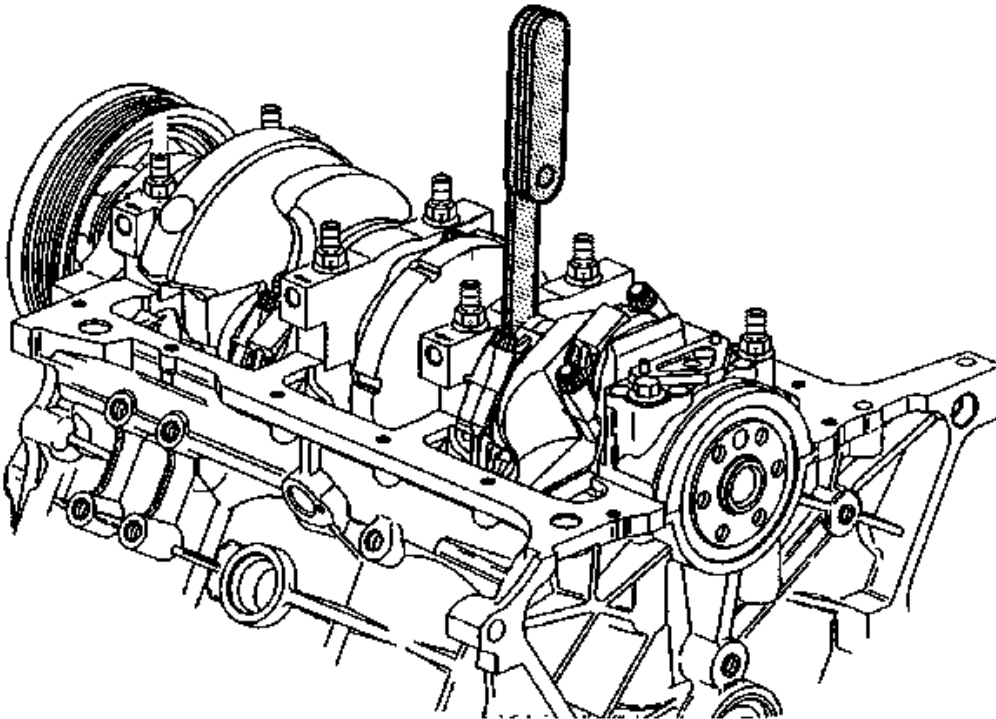


Fig. 436: Measuring Crankshaft End Play
Courtesy of GENERAL MOTORS CORP.

8. Measure the crankshaft end play.
 1. Thrust the crankshaft forward or rearward.
 2. Insert a feeler gage between the number 3 crankshaft bearing and the bearing surface of the crankshaft and measure the bearing clearance. The proper crankshaft end play clearance is 0.06-0.21 mm (0.002-0.008 in).
 3. If the bearing clearance is not within specifications, inspect the thrust surfaces for nicks, gouges or raised metal. Minor imperfections may be removed with a fine stone.

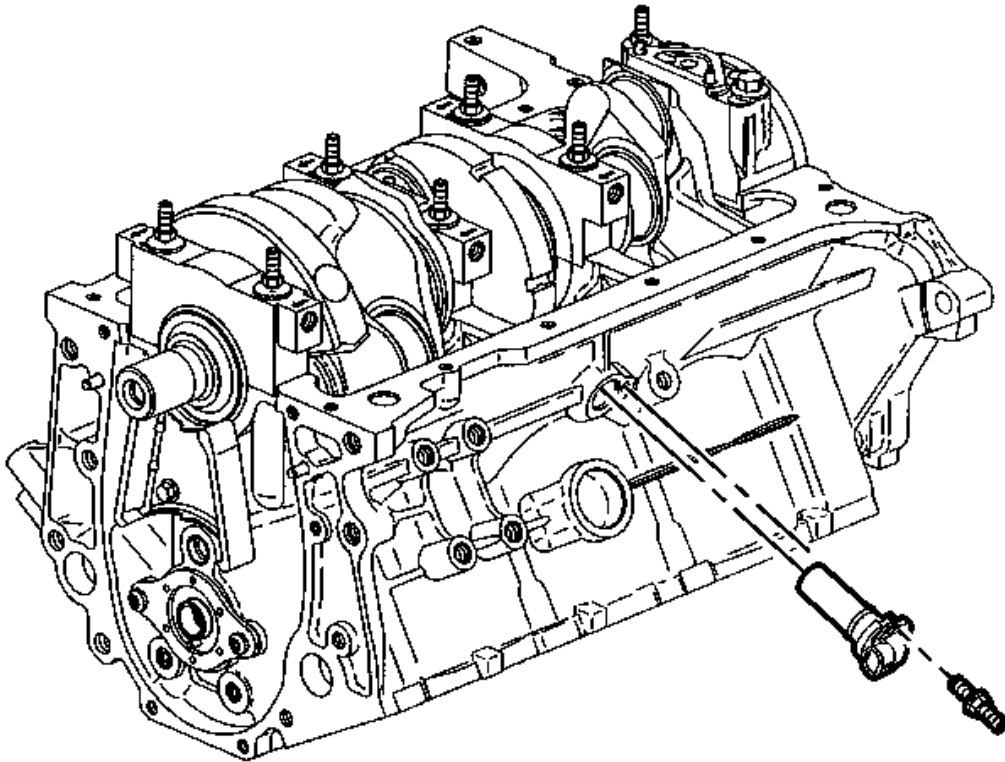


Fig. 437: View Of Crankshaft Position Sensor & Stud
Courtesy of GENERAL MOTORS CORP.

9. Install the crankshaft position sensor into the side of the engine block.
10. Apply threadlock GM P/N 12345382 (Canadian P/N 10953489) or the equivalent to the crankshaft position sensor stud threads.
11. Install the crankshaft position sensor stud and tighten to 11 N.m (98 lb in).
12. Install the crankshaft position sensor shield and nut and tighten to 11 N.m (98 lb in).

CRANKSHAFT REAR OIL SEAL INSTALLATION

Special Tools

EN-48108: Rear Main Oil Seal Installer

For equivalent regional tools, refer to **Special Tools**.

Installation

CAUTION: Do not remove the protective sleeve from the seal. The sleeve assures the seal is installed correctly and protects the seal from damage. If removed, the EN-48108 installation tool will not work.

CAUTION: Clean the crankshaft sealing surface with a clean, lint-free towel. Inspect lead-in edge of crankshaft for burrs/sharp edges that could damage the rear main oil seal. Remove burrs/sharp edges with crocus cloth before proceeding.

CAUTION: Do not remove protective nylon sleeve prior to installation. The rear main oil seal installation tool is designed to install the rear main seal with the protective sleeve in place. Never apply or use any oil, lubricants or sealing compounds on the crankshaft rear main oil seal.

NOTE: Before replacement of the new design crankshaft rear main oil seal, ensure the positive crankcase ventilation (PCV) system is operating correctly.

A new design crankshaft rear main oil seal and installation tool, **EN-48108:** installer, has been released. This seal incorporates features that improve high mileage durability. Replace the crankshaft rear main oil seal with the new design rear main oil seal, GM P/N 12592195 (Canadian P/N 12592195).

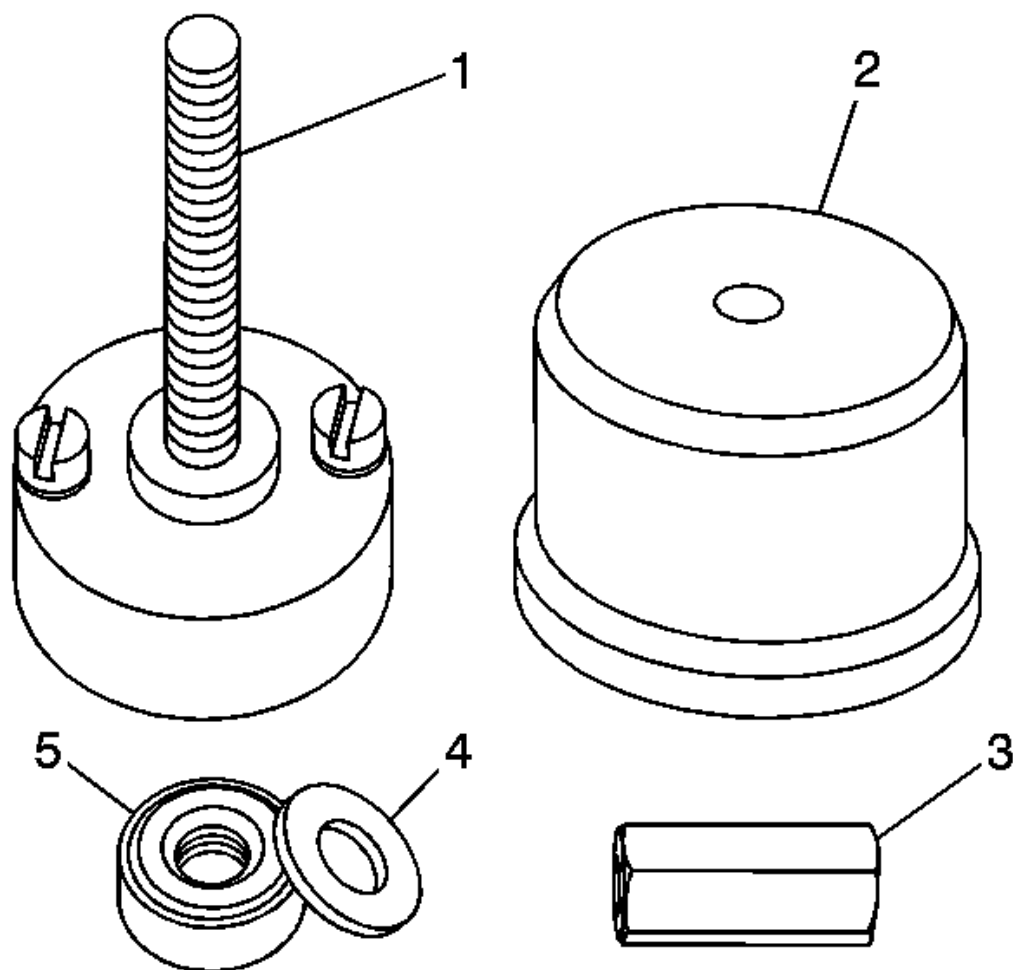


Fig. 438: Identifying Crankshaft Rear Oil Seal Installation Tools (EN-48108)
Courtesy of GENERAL MOTORS CORP.

The **EN-48108** installer has a unique design to allow the technician to easily install the rear main seal squarely to the correct depth and direction. Before proceeding with installation, review the illustration to become familiar with the following components:

- Mandrel (1)
- Drive Drum (2)
- Drive Nut (3)
- Washer (4)
- Bearing (5)

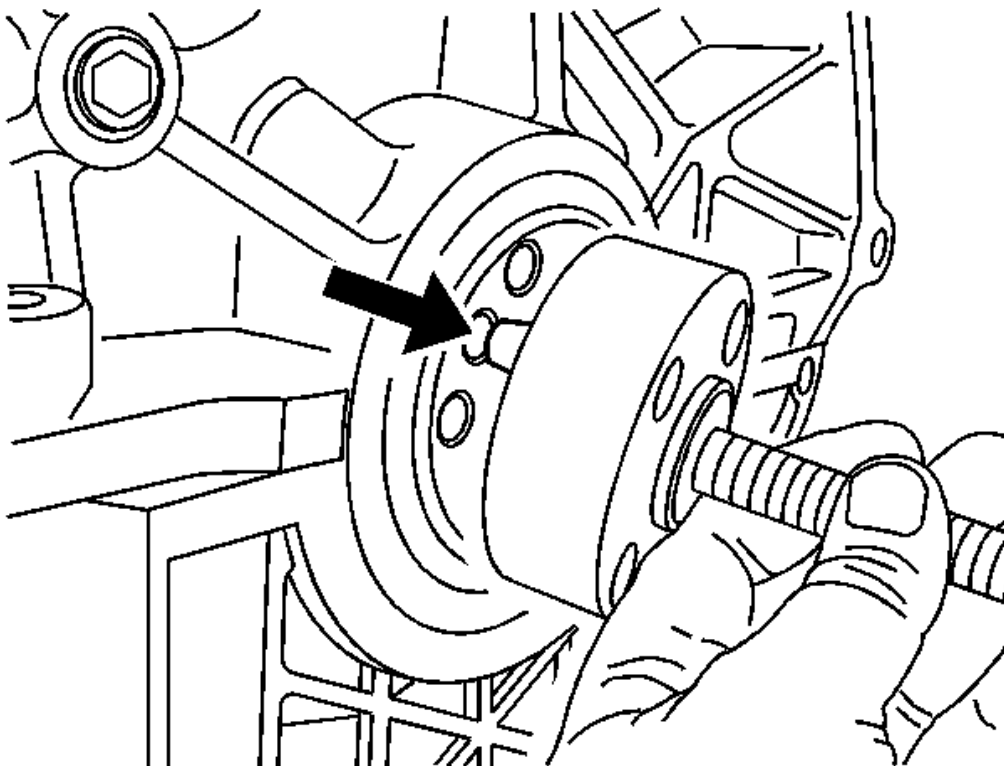


Fig. 439: Locating Mandrel Dowel Pin
Courtesy of GENERAL MOTORS CORP.

1. Align the mandrel dowel pin to the dowel pin hole in the crankshaft.

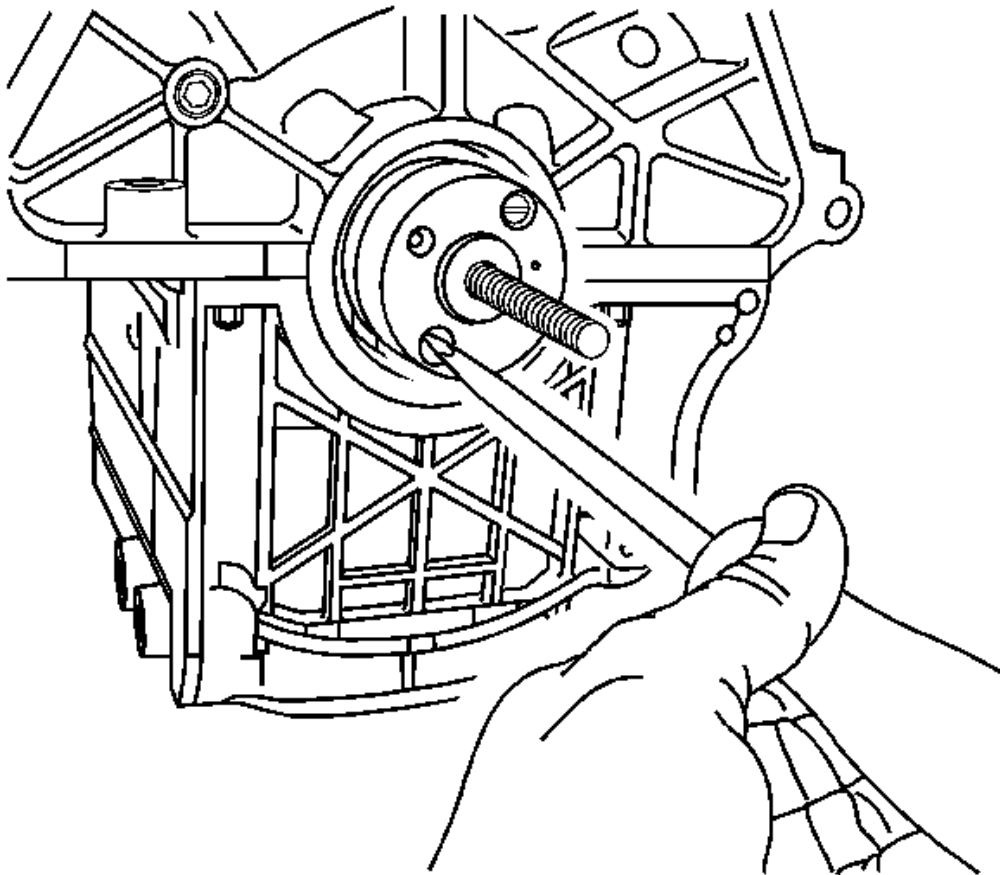


Fig. 440: Identifying Mandrel Screws
Courtesy of GENERAL MOTORS CORP.

2. Using a large flat-blade screwdriver, tighten the 2 mandrel screws to the crankshaft. Ensure the mandrel is snug to the crankshaft hub.

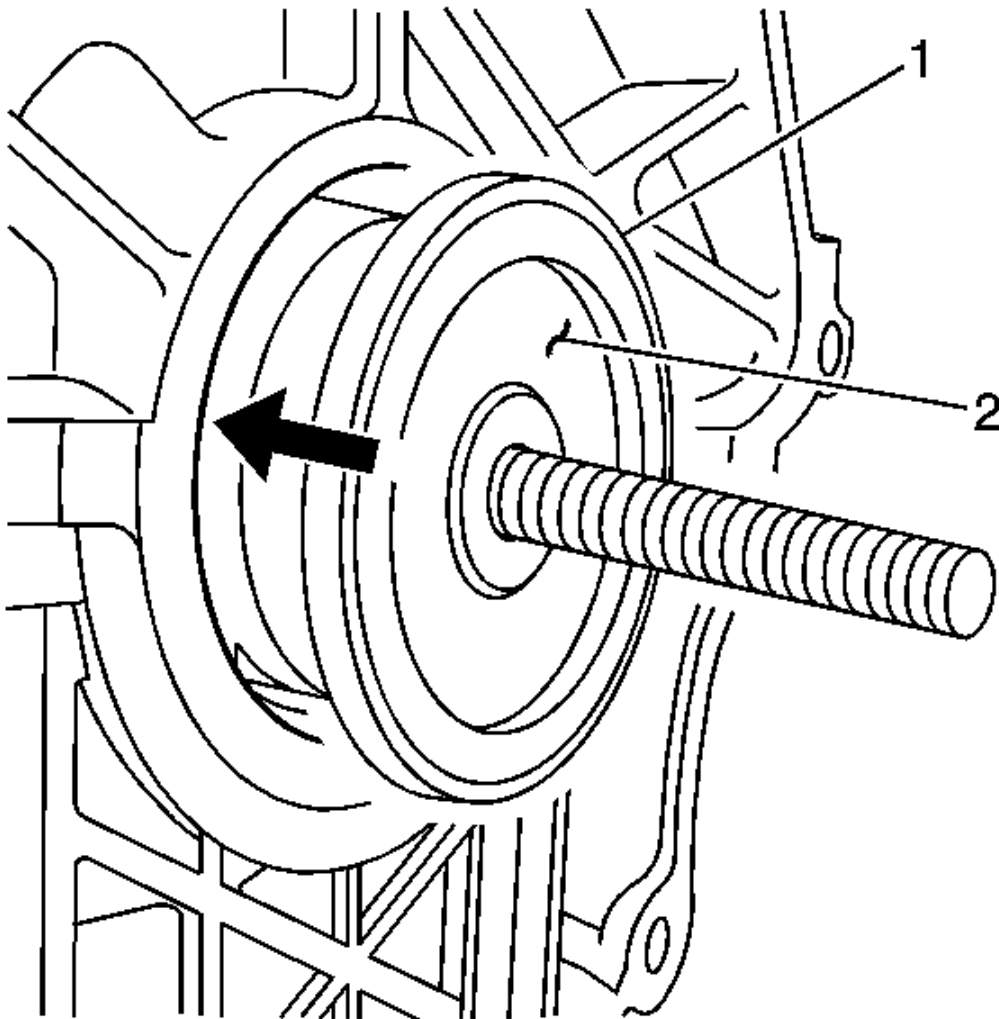


Fig. 441: View Of Rear Main Seal Mandrel
Courtesy of GENERAL MOTORS CORP.

3. Install the rear main seal (1), with the protective nylon sleeve attached (2), onto the mandrel. The seal, if properly installed, will center on a step that protrudes from the center of the mandrel. As an error proof, the seal will fit only 1 way onto the mandrel.

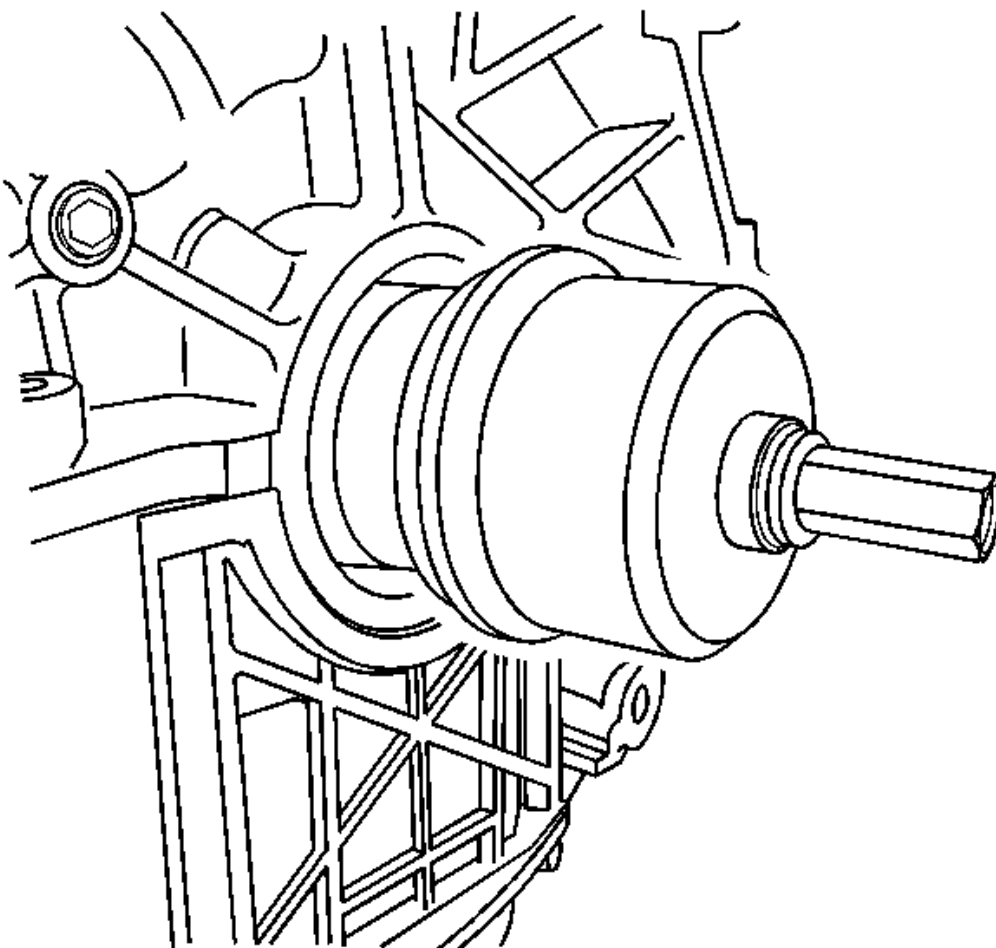


Fig. 442: Identifying Outer Drive Drum
Courtesy of GENERAL MOTORS CORP.

NOTE: Before installing the outer drive drum, bearing, washer, and drive nut onto the threaded shaft, apply a small amount of the extreme pressure lubricant J 23444-A, provided in the tool kit.

4. Install the outer drive drum onto the mandrel.
5. Install the bearing, washer, and drive nut onto the threaded shaft.

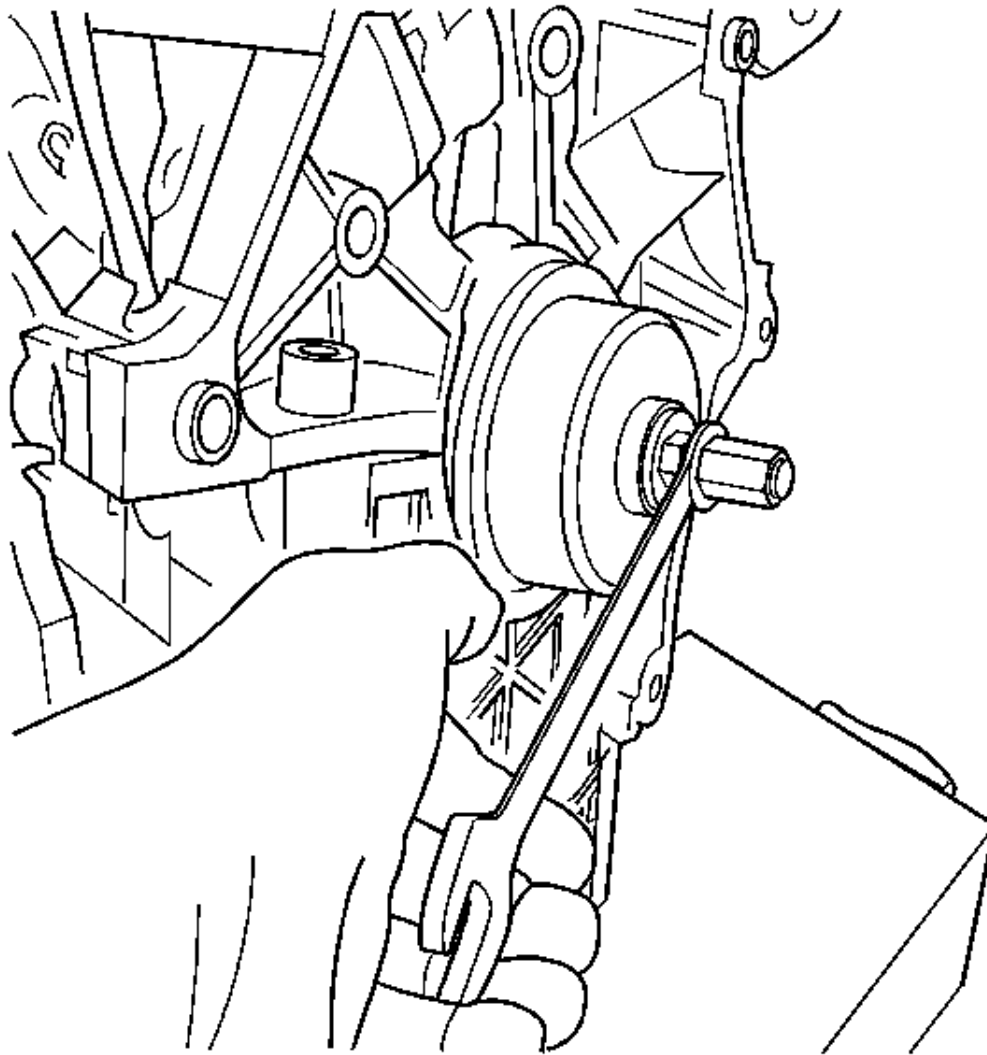


Fig. 443: Identifying Drive Nut
Courtesy of GENERAL MOTORS CORP.

6. Using a wrench, turn the drive nut on the mandrel, which will push the seal into the engine block bore. Turn the wrench until the drive drum is snug and flush against the engine block.
7. Loosen and remove the drive nut, washer, bearing, and drive drum. Discard the protective nylon sleeve.
8. Verify that the seal has seated properly.

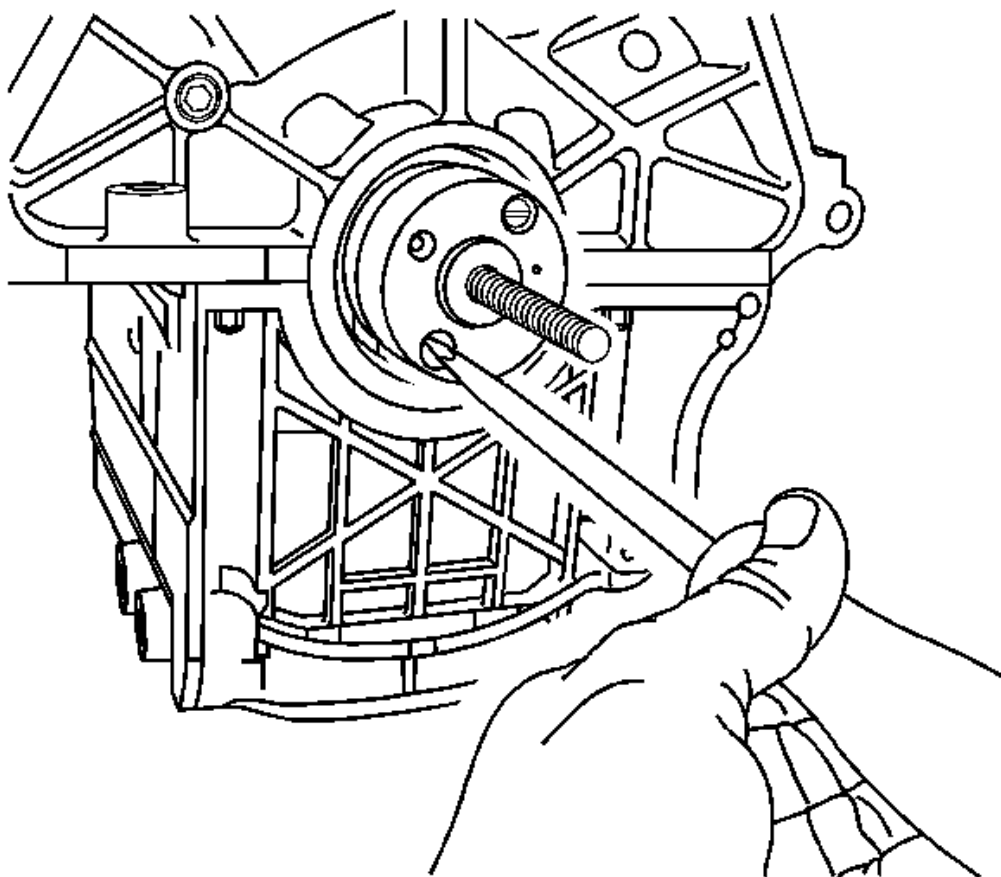


Fig. 444: Identifying Mandrel Screws
Courtesy of GENERAL MOTORS CORP.

9. Use a flat-blade screwdriver in order to remove the 2 attachment screws from the mandrel and remove the mandrel from the crankshaft hub.
10. Install the engine flywheel. Refer to **Engine Flywheel Replacement**.
11. Install the transmission. Refer to **Transmission Replacement**.
12. Inspect for proper fluid levels.
13. Inspect for leaks.

PISTON, CONNECTING ROD, AND BEARING INSTALLATION

Special Tools

- **J 41556:** Connecting Rod Guide

- **J 8037:** Piston Ring Compressor
- **J 45059:** Angle Meter

For equivalent regional tools, refer to **Special Tools**.

Installation

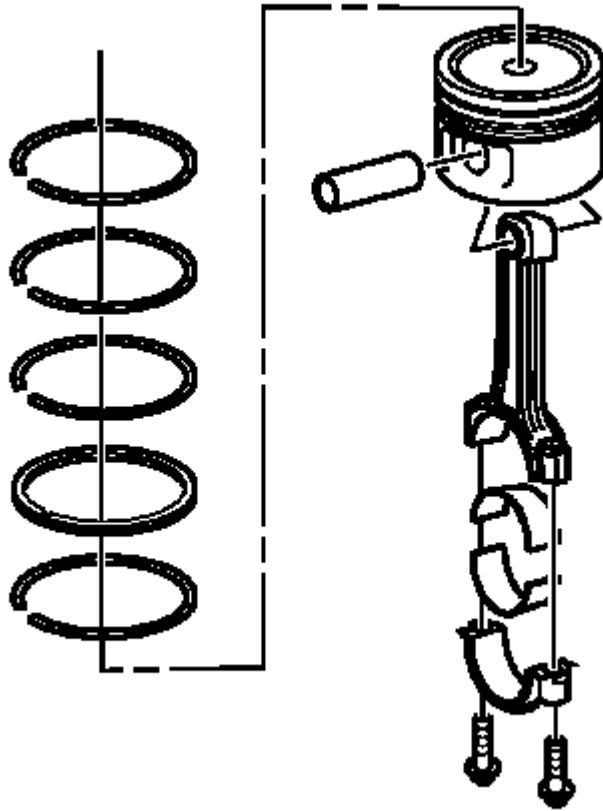


Fig. 445: Lubricating Piston Components
Courtesy of GENERAL MOTORS CORP.

NOTE: The piston and cylinder bore have been measured and the bore has been sized for the proper clearance. Install the piston and connecting rod assembly into the proper cylinder bore. The piston alignment mark **MUST** face the front of the engine block.

1. Lightly lubricate the following components with clean engine oil:
 - The piston
 - The piston rings
 - The cylinder bore
 - The bearing surfaces

2. Stagger the oil control ring end gaps a minimum of 90 degrees.
3. Stagger the compression ring end gaps a minimum of 25 mm (1.0 in).
4. Install the **J 8037**: compressor onto the piston and compress the piston rings.

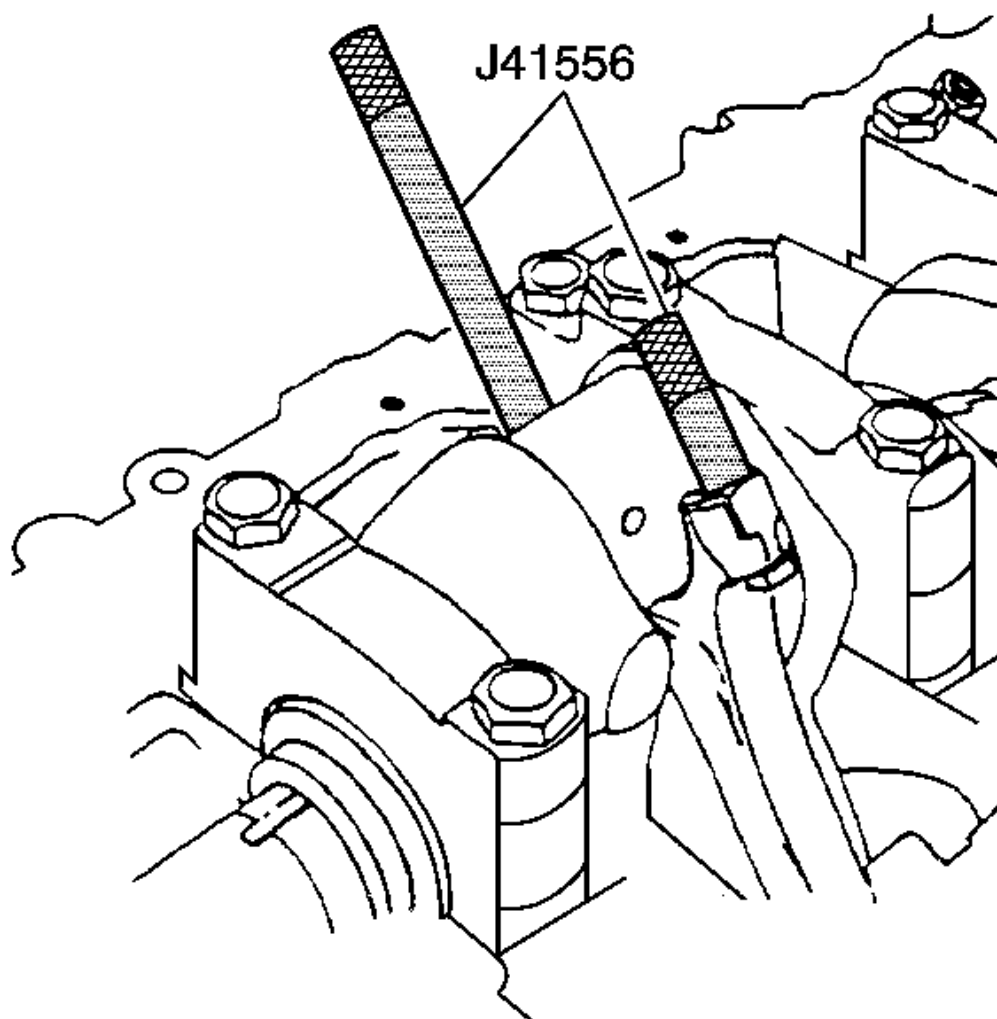


Fig. 446: View Of J 41556 On Connecting Rod Guides
Courtesy of GENERAL MOTORS CORP.

NOTE: The piston alignment mark **MUST** be facing the front of the engine block.

5. Install the **J 41556**: guide on the connecting rod guides.

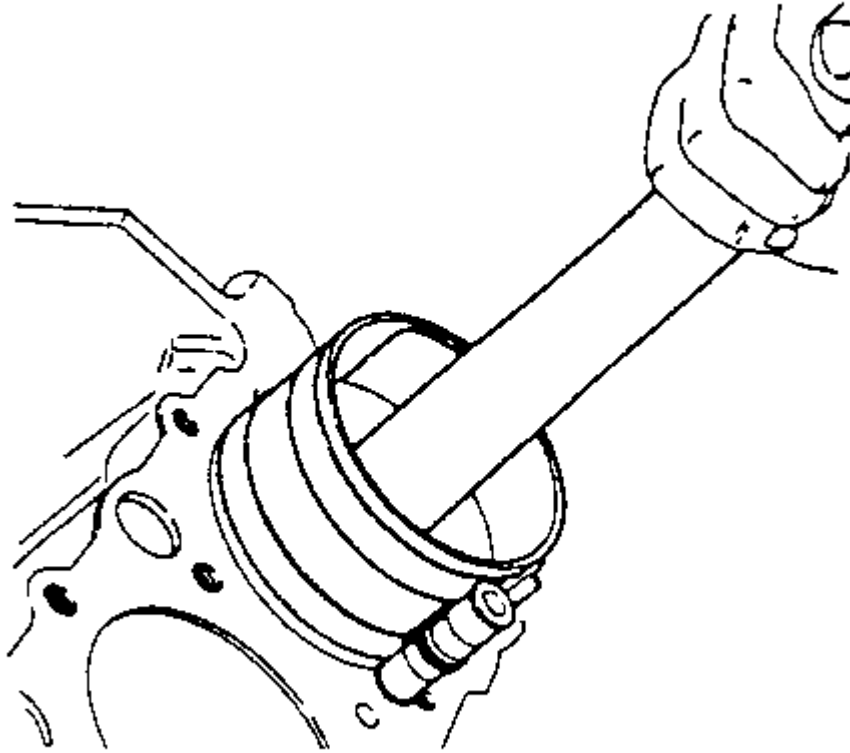


Fig. 447: Installing Piston & Connecting Rod Assembly Into Cylinder
Courtesy of GENERAL MOTORS CORP.

6. Install the piston and connecting rod assembly into the proper cylinder bore.
7. Hold the piston ring compressor firmly against the engine block. Using a wooden hammer handle, lightly tap the top of the piston until all of the piston rings enter the cylinder bore.

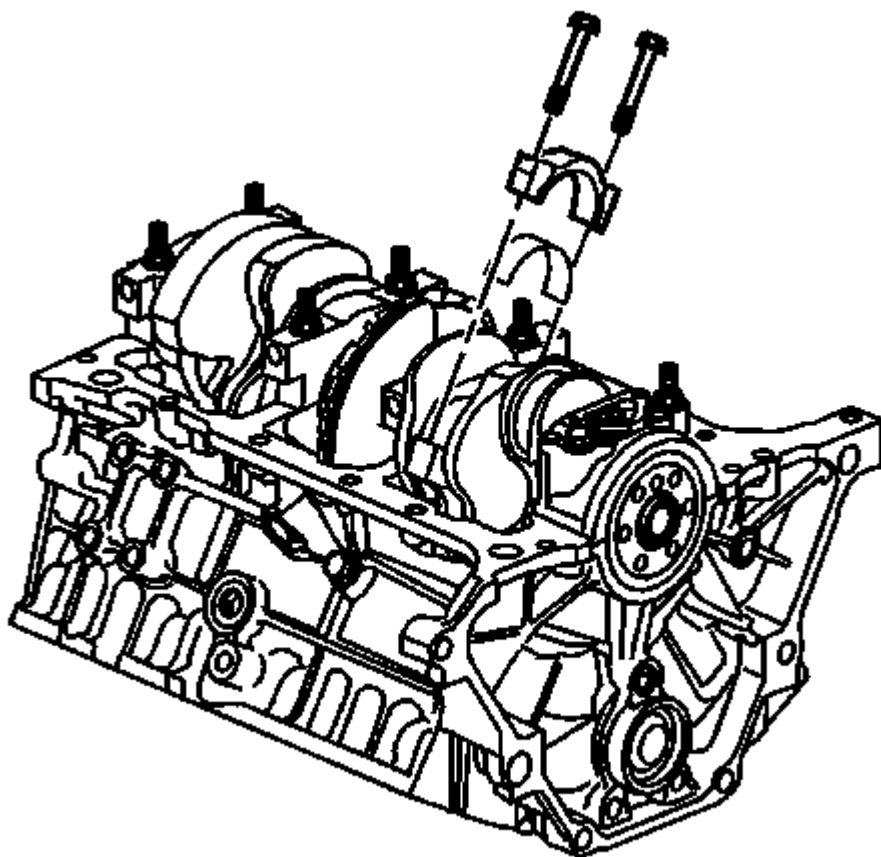


Fig. 448: View Of Bearing, Bearing Cap & Bolts
Courtesy of GENERAL MOTORS CORP.

8. Guide the connecting rod end onto the crankshaft journal.

CAUTION: Refer to Fastener Caution .

9. Install the bearing, cap, and bolts.
 - Tighten the connecting rod bearing cap bolts a first pass to 20 N.m (15 lb ft) .
 - Tighten the connecting rod bearing cap bolts a second pass to 75 degrees using the **J 45059**: meter .

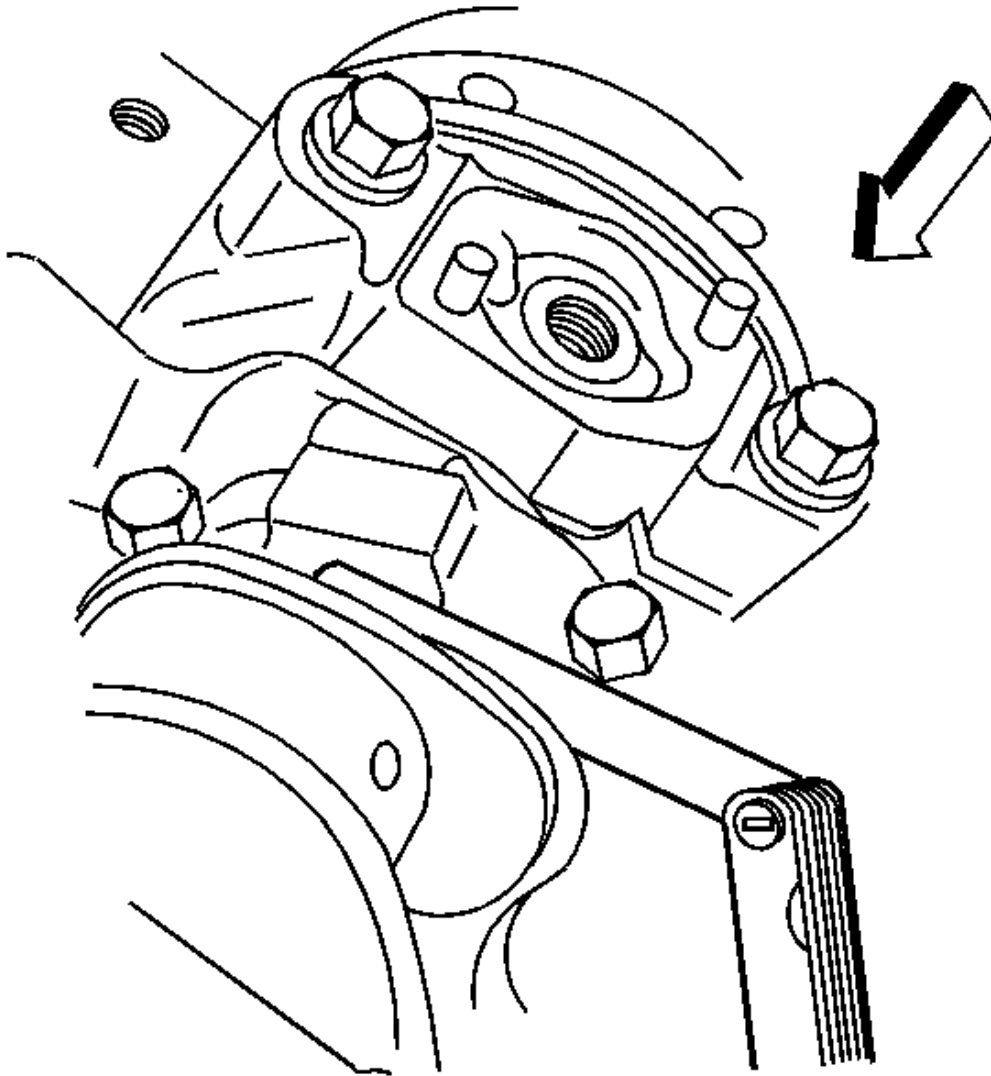


Fig. 449: Measuring Connecting Rod Side Clearance
Courtesy of GENERAL MOTORS CORP.

10. With the pistons and connecting rods installed, use a soft faced mallet and lightly tap each connecting rod assembly parallel to the crankpin to make sure that the rods have side clearance.
11. Measure the connecting rod side clearance using a feeler gage or dial indicator. Connecting rod side clearance should be within 0.18-0.44 mm (0.007-0.017 in).

CAMSHAFT INSTALLATION

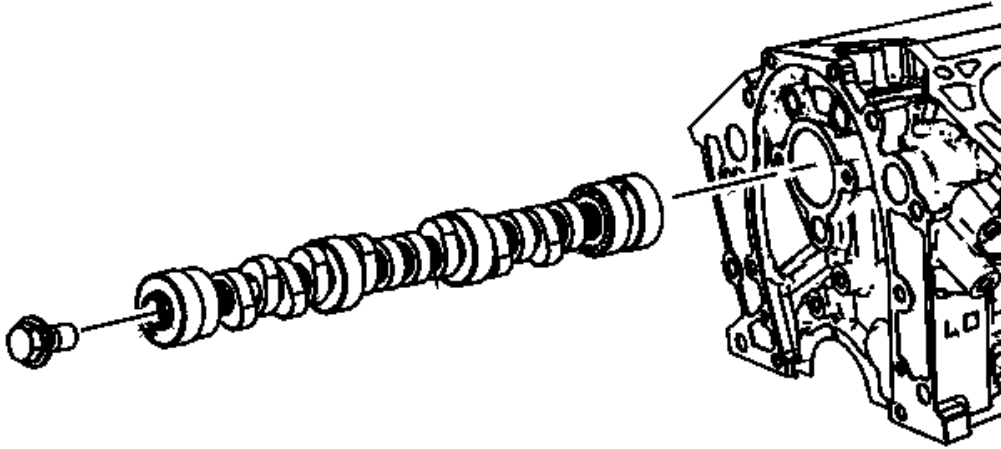


Fig. 450: Inspecting Camshaft Journals
Courtesy of GENERAL MOTORS CORP.

1. Coat the camshaft journals with clean engine oil.
2. Coat the camshaft lobes with prelube GM P/N 12345501 (Canadian P/N 992704) or the equivalent.
3. Install the camshaft using the following procedure:
 1. Install the camshaft sprocket bolt into the camshaft. Tighten finger tight only.
 2. Carefully rotate the camshaft while installing the camshaft into the camshaft bearings.

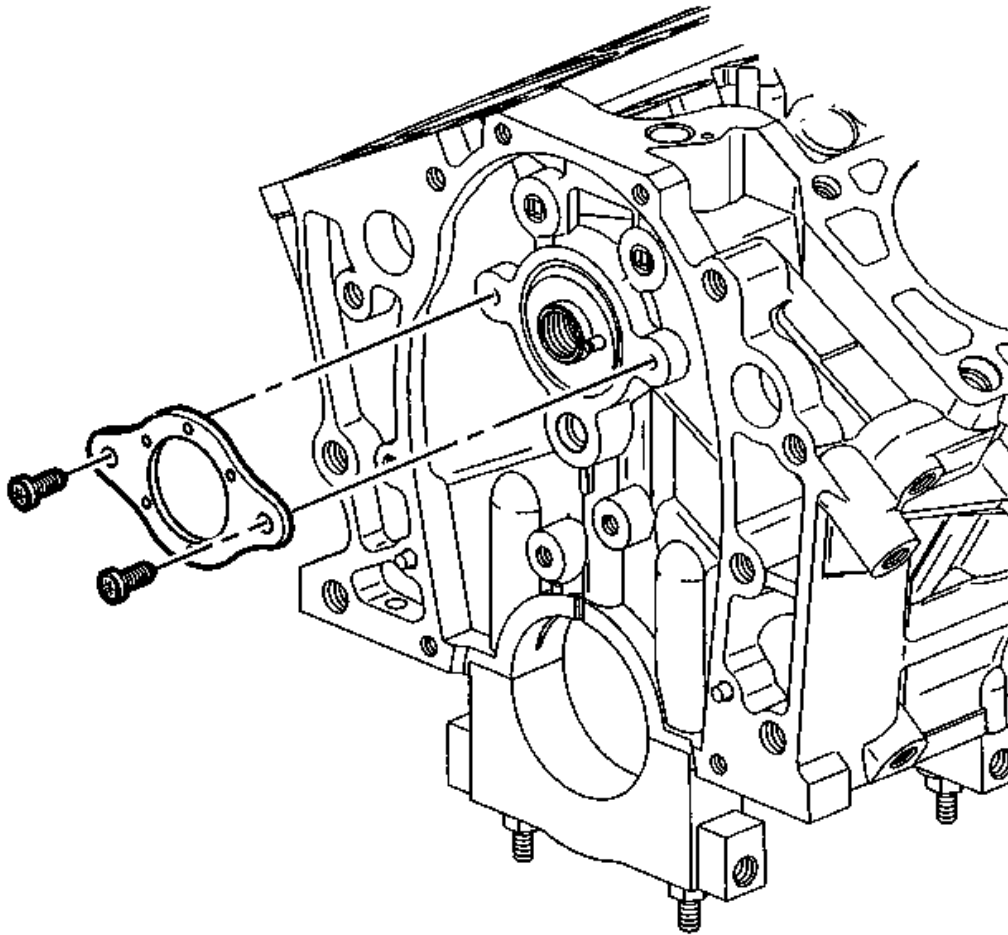


Fig. 451: View Of Camshaft Thrust Plate
Courtesy of GENERAL MOTORS CORP.

4. Install the camshaft thrust plate.

CAUTION: Refer to Fastener Caution .

5. Install the camshaft thrust plate screws and tighten to 10 N.m (89 lb in).

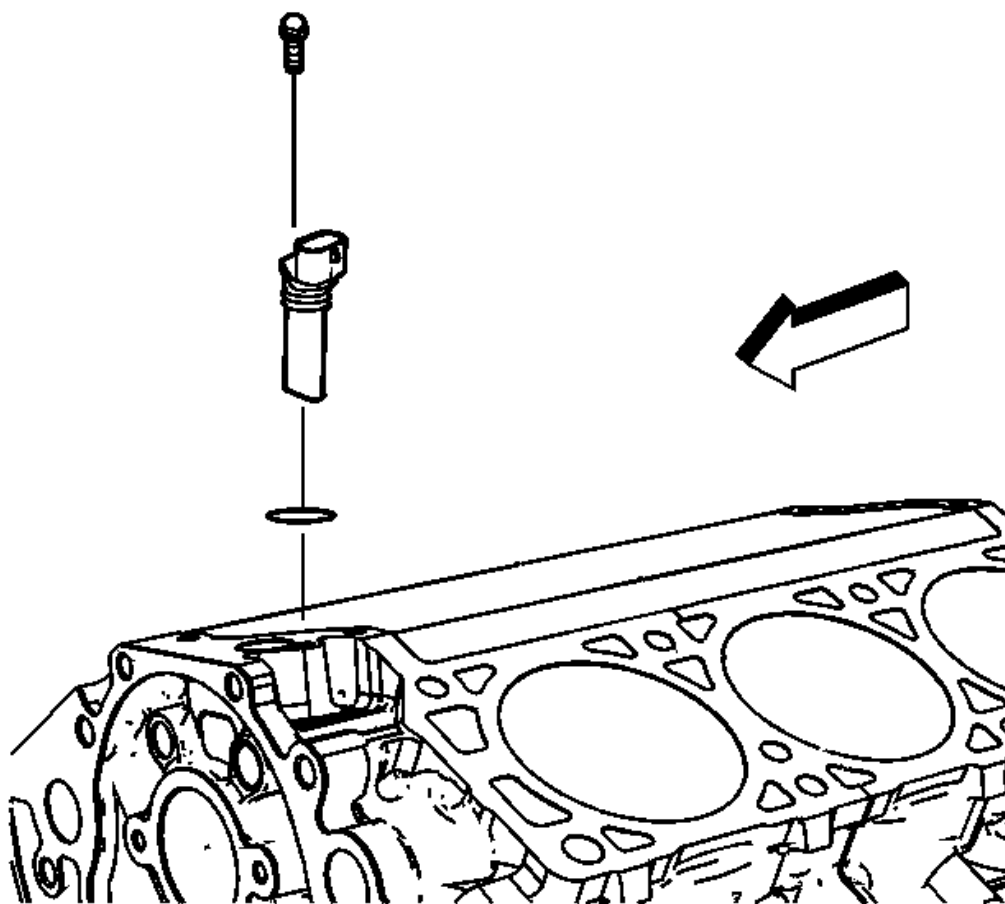


Fig. 452: View Of Camshaft Position Sensor
Courtesy of GENERAL MOTORS CORP.

6. Install the camshaft position sensor.
7. Install the camshaft position sensor bolt and tighten to 10 N.m (89 lb in).

TIMING CHAIN AND SPROCKET INSTALLATION

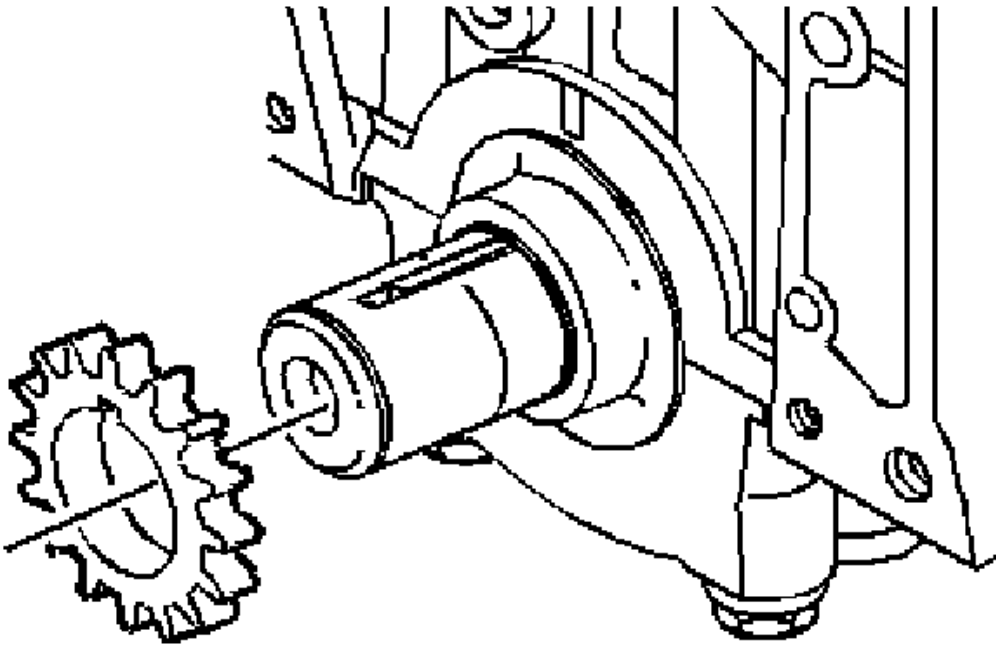


Fig. 453: View Of Crankshaft Sprocket
Courtesy of GENERAL MOTORS CORP.

1. Install the crankshaft sprocket.
2. Apply prelube GM P/N 12345501, (Canadian P/N 992704) or the equivalent to the crankshaft sprocket thrust surface.

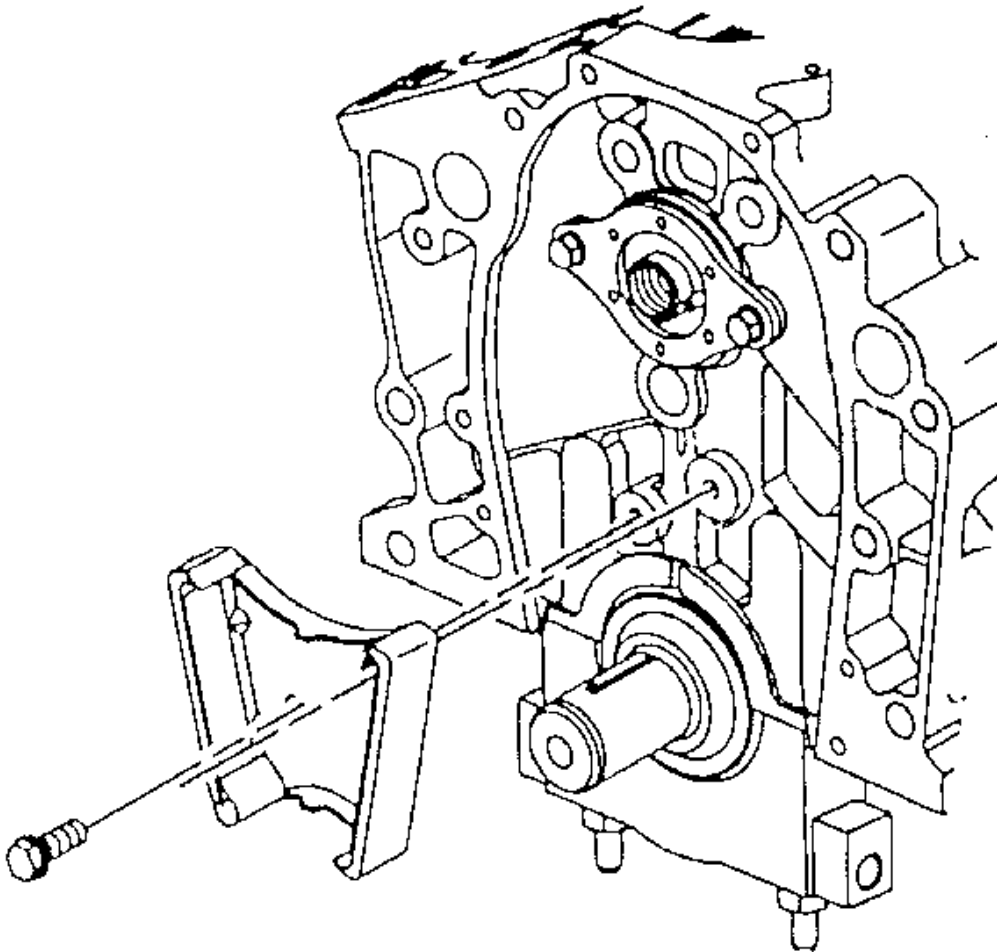


Fig. 454: View Of Timing Chain Dampener & Bolts
Courtesy of GENERAL MOTORS CORP.

3. Install the timing chain dampener.

CAUTION: Refer to Fastener Caution .

4. Install the timing chain dampener bolts and tighten to 21 N.m (15 lb ft).

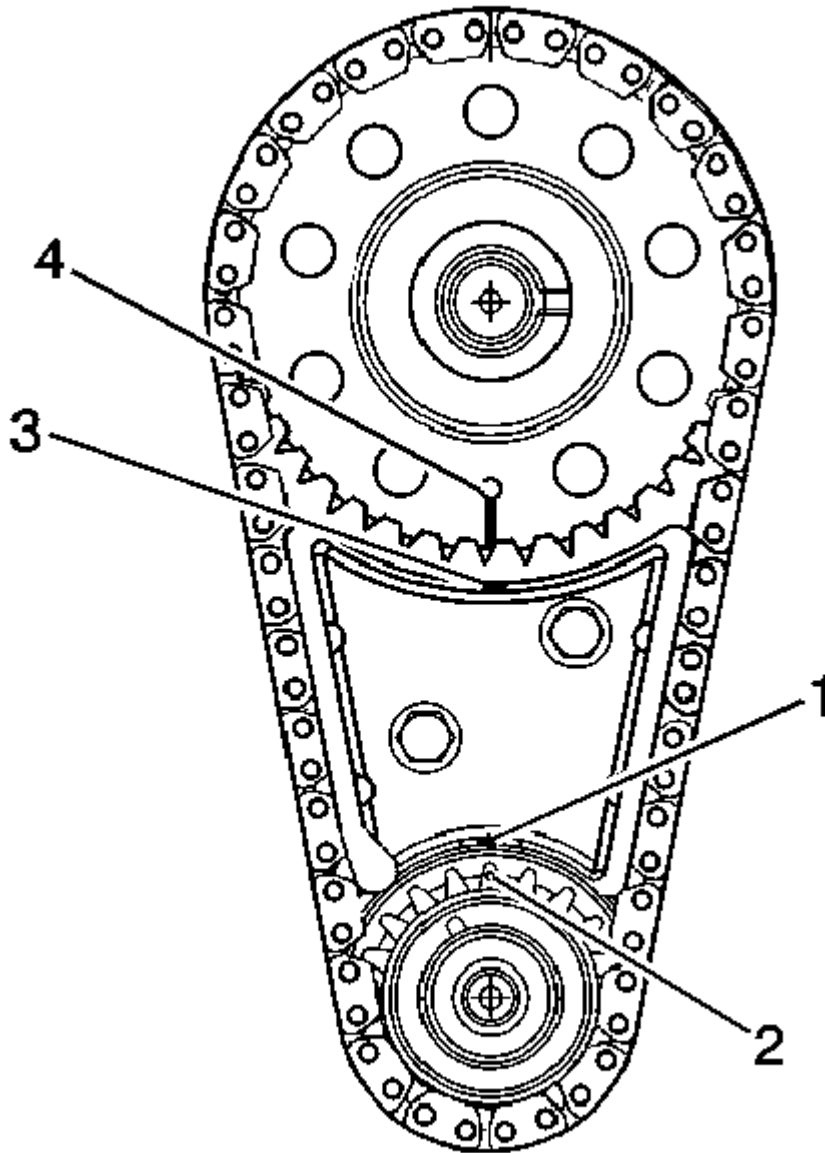


Fig. 455: Locating Timing Marks

Courtesy of GENERAL MOTORS CORP.

5. Align the crankshaft timing mark (2) to the timing mark on the bottom of the timing chain dampener (1).
6. Hold the camshaft sprocket with the timing chain hanging down and install the timing chain to the crankshaft gear.
7. Align the timing mark on the camshaft gear (4) with the timing mark on top of the timing chain dampener

(3).

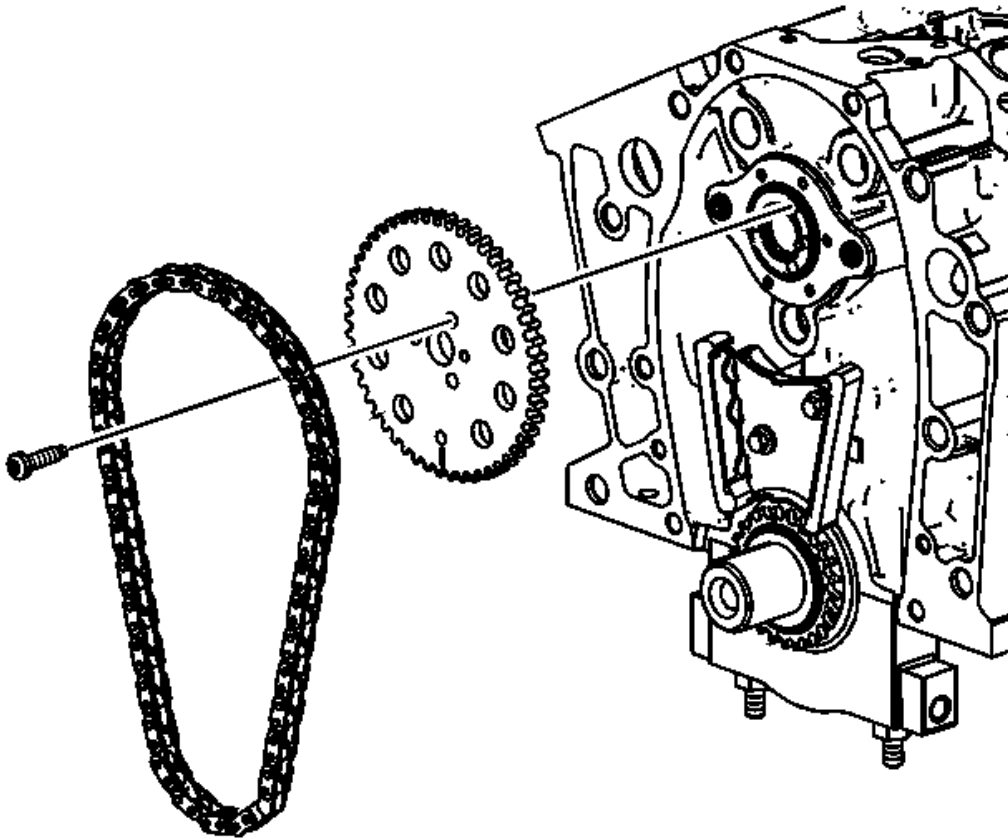


Fig. 456: Identifying Camshaft Sprocket And Timing Chain
Courtesy of GENERAL MOTORS CORP.

8. Align the dowel in the camshaft with the dowel hole in the camshaft sprocket.
9. Draw the camshaft sprocket onto the camshaft using the mounting bolts.
10. Coat the crankshaft and camshaft sprocket with engine oil. Tighten the bolts to 16 N.m (12 lb ft).

ENGINE FRONT COVER INSTALLATION

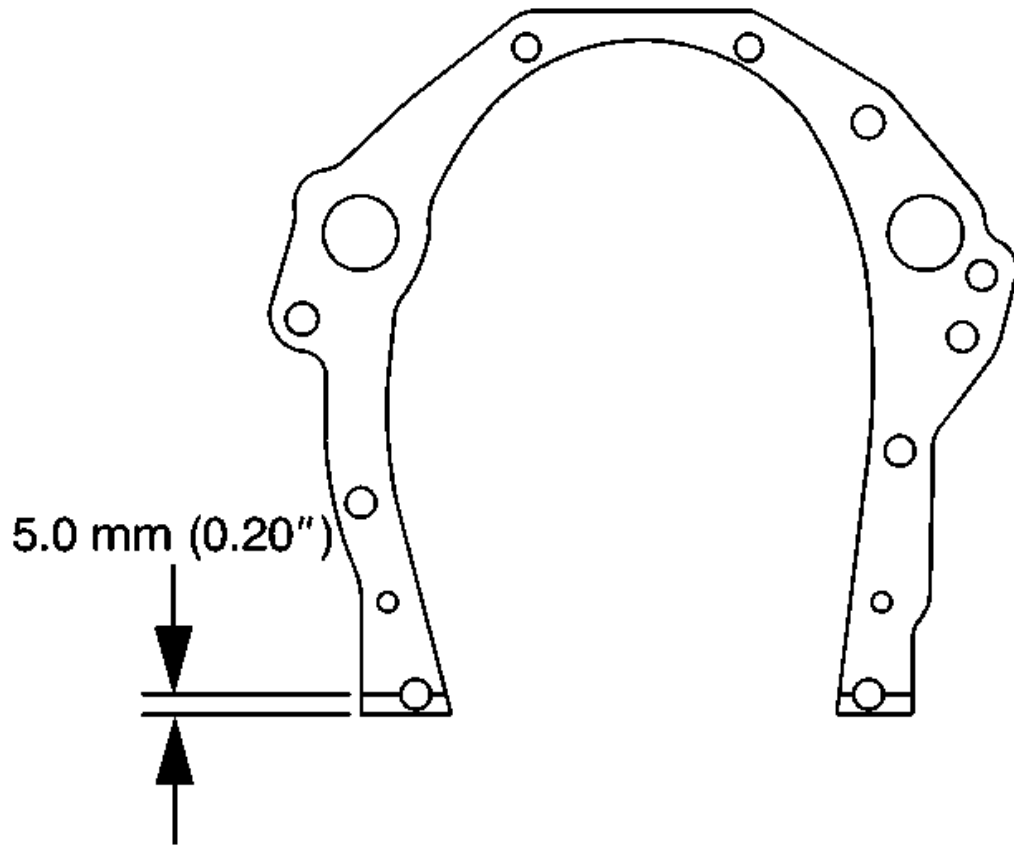


Fig. 457: Applying Sealer To Lower Tabs Of Engine Front Cover Gasket
Courtesy of GENERAL MOTORS CORP.

1. Install the engine front cover gasket.
2. Apply sealer GM P/N 12346004 (Canadian P/N 10953480) or equivalent to both sides of the lower tabs of the engine front cover gasket. Apply the sealer no less than 5.0 mm (0.20 in) wide.

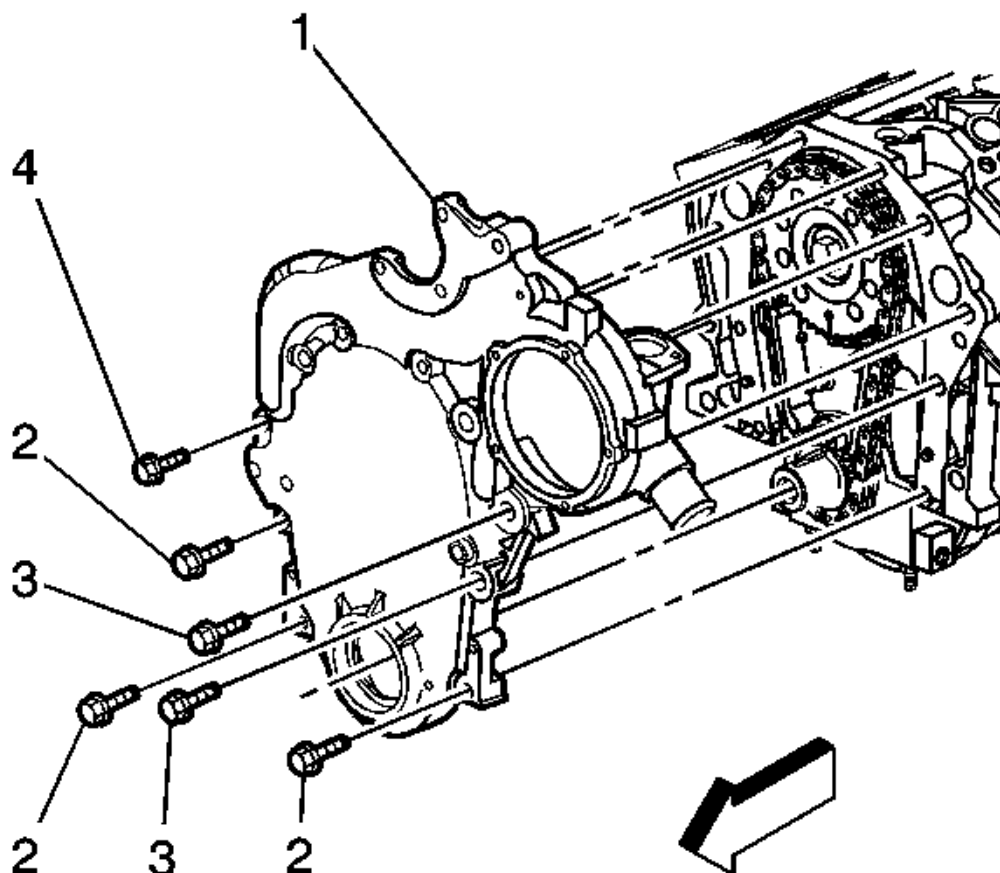


Fig. 458: View Of Engine Front Cover & Bolts
 Courtesy of GENERAL MOTORS CORP.

3. Install the engine front cover (1) to the engine block aligning the cover with the locating pins.

CAUTION: Refer to Fastener Caution .

4. Install the engine front cover bolts (3, 4). Tighten the bolts to 55 N.m (41 lb ft).
5. Install the engine front cover bolts (2). Tighten the bolts to 27 N.m (20 lb ft).

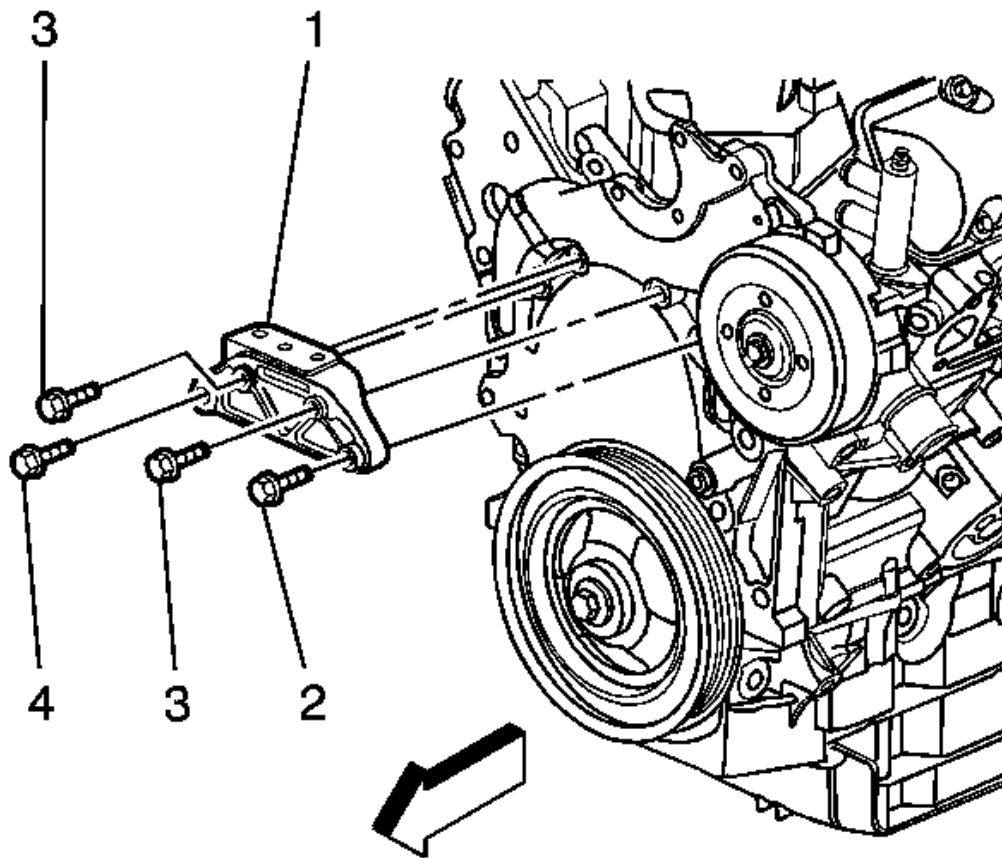


Fig. 459: View Of Right Engine Mount Bracket
 Courtesy of GENERAL MOTORS CORP.

6. Install the right engine mount bracket (1).
7. Install the right engine mount bracket bolts (2-4). Tighten the bolts to 55 N.m (41 lb ft).
8. Install the engine mount bracket bolts (3). Tighten the bolts to 25 N.m (18 lb ft).

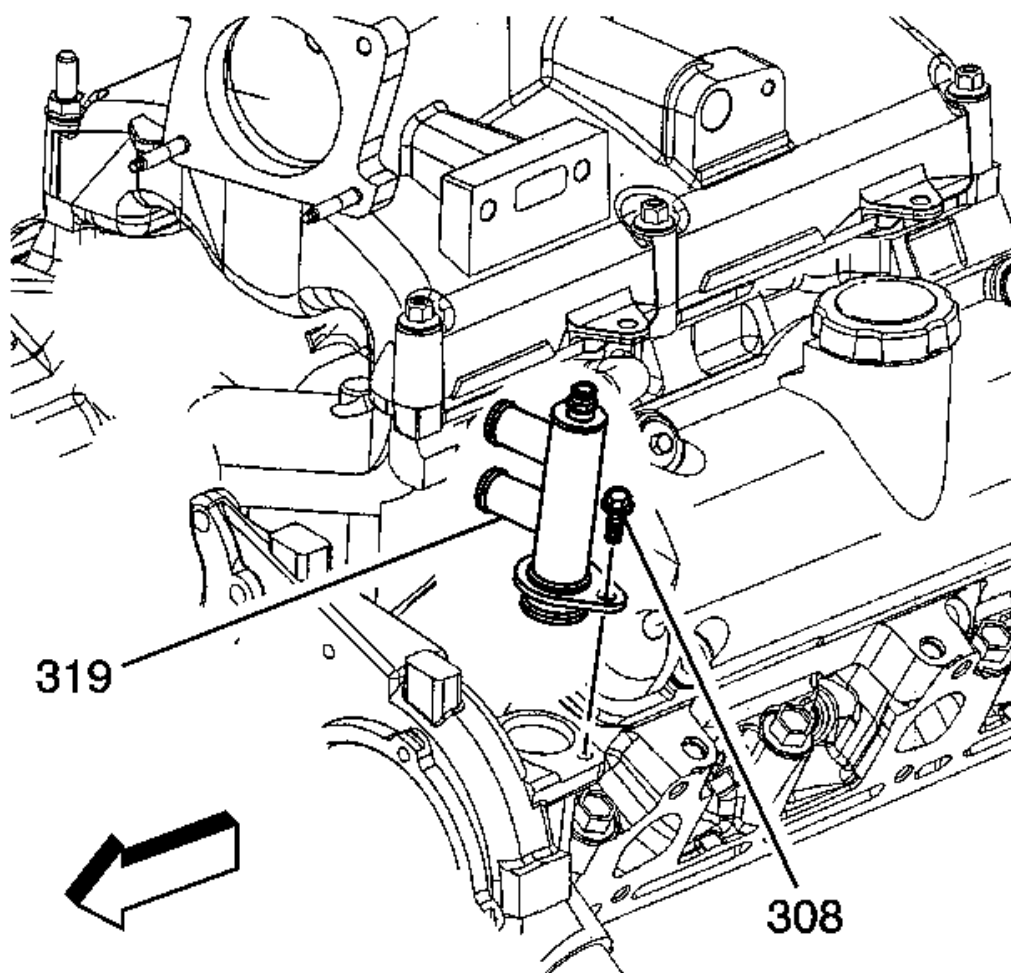


Fig. 460: View Of Heater Outlet Pipe Adapter
Courtesy of GENERAL MOTORS CORP.

9. Install the heater outlet pipe adapter (319).
10. Install the heater outlet pipe adapter bolt (308). Tighten the heater outlet pipe adapter bolt to 12 N.m (106 lb in).

CRANKSHAFT FRONT OIL SEAL INSTALLATION

Tools Required

EN-48869 Front Crankshaft Oil Seal Installer. See Special Tools.

Installation

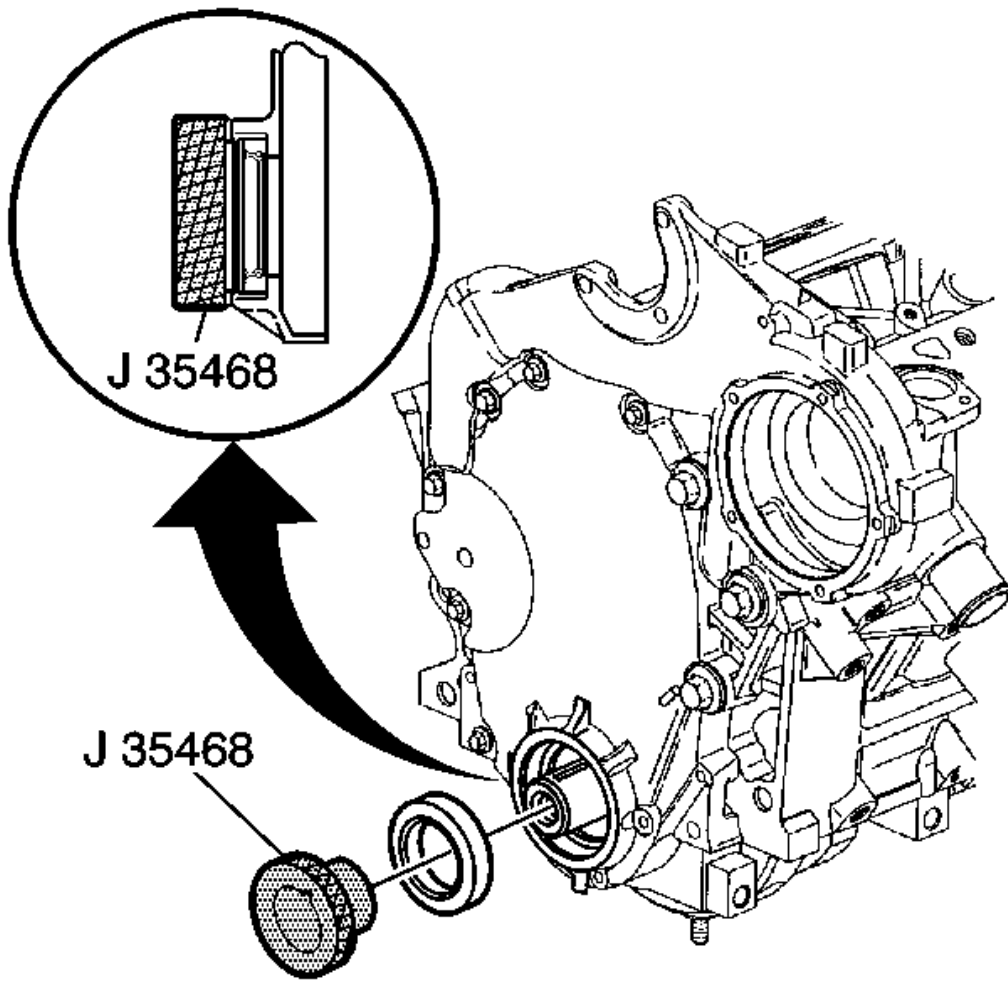


Fig. 461: View Of Crankshaft Front Oil Seal
Courtesy of GENERAL MOTORS CORP.

1. Place the crankshaft front oil seal on the **EN-48869** with lip facing inward, aligning crankshaft keyway to the groove in the installer. See **Special Tools**.
2. Thread the forcing bolt with bearing, washer and nut as shown.
3. Tighten the nut until seal bottoms, then remove the **EN-48869** . See **Special Tools**.

OIL PUMP DRIVE INSTALLATION

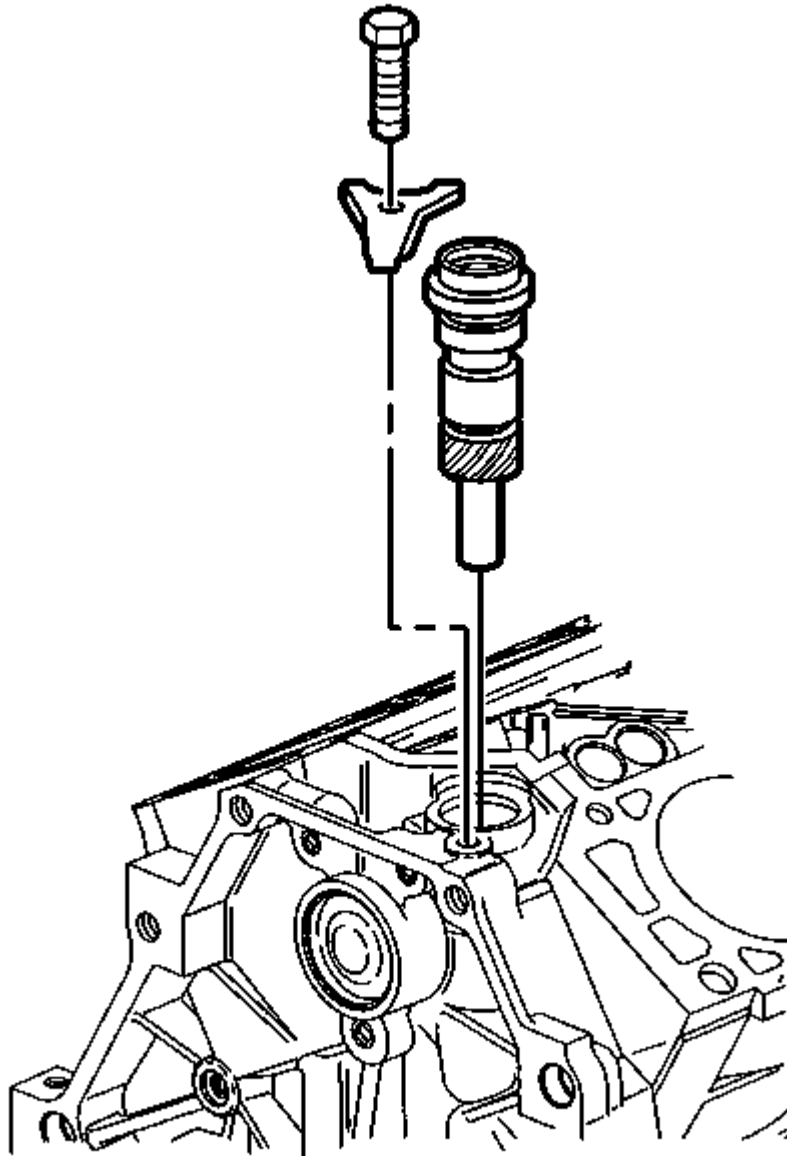


Fig. 462: View Of Oil Pump Drive
Courtesy of GENERAL MOTORS CORP.

1. Apply prelube GM P/N 12345501, (Canadian P/N 992704) or the equivalent to the oil pump drive gear.
2. Apply engine oil to the oil pump drive gear assembly for ease of assembly.
3. Install the oil pump drive gear assembly.

4. Install the oil pump drive gear clamp.

CAUTION: Refer to Fastener Caution .

5. Install the oil pump drive gear clamp bolt and tighten to 36 N.m (27 lb ft).

OIL PUMP INSTALLATION

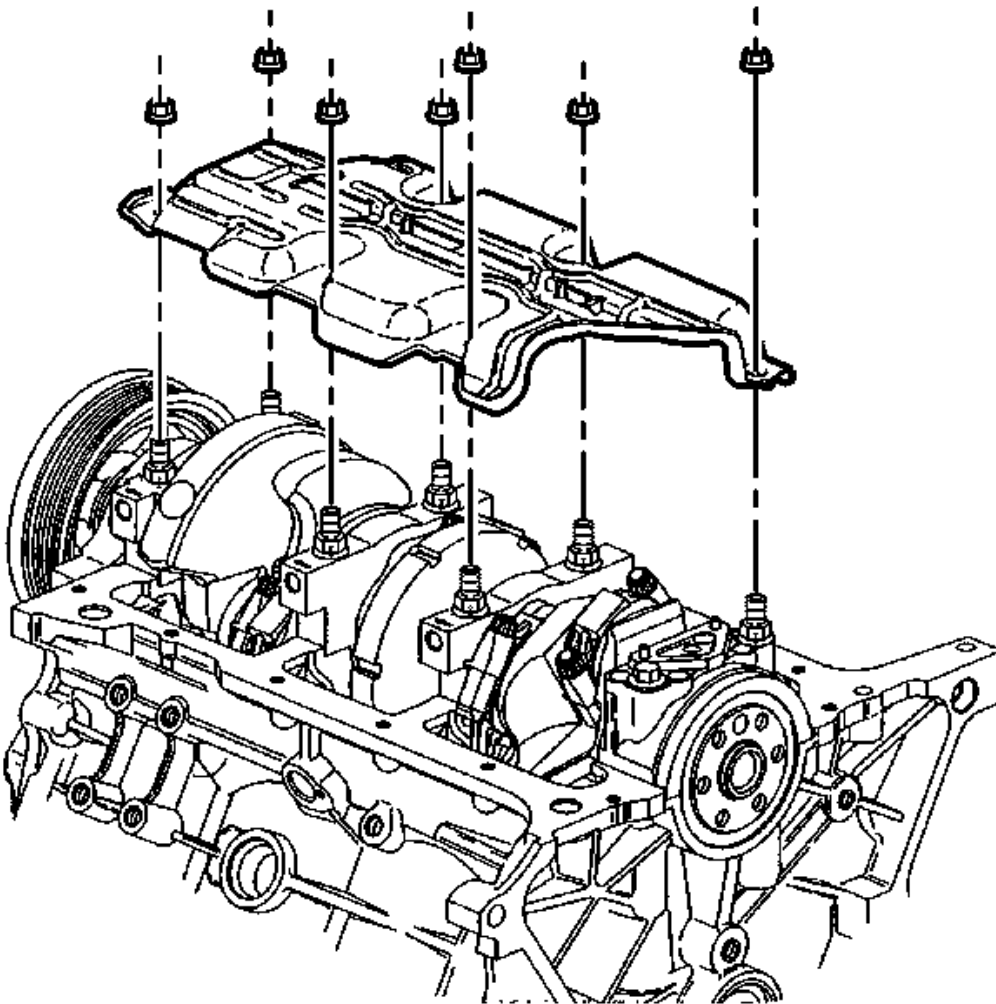


Fig. 463: View Of Crankshaft Oil Deflector & Nuts
Courtesy of GENERAL MOTORS CORP.

1. Install the crankshaft oil deflector.

CAUTION: Refer to Fastener Caution .

2. Install the crankshaft oil deflector nuts and tighten to 25 N.m (18 lb ft).

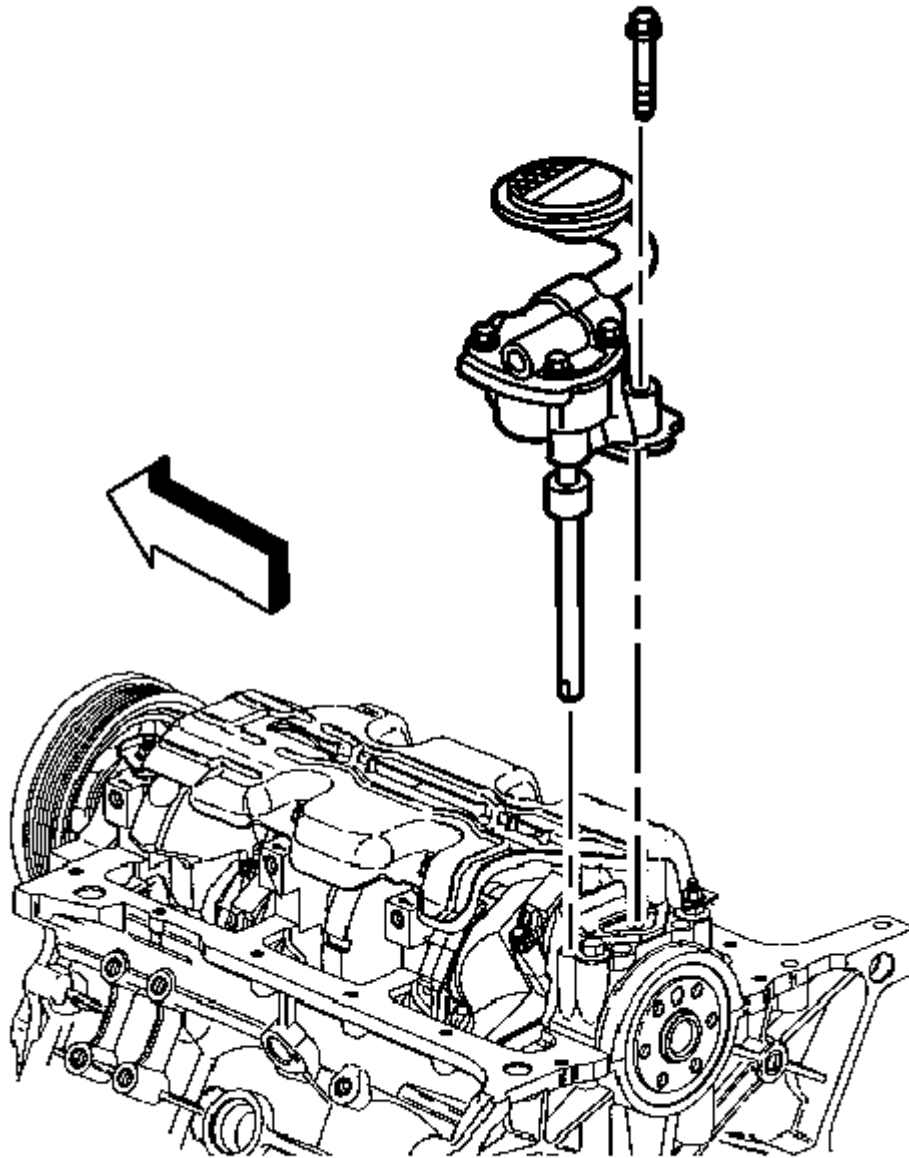


Fig. 464: View Of Oil Pump

Courtesy of GENERAL MOTORS CORP.

NOTE: Do not reuse the oil pump driveshaft retainer. During assembly, install a **NEW** oil pump driveshaft retainer.

3. Install the oil pump.

4. Position the oil pump onto the pins.
5. Install the oil pump bolt attaching the oil pump to the rear crankshaft bearing cap. Tighten the oil pump bolt to 41 N.m (30 lb ft).

OIL PAN INSTALLATION

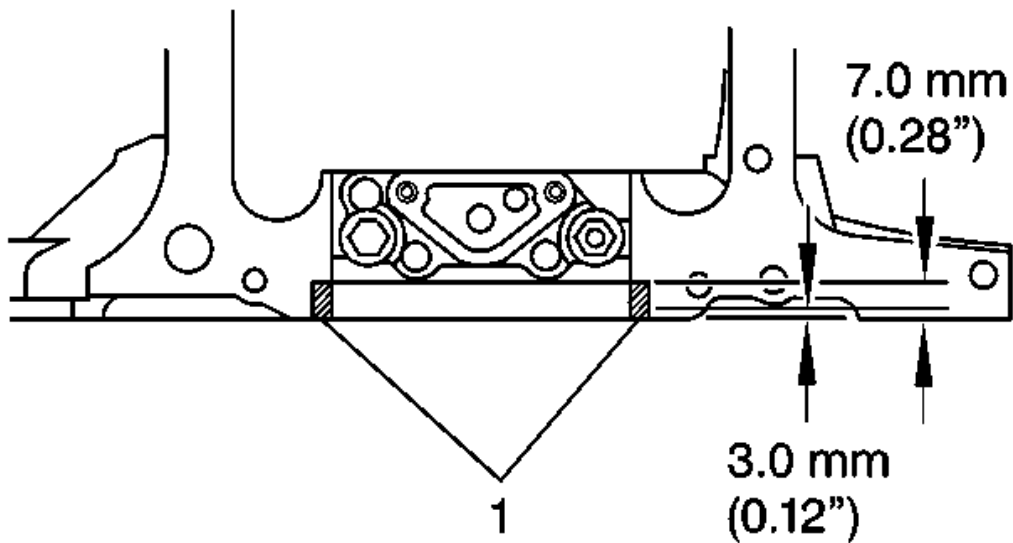


Fig. 465: Illustrating Proper Sealer Application
Courtesy of GENERAL MOTORS CORP.

1. Apply sealer GM P/N 12378521, (Canadian P/N 88901148) or the equivalent to both sides of the crankshaft rear main bearing cap (1).

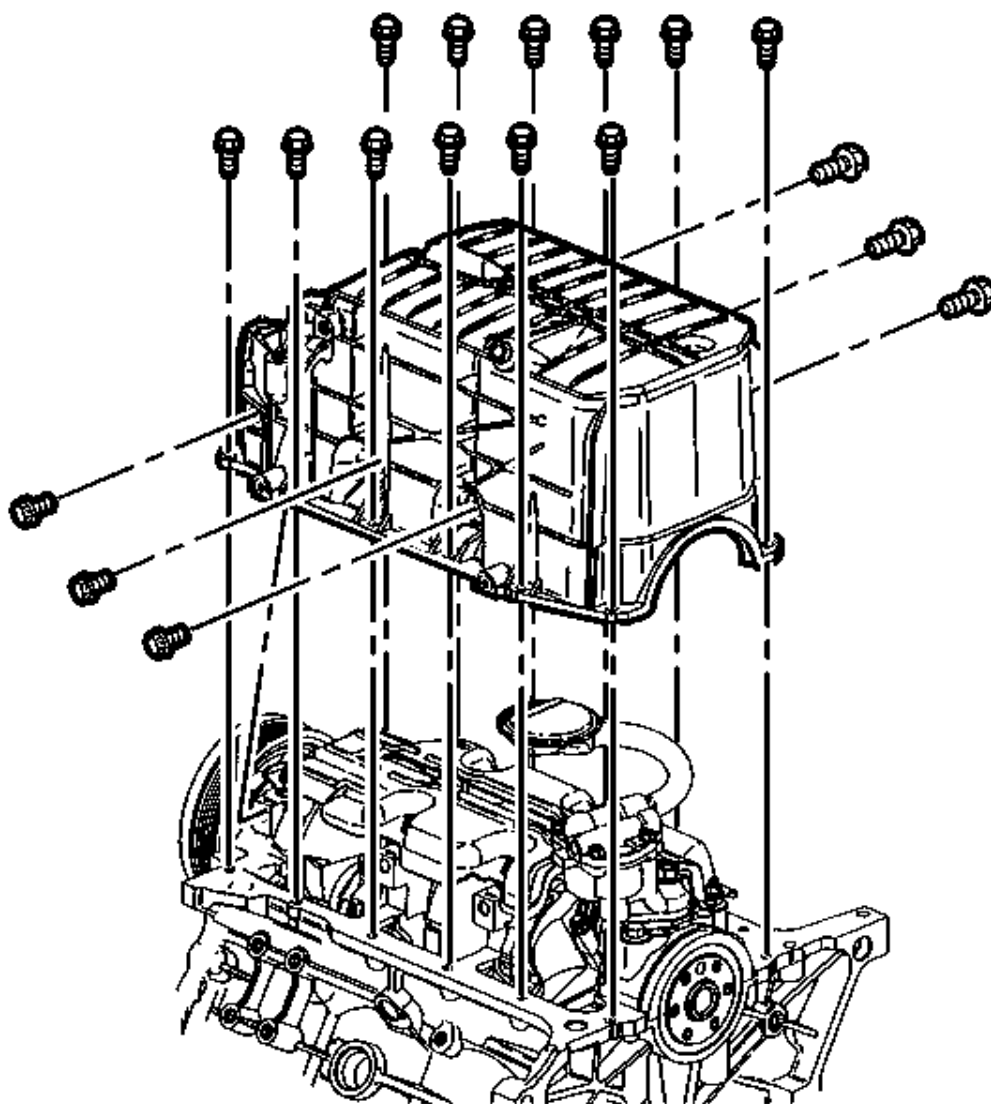


Fig. 466: View Of Oil Pan & Bolts
Courtesy of GENERAL MOTORS CORP.

2. Install the oil pan gasket.
3. Install the oil pan.

NOTE: Replace the two rear bolts that bolt the oil pan to the engine block, next to the rear main seal, with two NEW bolts (P/N 11515756). Prior to installing the new bolts, apply threadlocker G/M P/N 12345382 (Canadian P/N

10953489) to the threads.

4. Install the oil pan bolts.

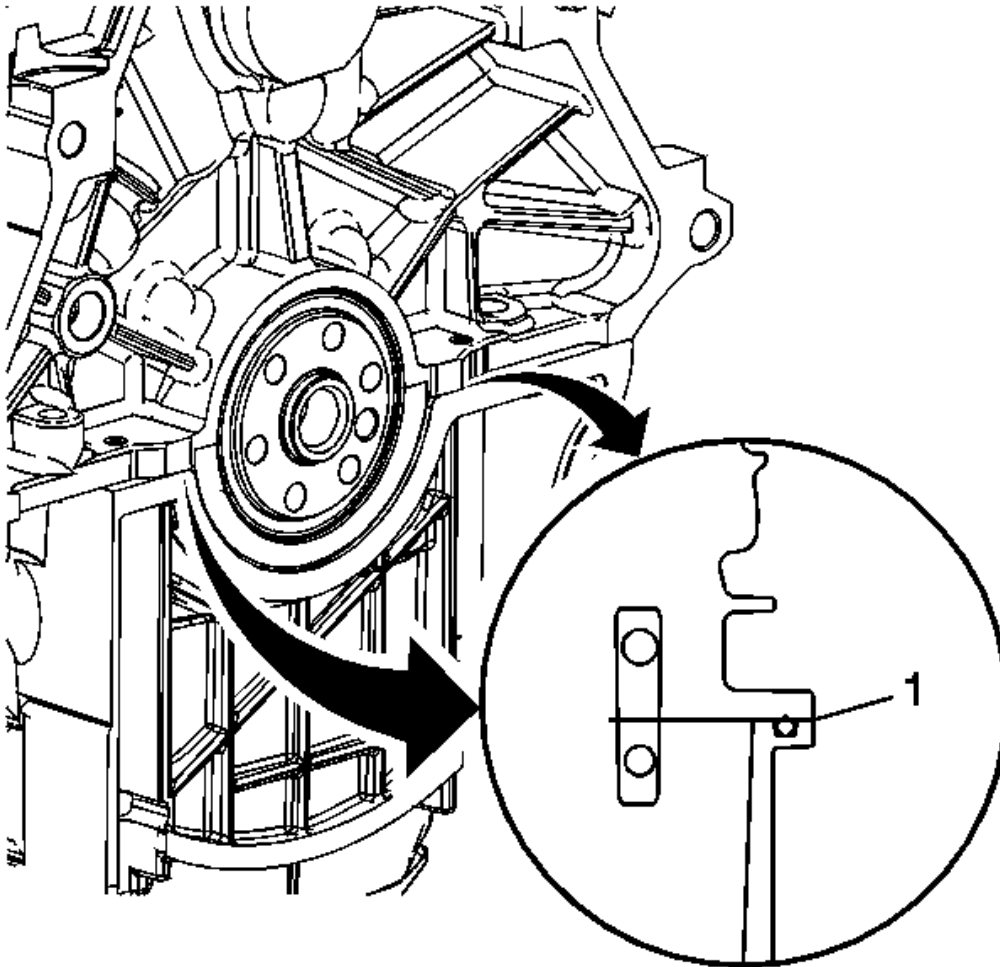


Fig. 467: View Of Rear Oil Seal
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

5. Prior to tightening bolts, ensure that the oil pan boss sits flush with the engine block boss (1). Tighten the oil pan bolts to 25 N.m (18 lb ft).

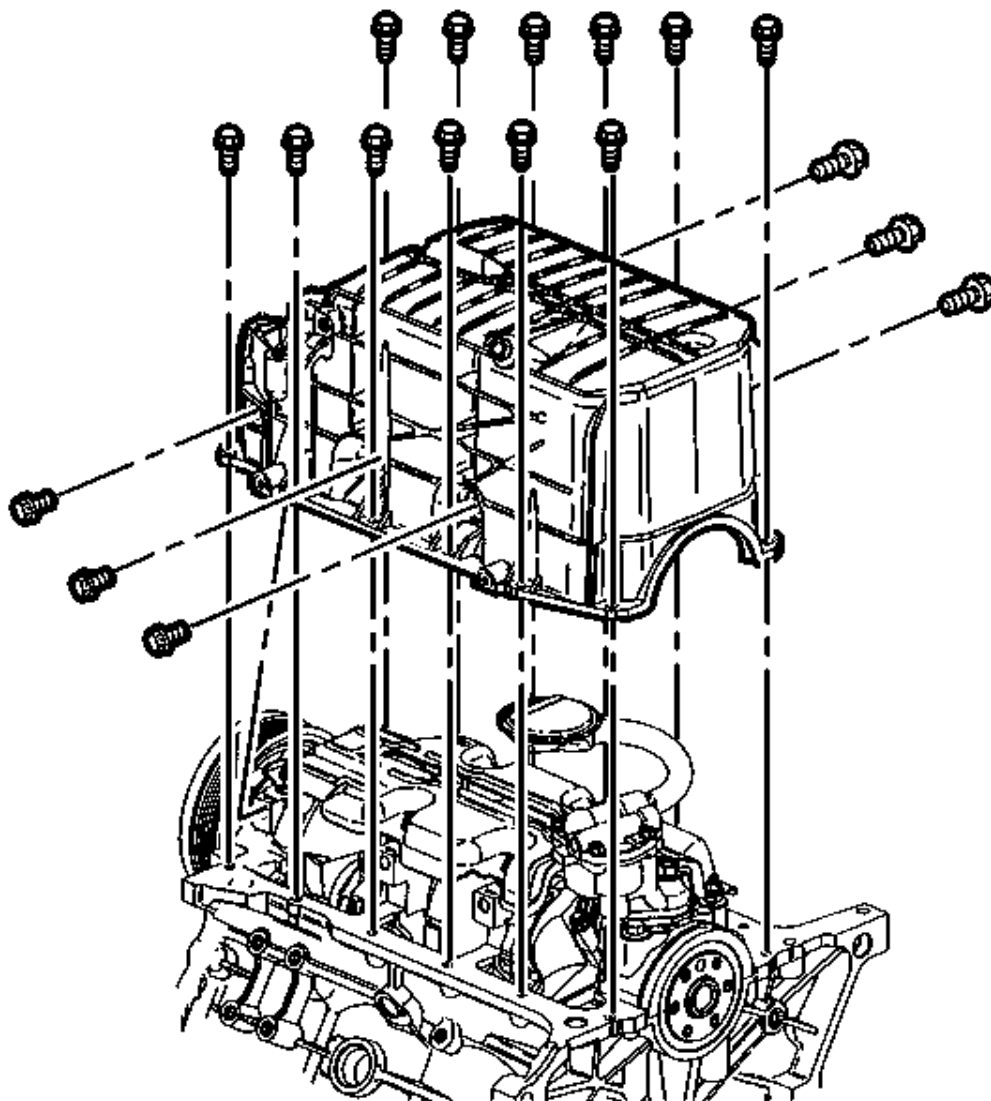


Fig. 468: View Of Oil Pan & Bolts
Courtesy of GENERAL MOTORS CORP.

6. Install the oil pan side bolts and tighten to 50 N.m (37 lb ft).

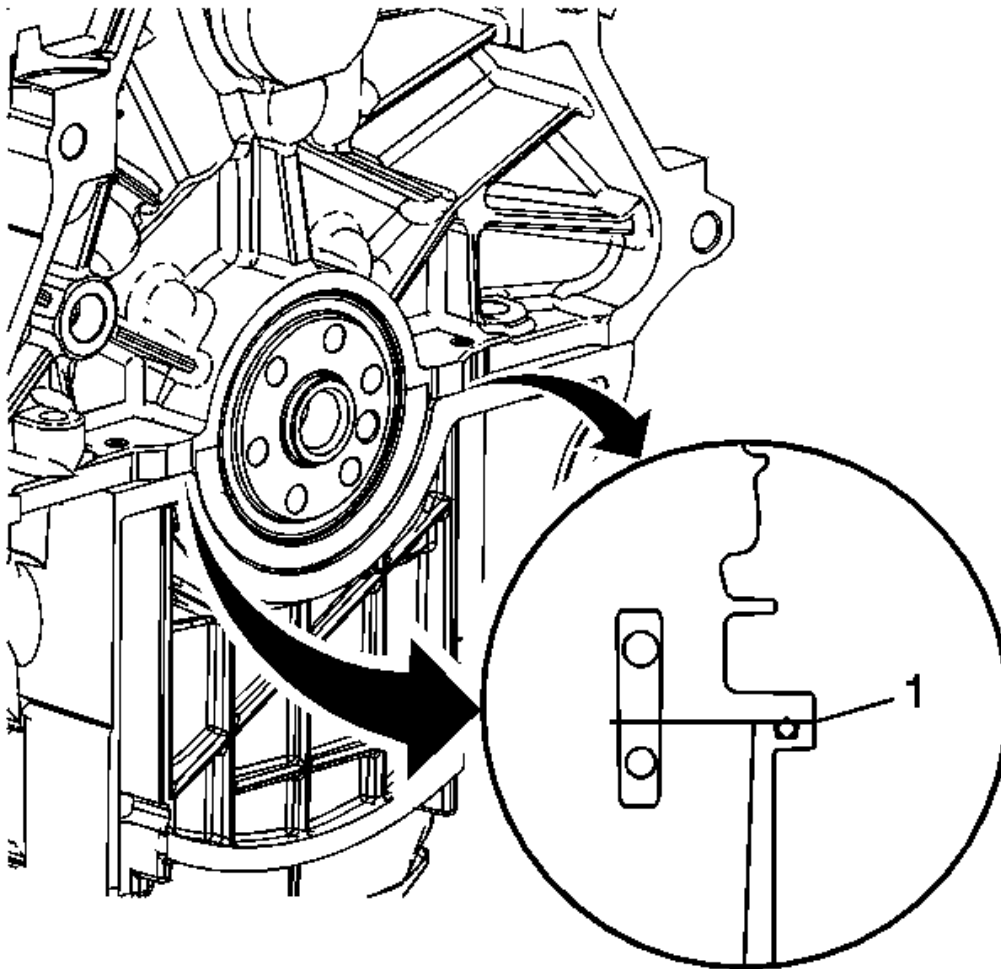


Fig. 469: View Of Rear Oil Seal
Courtesy of GENERAL MOTORS CORP.

7. After tightening bolts, recheck to ensure that the oil pan boss sits flush with the engine block boss (1).

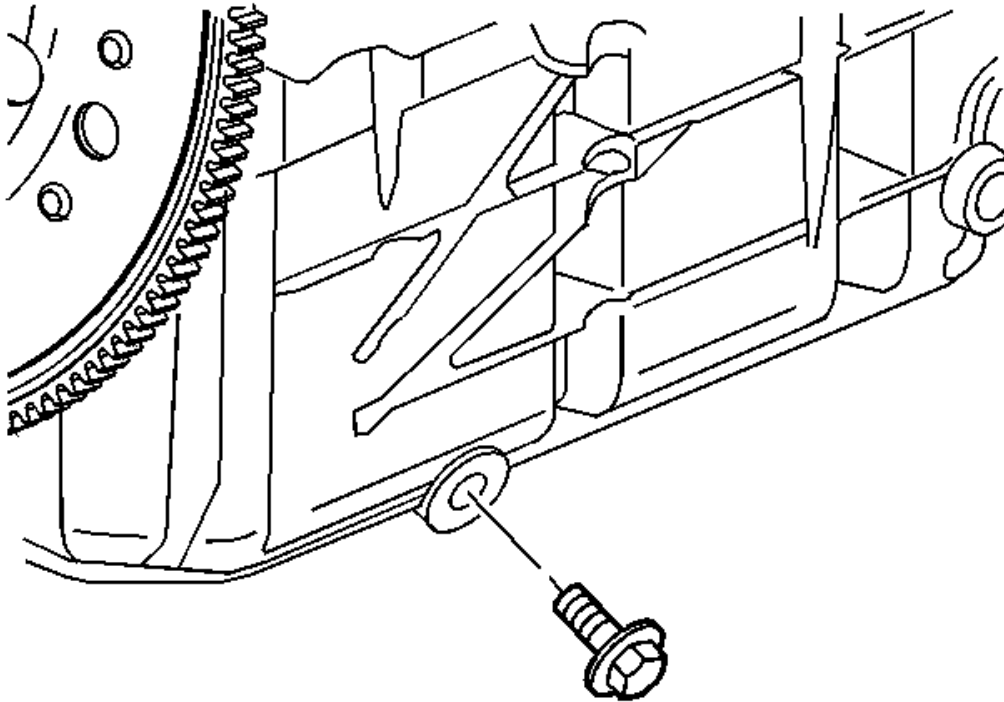


Fig. 470: View Of Oil Pan Drain Plug
Courtesy of GENERAL MOTORS CORP.

8. Install the oil pan drain plug and tighten to 25 N.m (18 lb ft).

CYLINDER HEAD INSTALLATION - LEFT SIDE

Special Tools

J 45059: Angle Meter

For equivalent regional tools, refer to **Special Tools**.

Installation

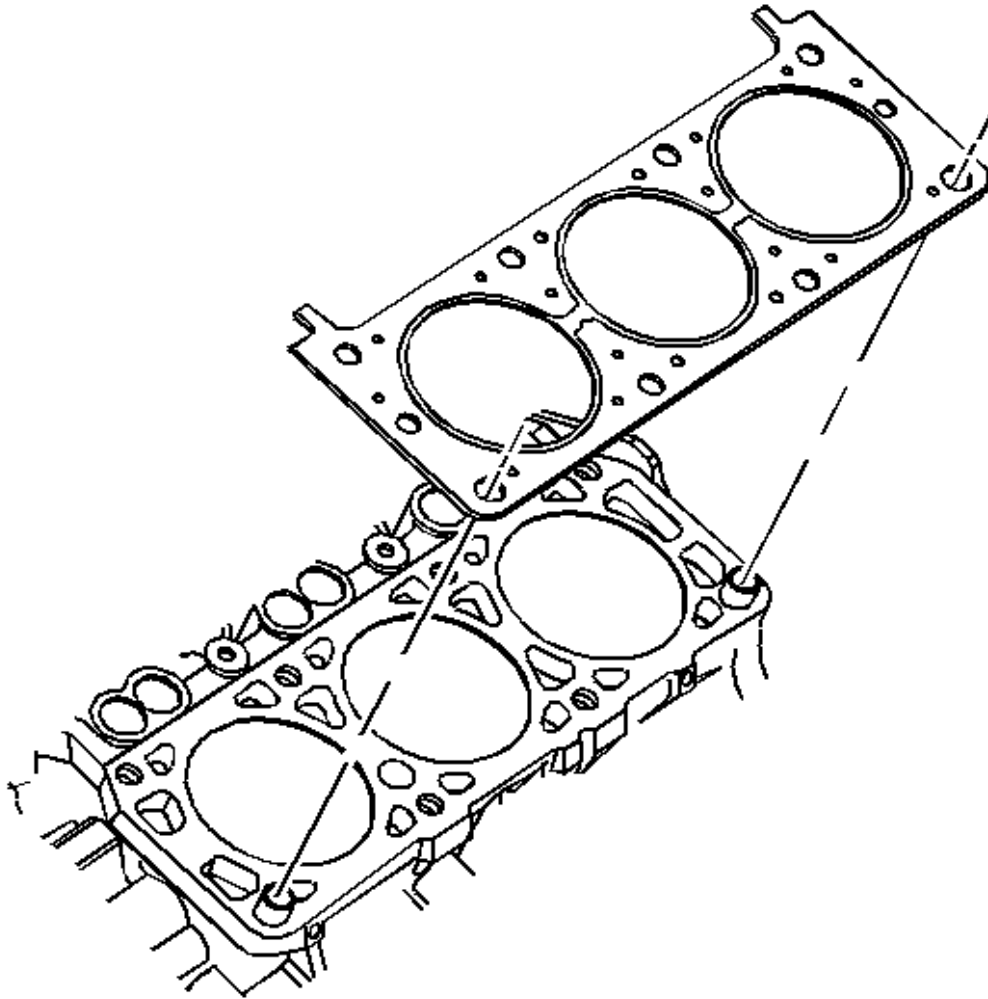


Fig. 471: View Of Cylinder Head Gasket And Alignment Pins
Courtesy of GENERAL MOTORS CORP.

CAUTION: This component uses torque-to-yield bolts. When servicing this component do not reuse the bolts, New torque-to-yield bolts must be installed. Reusing used torque-to-yield bolts will not provide proper bolt torque and clamp load. Failure to install NEW torque-to-yield bolts may lead to engine damage.

1. Install the cylinder head locator dowel pins, if necessary.
2. Inspect the cylinder head locator dowel pins for proper installation.

3. Install the cylinder head gasket.

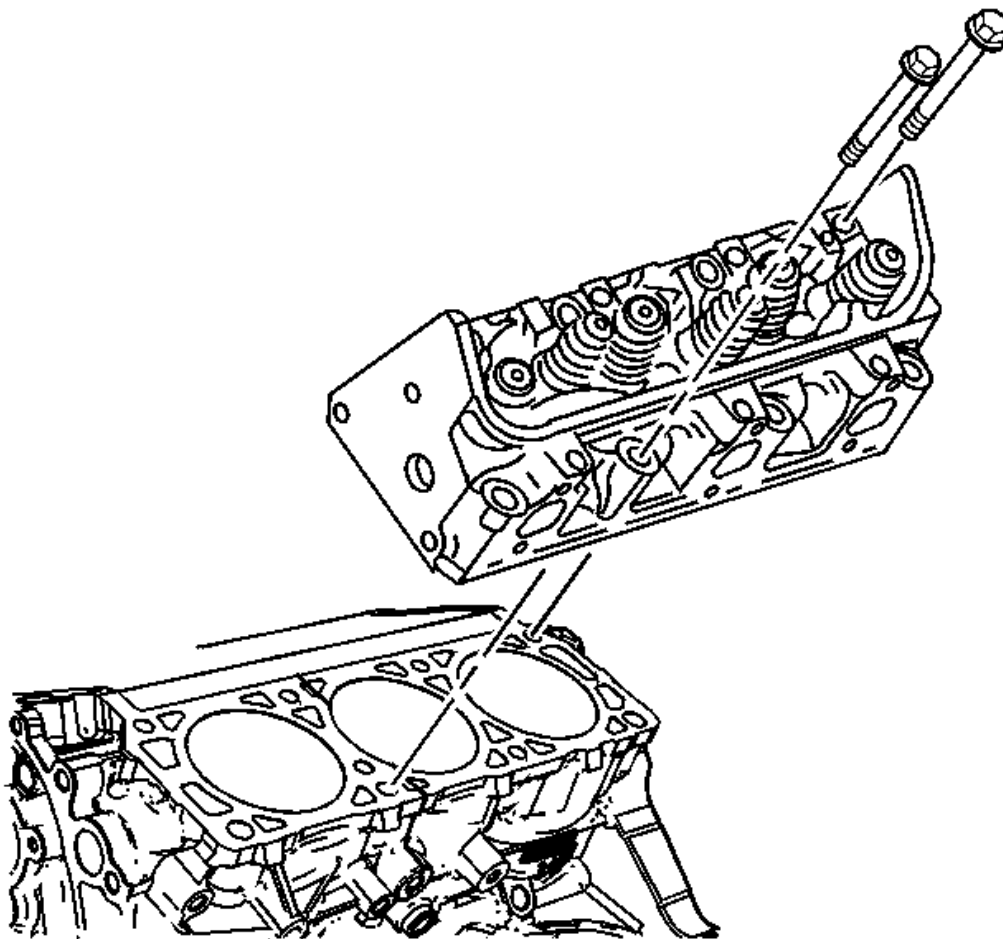


Fig. 472: Removing/Installing Cylinder Head
Courtesy of GENERAL MOTORS CORP.

4. Install the cylinder head.

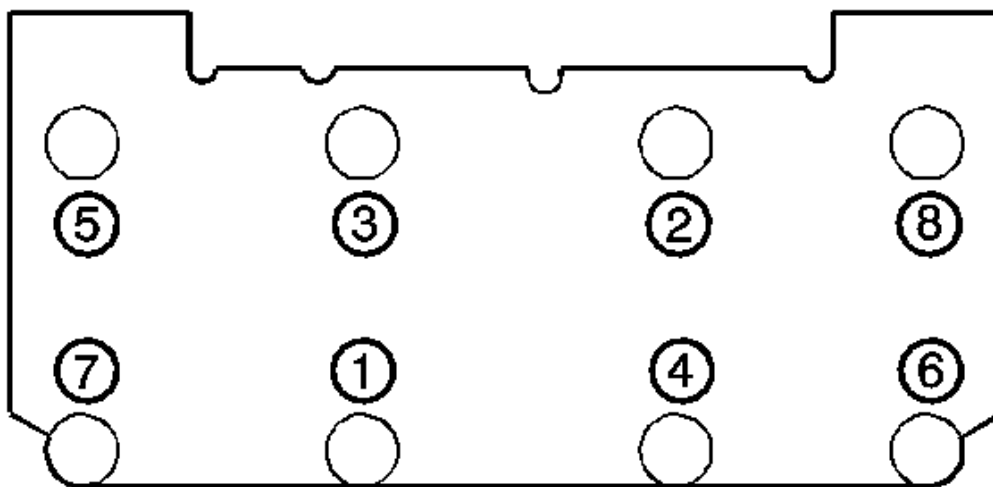


Fig. 473: View Of Cylinder Head Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

5. Install the new cylinder head bolts.
 1. Tighten the cylinder head bolts a first pass in sequence to 60 N.m (44 lb ft) .
 2. Tighten the cylinder head bolts a final pass in sequence to 95 degrees using the **J 45059:** meter .

CYLINDER HEAD INSTALLATION - RIGHT SIDE

Special Tools

J 45059: Angle Meter

For equivalent regional tools, refer to Special Tools.

Installation

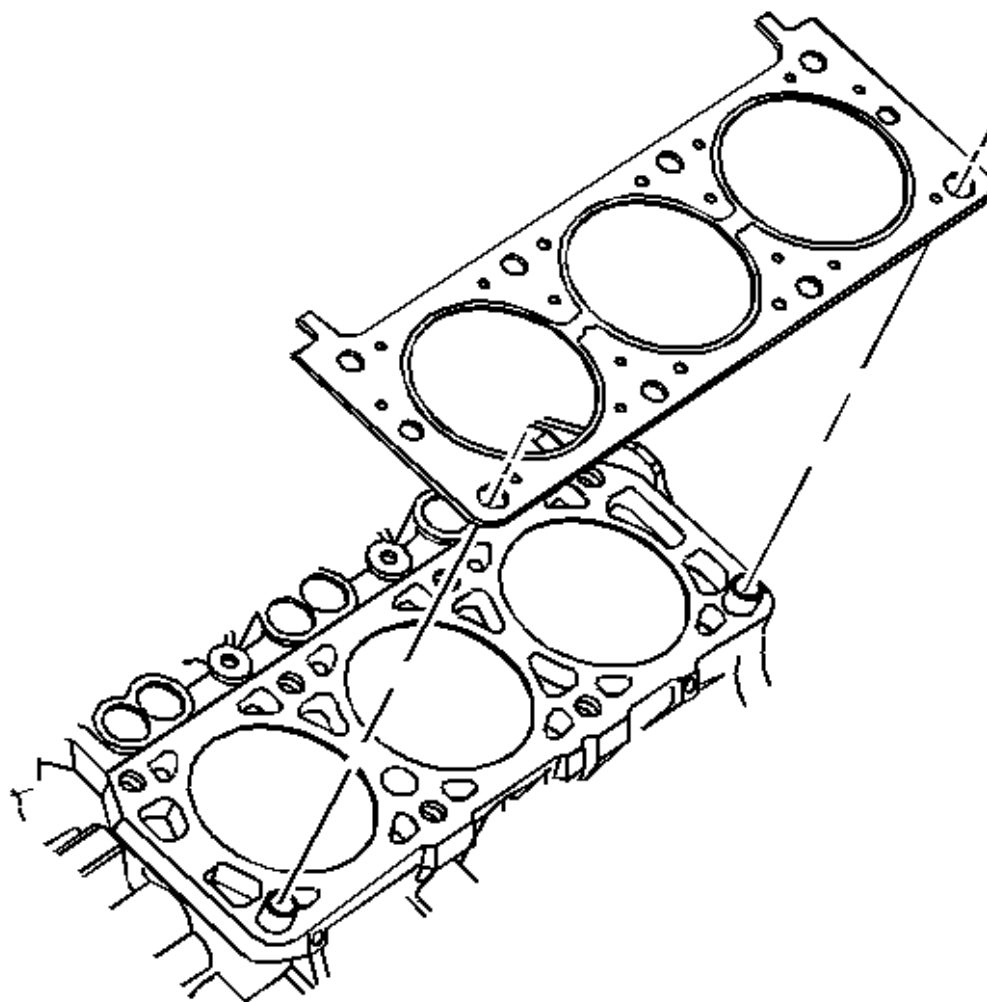


Fig. 474: View Of Cylinder Head Gasket And Alignment Pins
Courtesy of GENERAL MOTORS CORP.

CAUTION: This component uses torque-to-yield bolts. When servicing this component do not reuse the bolts, New torque-to-yield bolts must be installed. Reusing used torque-to-yield bolts will not provide proper bolt torque and clamp load. Failure to install NEW torque-to-yield bolts may lead to engine damage.

1. Install the cylinder head locator dowel pins, if necessary.
2. Inspect the cylinder head locator dowel pins for proper installation.

3. Install the cylinder head gasket.

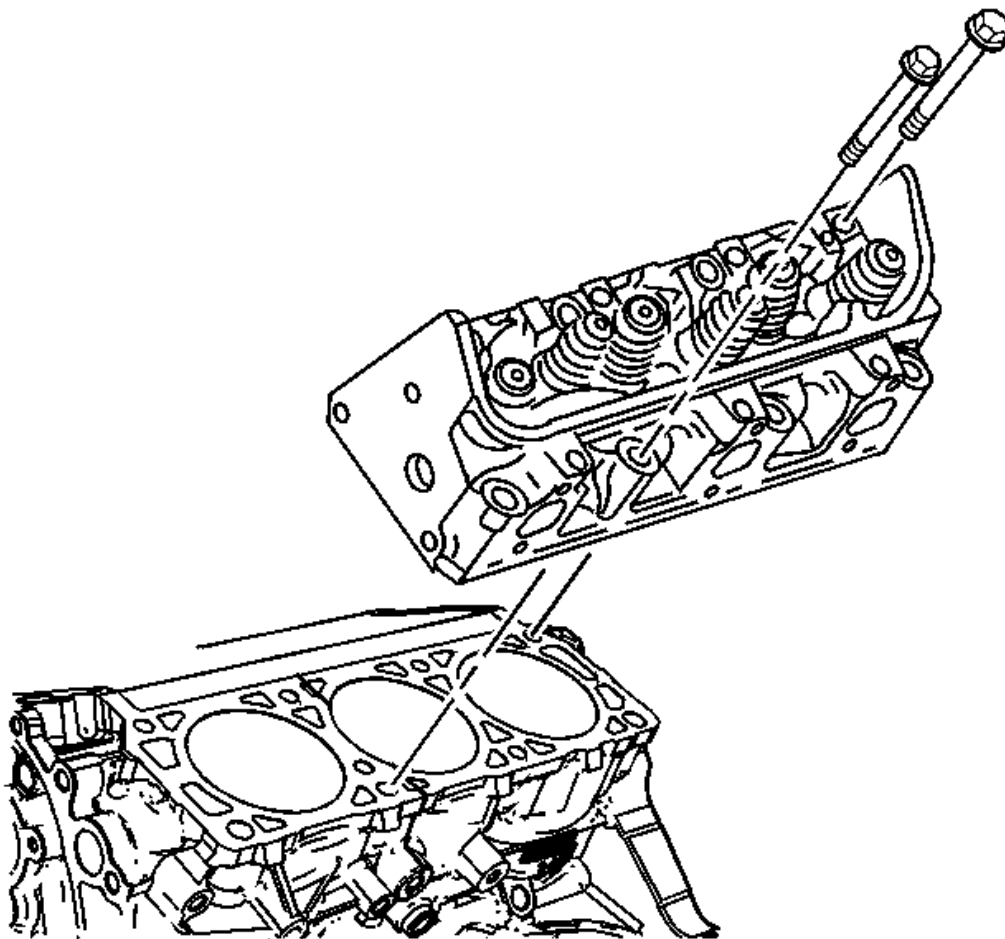


Fig. 475: Removing/Installing Cylinder Head
Courtesy of GENERAL MOTORS CORP.

4. Install the cylinder head.

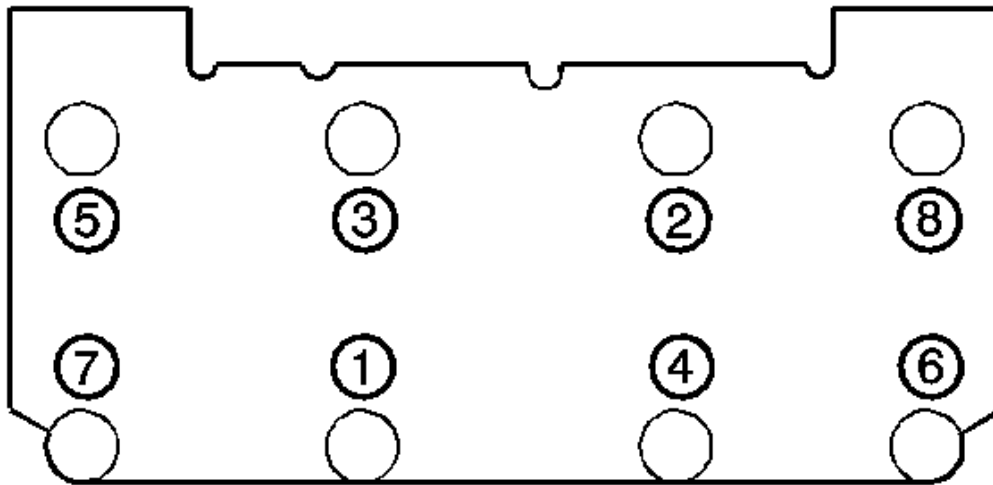


Fig. 476: View Of Cylinder Head Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

5. Install the new cylinder head bolts.
 1. Tighten the cylinder head bolts a first pass in sequence to 60 N.m (44 lb ft) .
 2. Tighten the cylinder head bolts a final pass in sequence to 95 degrees using the **J 45059:** meter .

WATER PUMP INSTALLATION

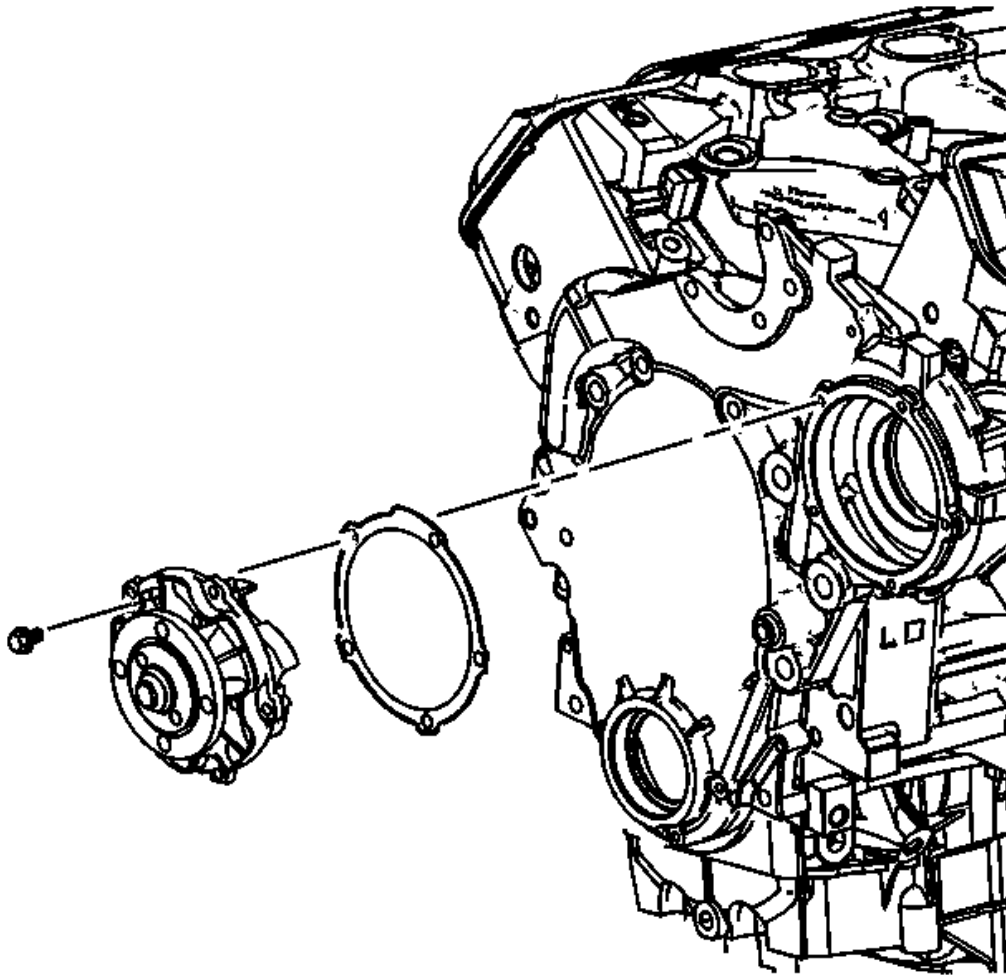


Fig. 477: View Of Water Pump
Courtesy of GENERAL MOTORS CORP.

1. Install the water pump gasket.
2. Install the water pump.

CAUTION: Refer to Fastener Caution .

3. Install the water pump bolts and tighten to 10 N.m (89 lb in).

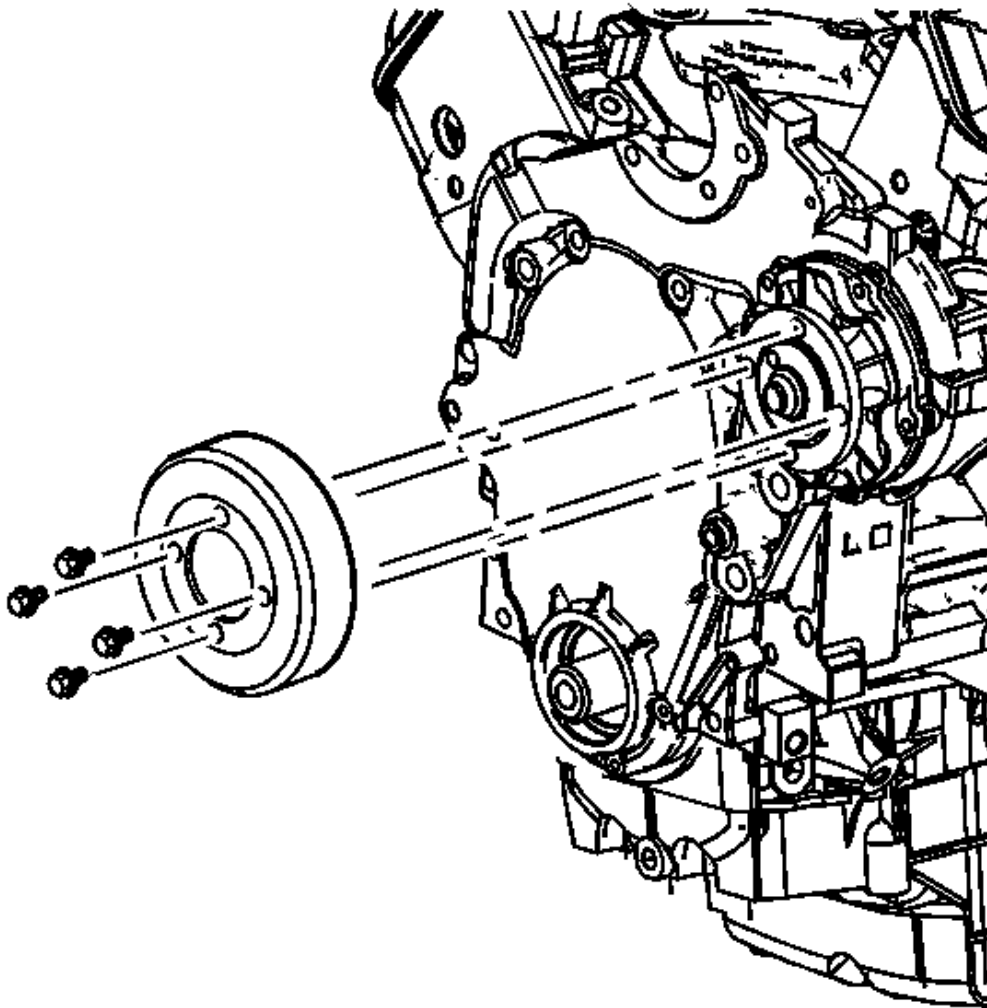


Fig. 478: View Of Water Pump Pulley & Bolts
Courtesy of GENERAL MOTORS CORP.

4. Install the water pump pulley.
5. Install the water pump pulley bolts and tighten to 25 N.m (18 lb ft).

VALVE LIFTER INSTALLATION

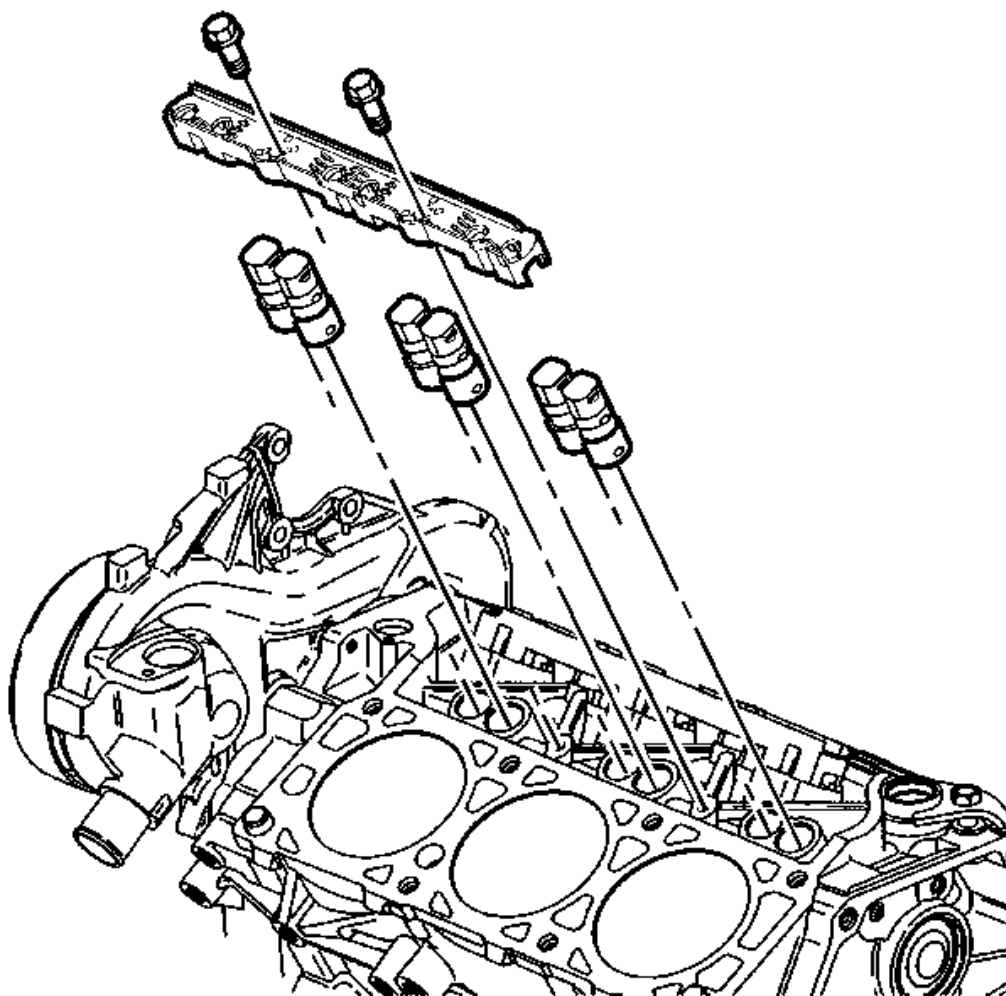


Fig. 479: View Of Valve Lifters & Lifter Guides
Courtesy of GENERAL MOTORS CORP.

1. Coat the valve lifters using prelube GM P/N 12345501 (Canadian P/N 992704) or the equivalent.
2. Install the valve lifters in their original locations.
3. Apply threadlock GM P/N 12345382 (Canadian P/N 10953489) or the equivalent to the threads.

CAUTION: Refer to Fastener Caution .

4. Install the valve lifter guides and guide bolts, and tighten to 10 N.m (89 lb in).

VALVE ROCKER ARM AND PUSH ROD INSTALLATION

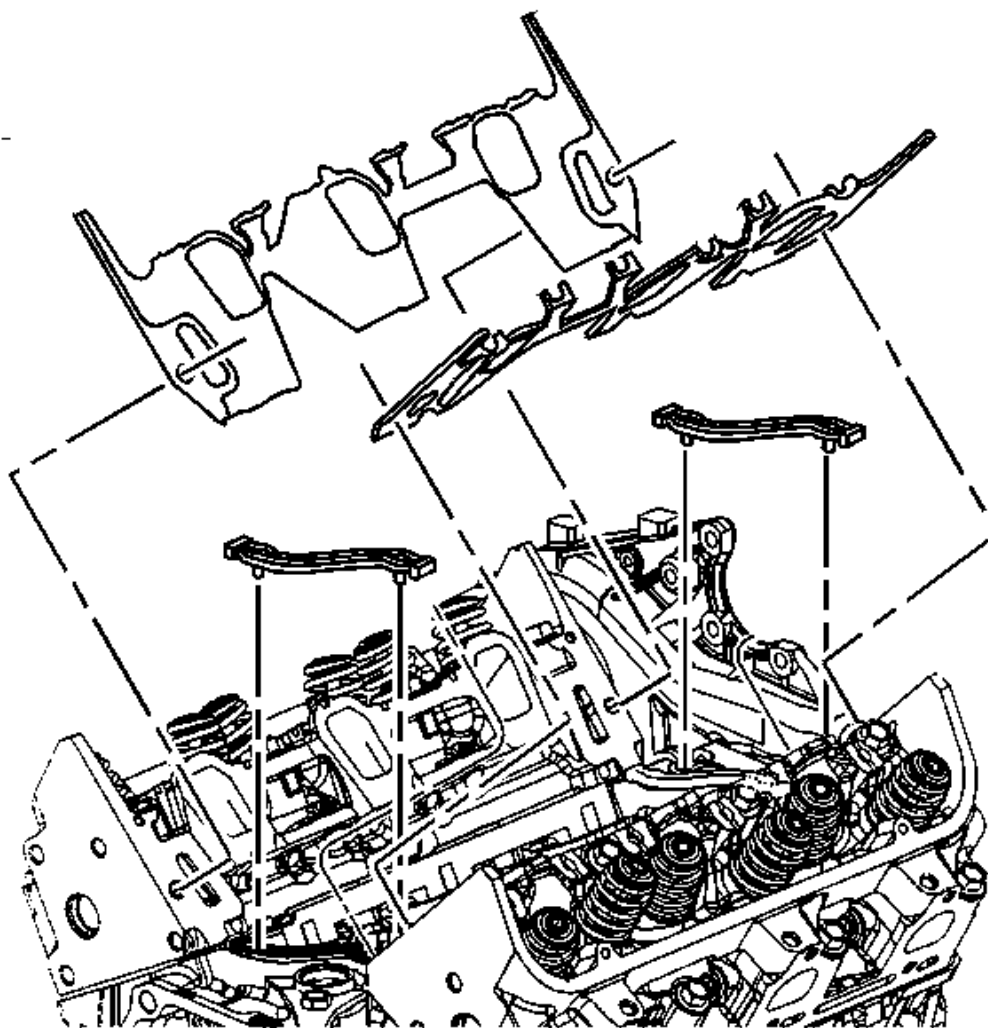


Fig. 480: View Of Intake Manifold Gaskets
Courtesy of GENERAL MOTORS CORP.

NOTE: All gasket mating surfaces must be free of oil and foreign material. Use GM P/N 12346139 (Canadian P/N 10953463) or equivalent to clean surfaces.

NOTE: RTV sealer is not to be placed under the lower intake manifold gaskets.

1. Install the lower intake manifold gaskets.

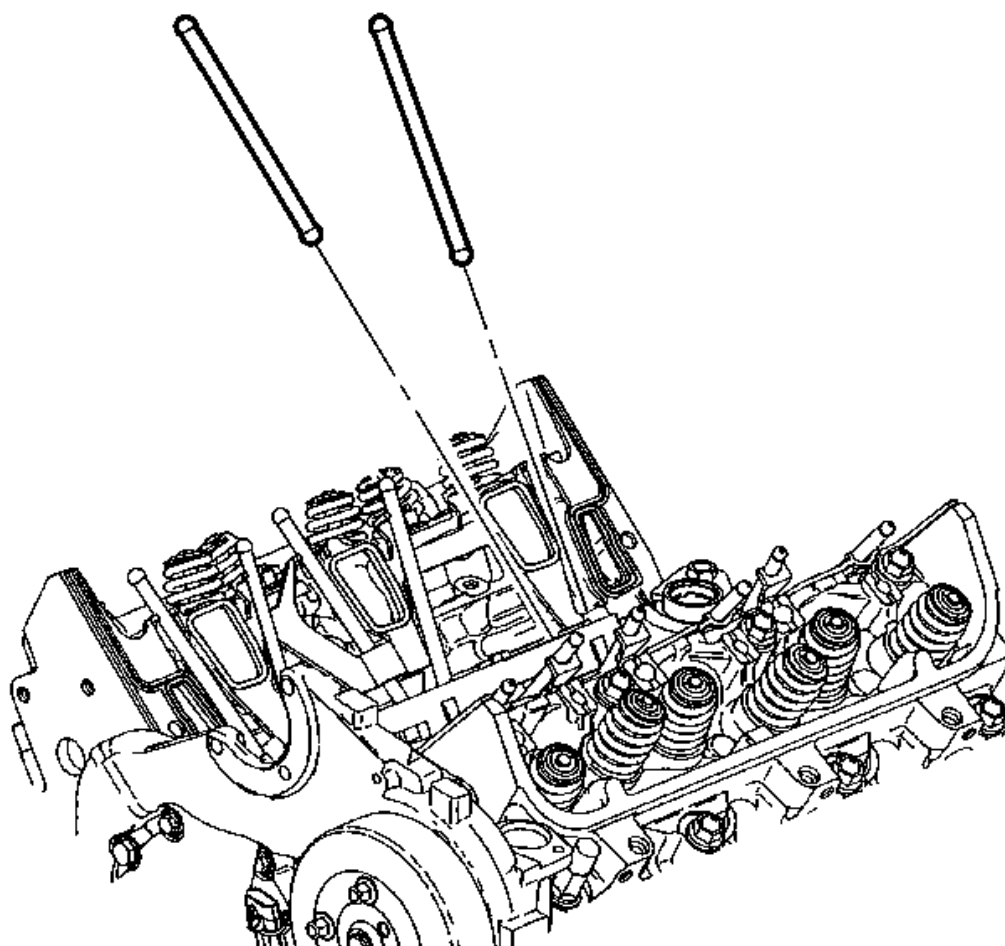


Fig. 481: View Of Push Rods

Courtesy of GENERAL MOTORS CORP.

2. Coat the ends of the push rods using prelube GM P/N 12345501 (Canadian P/N 992704) or the equivalent.

NOTE: The intake valve push rods measure 146.0 mm (5.75 in) and the exhaust valve push rods measure 152.5 mm (6.0 in) in length.

3. Install the push rods in their original location.

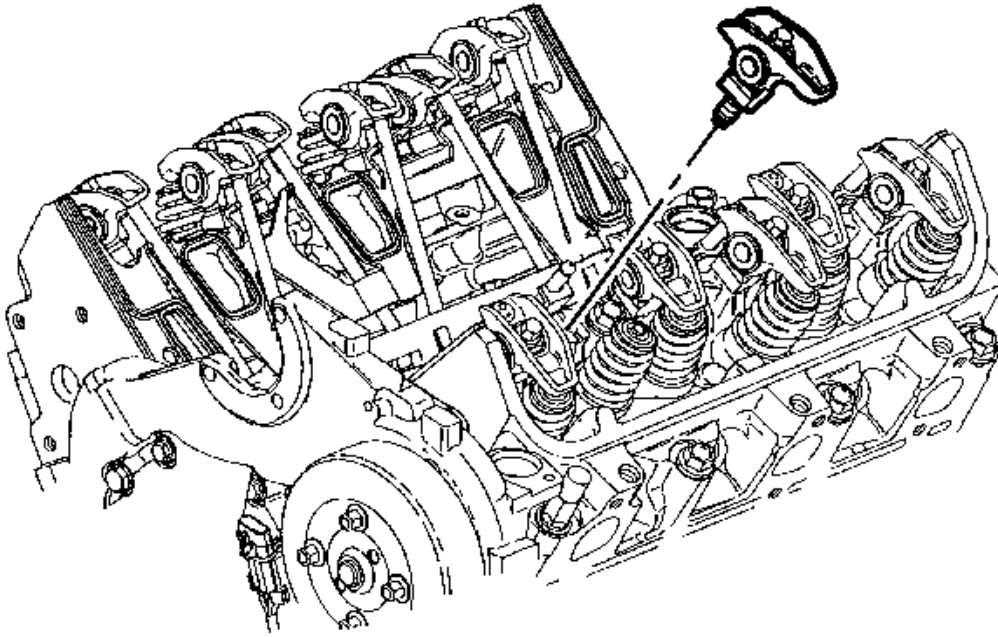


Fig. 482: View Of Valve Rocker Arm Bolts
Courtesy of GENERAL MOTORS CORP.

4. Coat the rocker arm friction surfaces using prelude GM P/N 12345501 (Canadian P/N 992704) or the equivalent.

NOTE: Shims may be required under the valve rocker arm pedestals if reconditioning has been performed on the cylinder head or its components.

5. Install the valve rocker arms in their original positions.

CAUTION: Refer to Fastener Caution .

6. Install the valve rocker arm bolts and tighten to 32 N.m (24 lb ft).

LOWER INTAKE MANIFOLD INSTALLATION

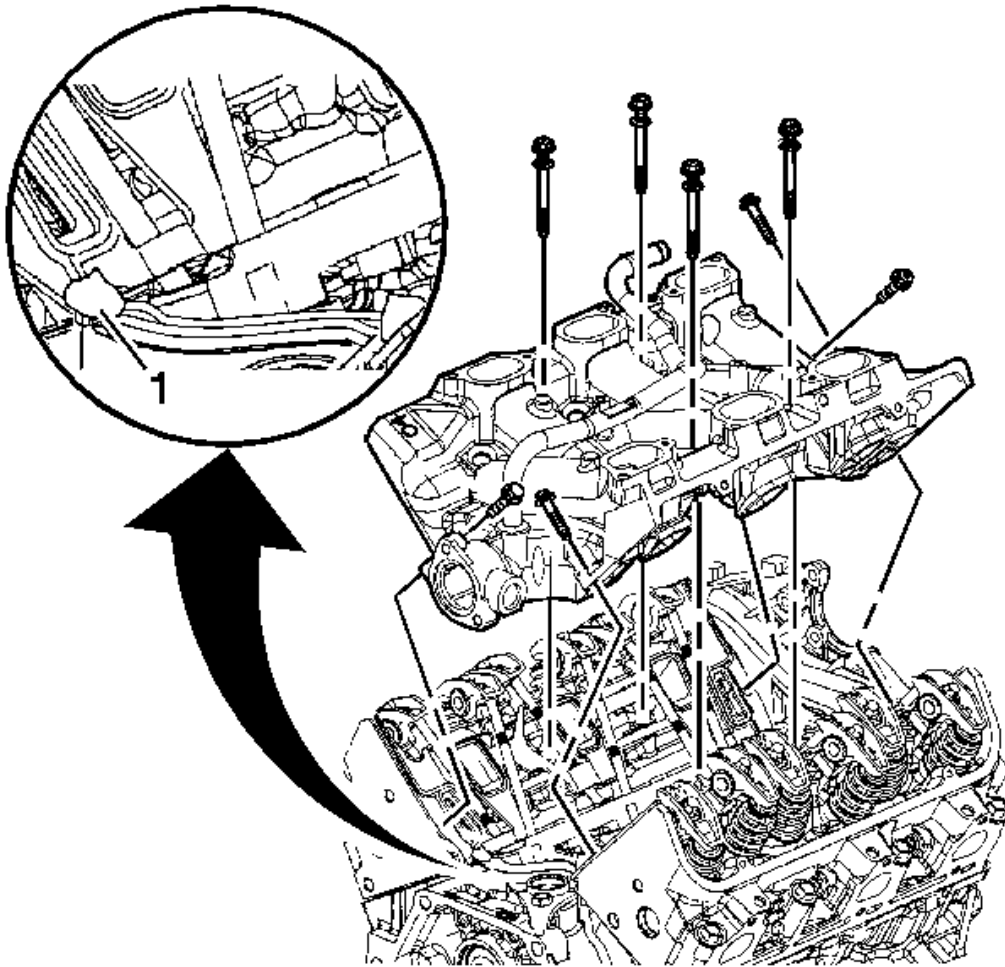


Fig. 483: View Of Lower Intake Manifold
 Courtesy of GENERAL MOTORS CORP.

NOTE: All gasket-mating surfaces need to be free of oil, and foreign material. Use GM P/N 12346139 (Canadian P/N 10953463) or equivalent to clean surfaces.

1. Install the lower intake manifold seals.
2. With the seals in place apply a small drop 8-10 mm (0.31-0.39 in) of RTV sealer GM P/N 12346141 (Canadian P/N 10953433) or equivalent to the 4 corners of the intake manifold to block joint (1).
3. Install the lower intake manifold.

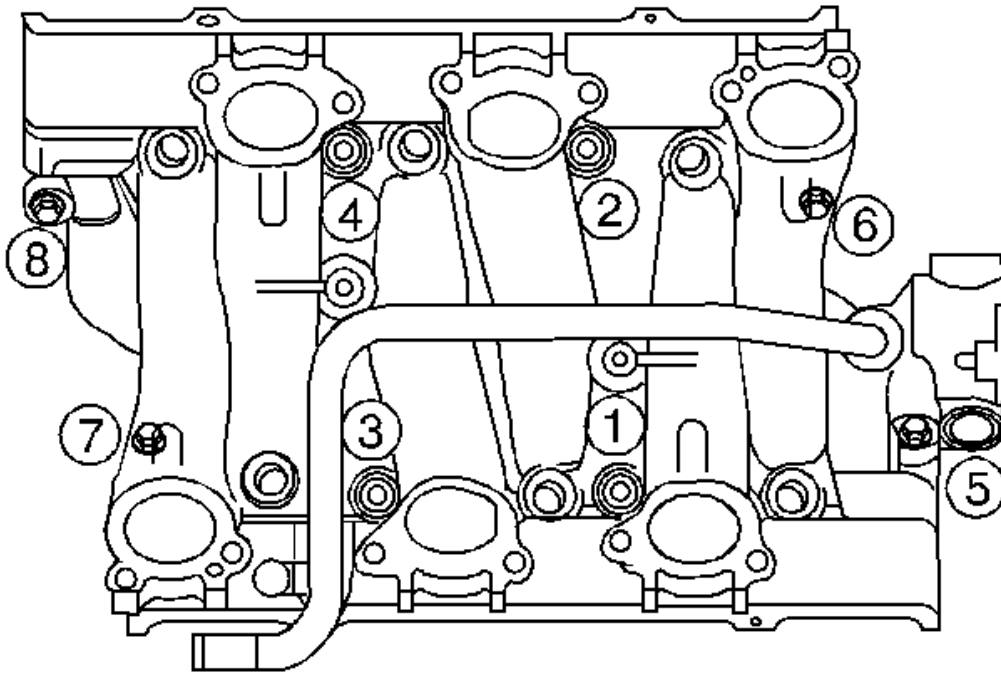


Fig. 484: Lower Intake Manifold Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

CAUTION: Maximum gasket performance is achieved when using new fasteners, which contain a thread-locking patch. Failure to replace the fasteners **MAY** reduce gasket sealing capability.

CAUTION: Use the correct fastener in the correct location. Replacement fasteners must be the correct part number for that application. Do not use paints, lubricants, or corrosion inhibitors on fasteners or fastener joint surfaces unless specified. These coatings affect fastener torque and joint clamping force and may damage the fastener. Use the correct tightening sequence and specifications when installing fasteners in order to avoid damage to parts and systems.

NOTE: All lower intake manifold bolts need to be clean and free of any foreign material.

NOTE: Manufacturer recommends the center bolts be fully torqued before the diagonal bolts to assure proper seal ability.

NOTE: Lower intake manifold bolts in location 6 and 7 should be torqued to specification using a crows foot type tool.

4. Install the NEW lower intake manifold bolts.
 1. Tighten the lower intake manifold bolts (1, 2, 3, 4) in sequence to 7 N.m (62 lb in) on the first pass.
 2. Tighten the lower intake manifold bolts (5, 6, 7, 8) in sequence to 13 N.m (115 lb in) on the first pass.
 3. Tighten the lower intake manifold bolts (1, 2, 3, 4) in sequence to 13 N.m (115 lb in) on the final pass.
 4. Tighten the lower intake manifold bolts (5, 6, 7, 8) in sequence to 25 N.m (18 lb ft) on the final pass.

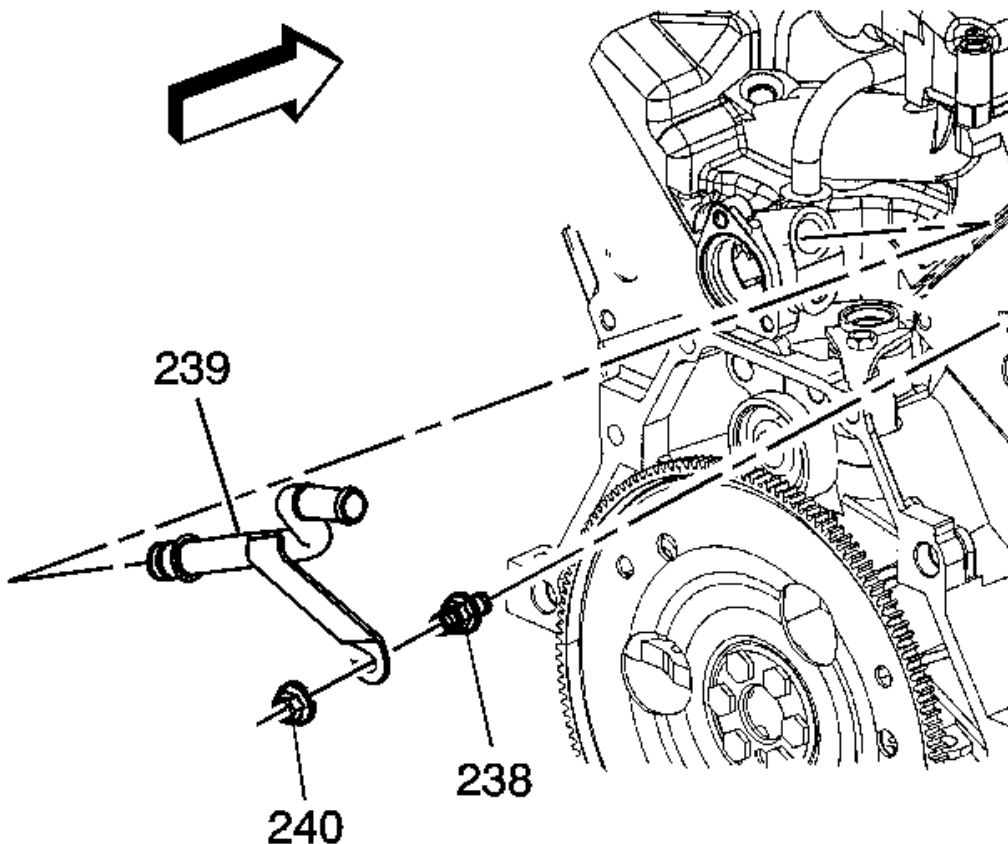


Fig. 485: View Of Heater Inlet Pipe & Nut
Courtesy of GENERAL MOTORS CORP.

5. Install the heater outlet pipe adapter hose and clamp to the thermostat bypass pipe.

6. Install the heater inlet pipe.
7. Install the heater inlet pipe nut and tighten to 25 N.m (18 lb ft).

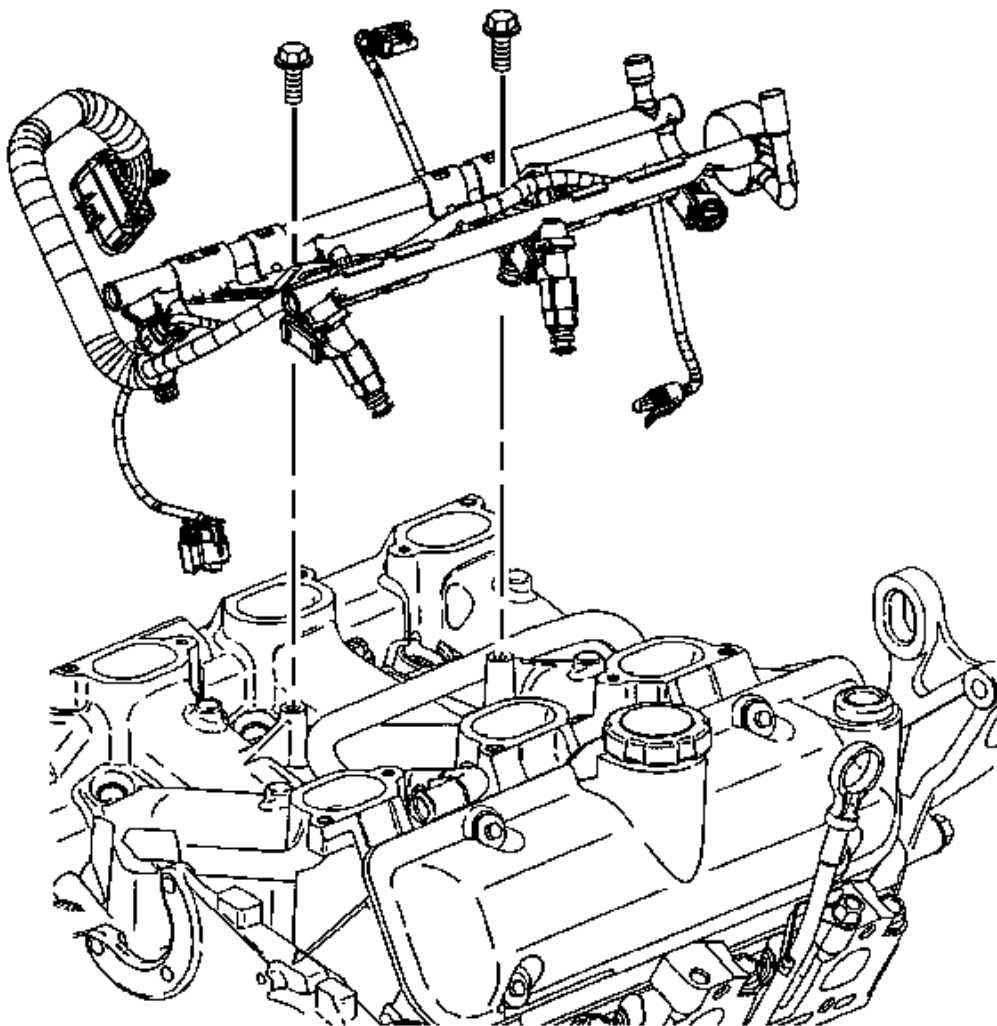


Fig. 486: View Of Fuel Injector Rail Assembly
Courtesy of GENERAL MOTORS CORP.

NOTE: Do not use the fuel injector O-ring seals twice. Install NEW fuel injector O-ring seals during assembly.

NOTE: Do not press on the fuel pressure regulator valve when installing the fuel

injector rail assembly.

8. Install the fuel injector rail assembly.
 1. Install the fuel injector O-rings, lubricate using GM P/N 12345616, (Canadian P/N 993182) or equivalent.
 2. Install the injector nozzles into the lower intake manifold injector bores.
 3. Press on the injector rail using the palms of both hands until the injectors are fully seated.
9. Install the fuel injector rail bolts and tighten to 10 N.m (89 lb in).
10. Install the coolant temperature sensor and camshaft position sensor connectors.

UPPER INTAKE MANIFOLD INSTALLATION

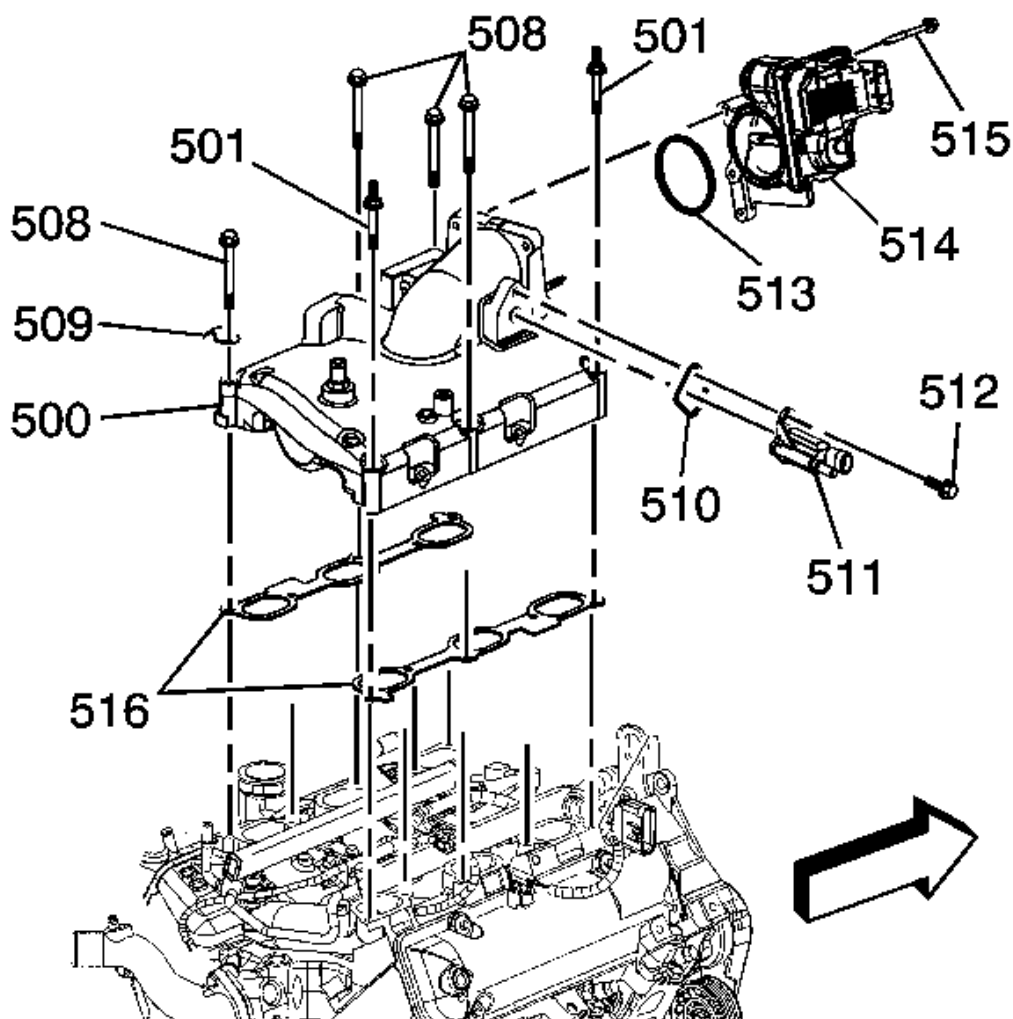


Fig. 487: View Of Throttle Body, Intake Manifold & Components
Courtesy of GENERAL MOTORS CORP.

1. Install the upper intake manifold gaskets (516).
2. Install the upper intake manifold (500).

CAUTION: Refer to Fastener Caution .

3. Install the upper intake manifold bolts and studs (501, 508). Apply threadlock GM P/N 12345382 (Canadian P/N 10953489) to the threads. Tighten the upper intake manifold bolts and studs to 25 N.m (18

lb ft).

4. Install the throttle body seal (513) and the throttle body (514).

NOTE: Do not tighten the throttle body bolts until the heater outlet pipe is installed.

5. Install the purge valve assembly (510, 511) and the bolt (512). Tighten the purge valve bolt to 10 N.m (89 lb in).

VALVE ROCKER ARM COVER INSTALLATION - RIGHT SIDE

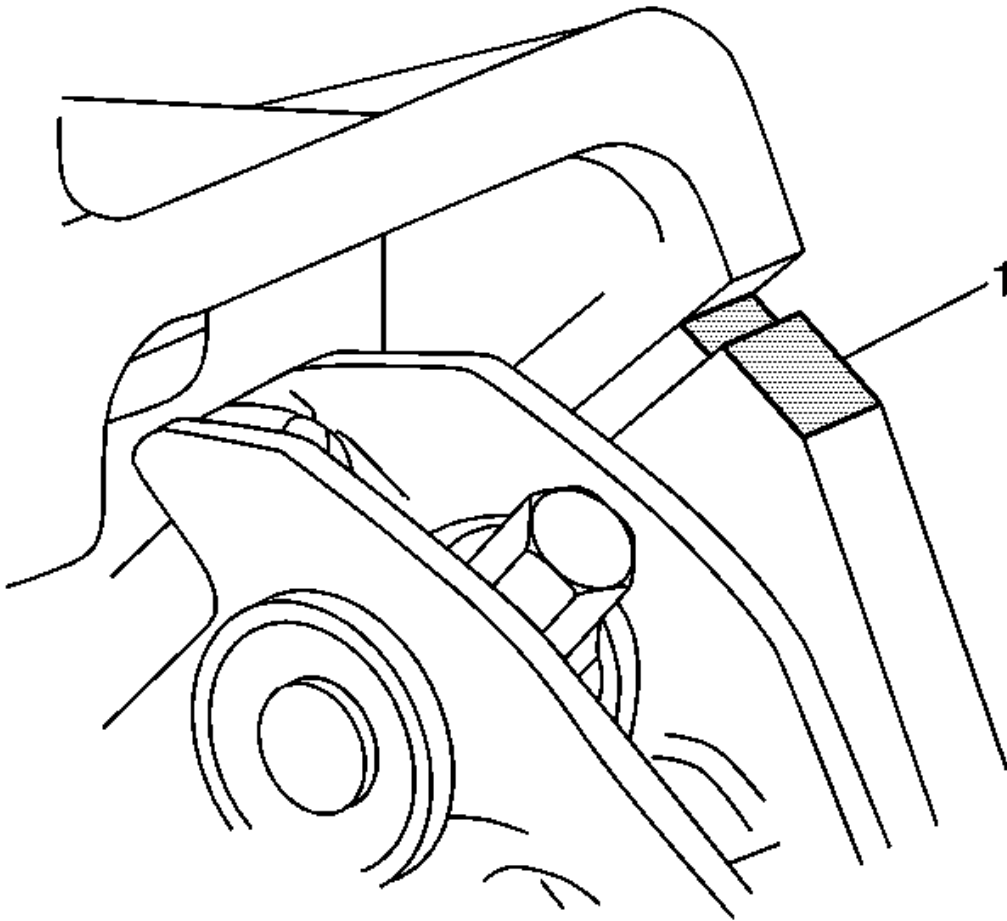


Fig. 488: Identifying Cylinder Head To Lower Intake Manifold Joint
Courtesy of GENERAL MOTORS CORP.

1. Install NEW valve rocker arm cover grommets and use NEW valve rocker arm cover bolts if they are serviced with the grommet.

NOTE: All gasket-mating surfaces need to be free of oil and foreign material. Use P/N 12378392 or equivalent to clean surfaces.

NOTE: Apply sealant GM P/N 12378521 (Canadian P/N 88901148), or equivalent, at the cylinder head to lower intake manifold joint.

2. Install a new gasket to the valve rocker arm cover. Ensure that the gasket is properly seated in the groove of the valve rocker arm cover.
3. Apply sealer GM P/N 12378521 (Canadian P/N 88901148), or equivalent to the joint surfaces (1) where the cylinder head and intake manifold meet.

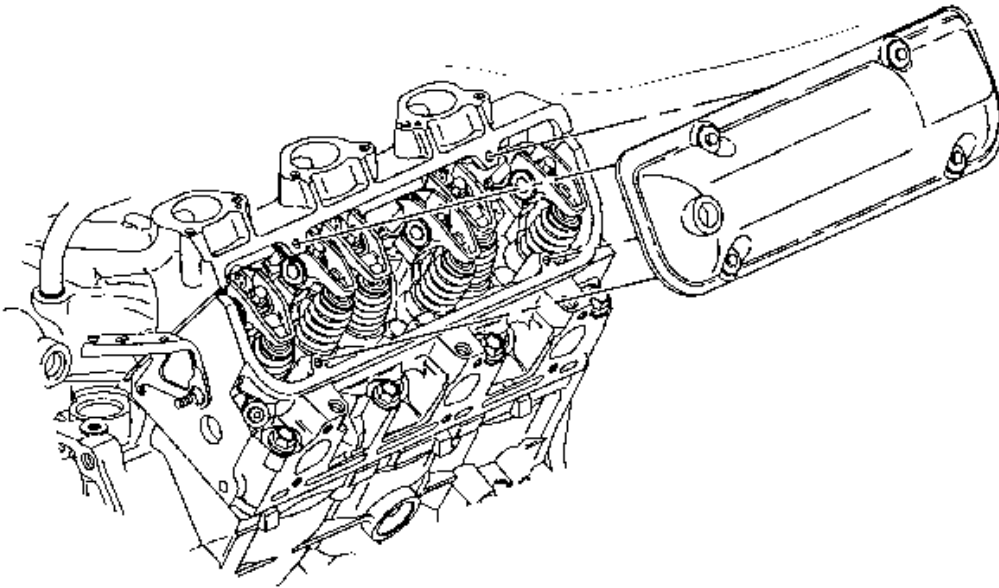


Fig. 489: View Of Valve Rocker Arm Cover - Right
Courtesy of GENERAL MOTORS CORP.

4. Install the valve rocker arm cover.

CAUTION: Refer to Fastener Caution .

5. Install the valve rocker arm cover bolts and tighten to 10 N.m (89 lb in).

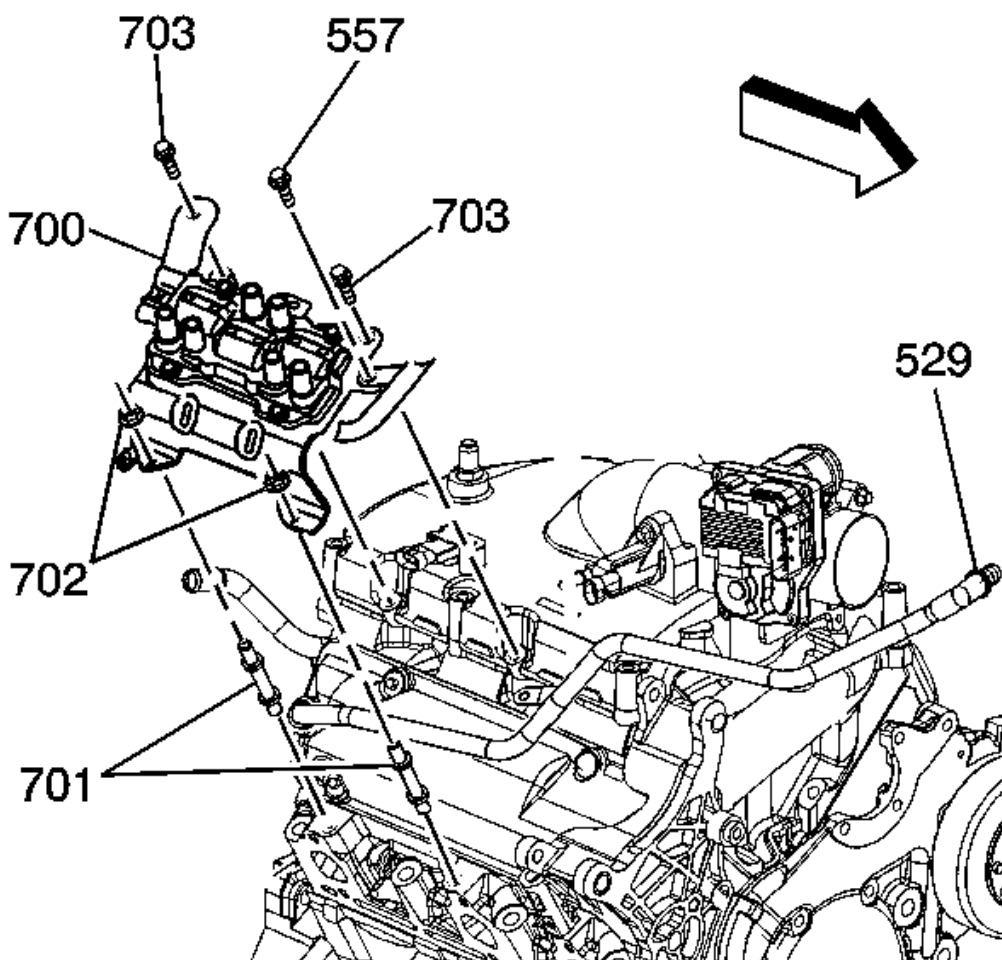


Fig. 490: View Of Ignition Module & PCV Fresh Air Tube
Courtesy of GENERAL MOTORS CORP.

6. Install the PCV fresh air tube (529).
7. Install the ignition module studs (701). Tighten the ignition module studs to 25 N.m (18 lb ft).
8. Install the ignition module with the ignition wires still attached (700).
9. Install the ignition module nuts (702) and bolts (703). Tighten the ignition module nuts and bolts to 25 N.m (18 lb ft).
10. Install the fresh air tube and wire harness retaining bolt (557). Tighten the fresh air tube and wire harness retaining bolt to 5 N.m (44 lb in).

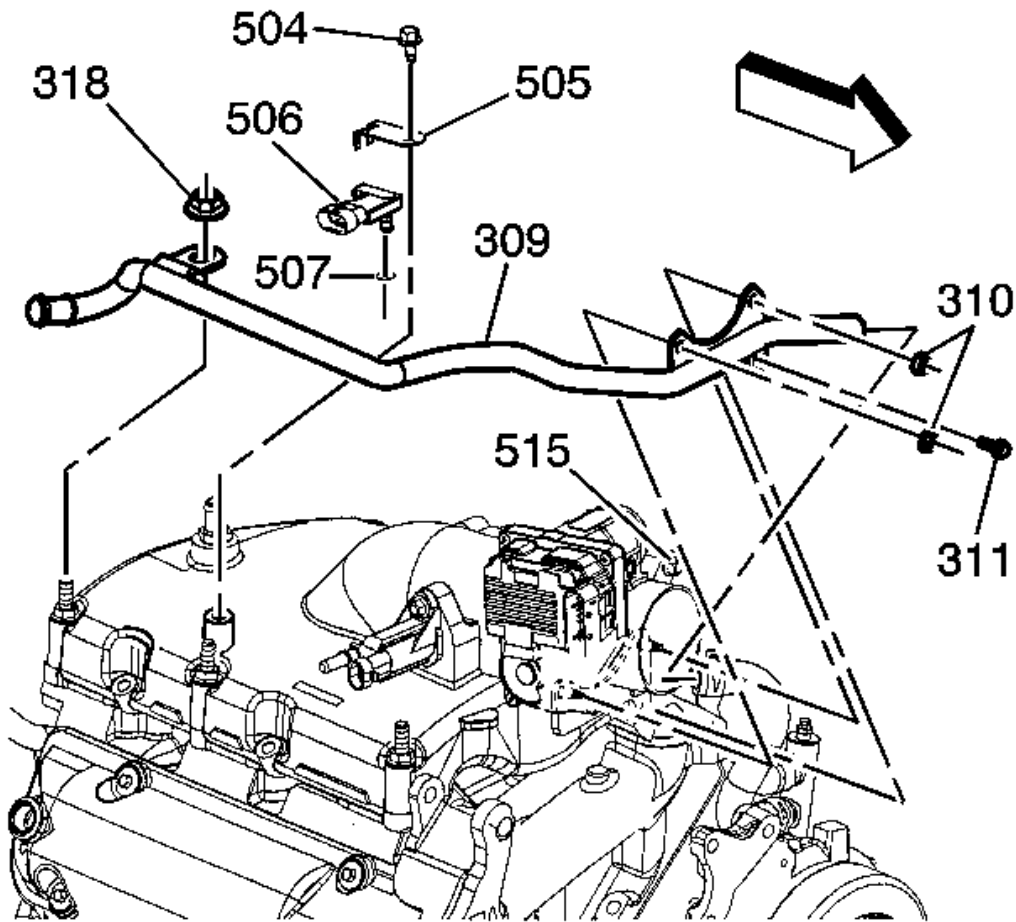


Fig. 491: View Of MAP Sensor & Heater Outlet Pipe
Courtesy of GENERAL MOTORS CORP.

11. Install the heater outlet pipe (309).
12. Install the heater outlet pipe nuts and bolt (310, 311, 318) to the upper intake manifold.
 1. Tighten the heater outlet pipe nuts (310) and bolt (311) to 10 N.m (89 lb in) .
 2. Tighten the heater outlet pipe nut (318) to 25 N.m (18 lb ft) .
 3. Tighten the throttle body bolts (515) to 10 N.m (89 lb in) .
13. Install the heater outlet pipe hose and hose clamp to the pipe.
14. Install the manifold absolute pressure (MAP) sensor (506), clip (505), and bolt (504) to the intake. Tighten the MAP sensor bolt to 10 N.m (89 lb in).

VALVE ROCKER ARM COVER INSTALLATION - LEFT SIDE

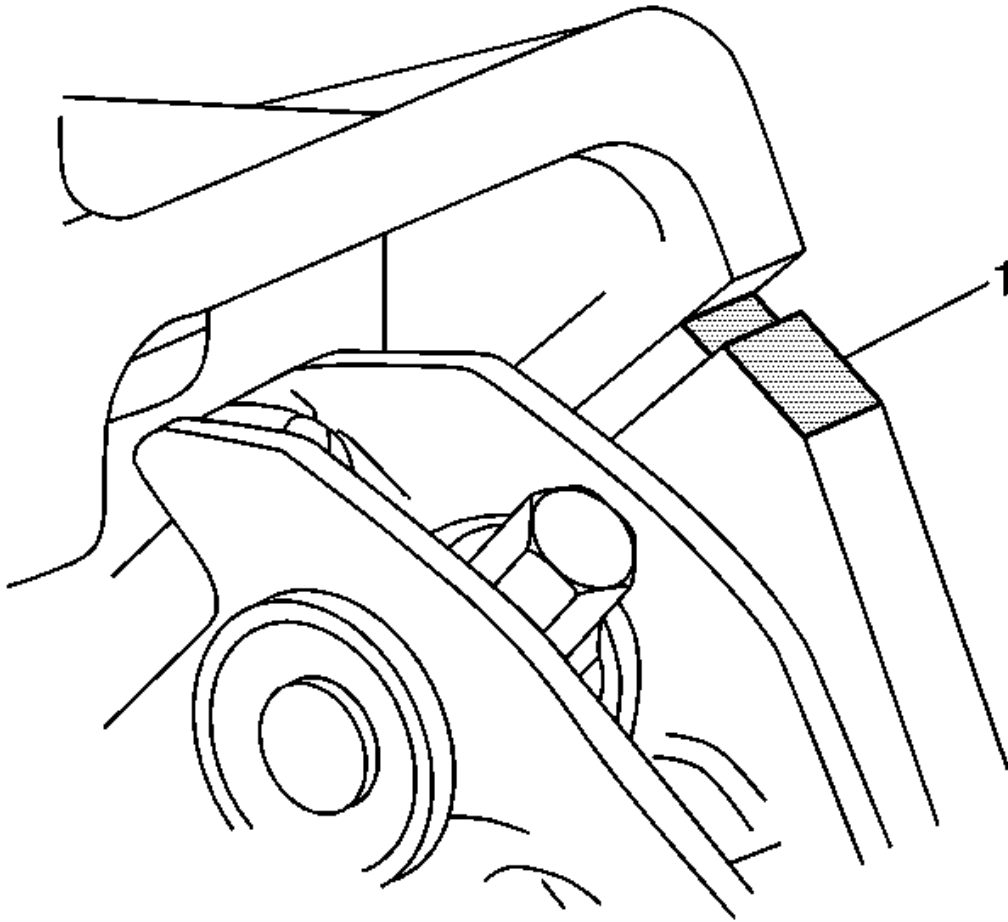


Fig. 492: Identifying Cylinder Head To Lower Intake Manifold Joint
 Courtesy of GENERAL MOTORS CORP.

1. Install NEW valve rocker arm cover grommets and use NEW valve rocker arm cover bolts if they are serviced with the grommet.

NOTE: All gasket-mating surfaces need to be free of oil and foreign material. Use P/N 12378392 or equivalent to clean surfaces.

NOTE: Apply sealant GM P/N 12378521 (Canadian P/N 88901148), or equivalent, at the cylinder head to lower intake manifold joint.

2. Install a new gasket to the valve rocker arm cover. Ensure that the gasket is properly seated in the groove of the valve rocker arm cover.

3. Apply sealer GM P/N 12378521 (Canadian P/N 88901148), or equivalent to the joint surfaces (1) where the cylinder head and intake manifold meet.

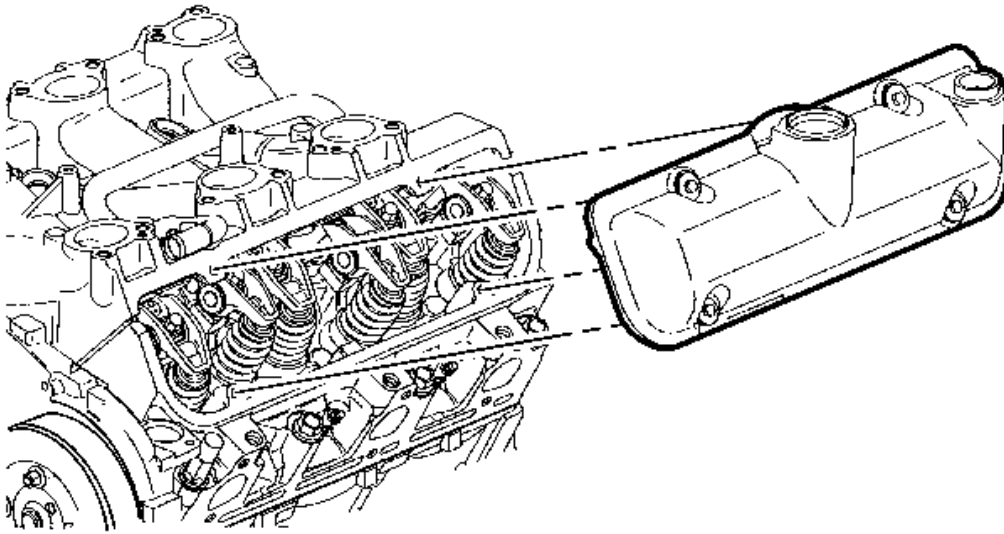


Fig. 493: View Of Valve Rocker Arm Cover - Left
Courtesy of GENERAL MOTORS CORP.

4. Install the valve rocker arm cover.

CAUTION: Refer to Fastener Caution .

5. Install the valve rocker arm cover bolts and tighten to 10 N.m (89 lb in).

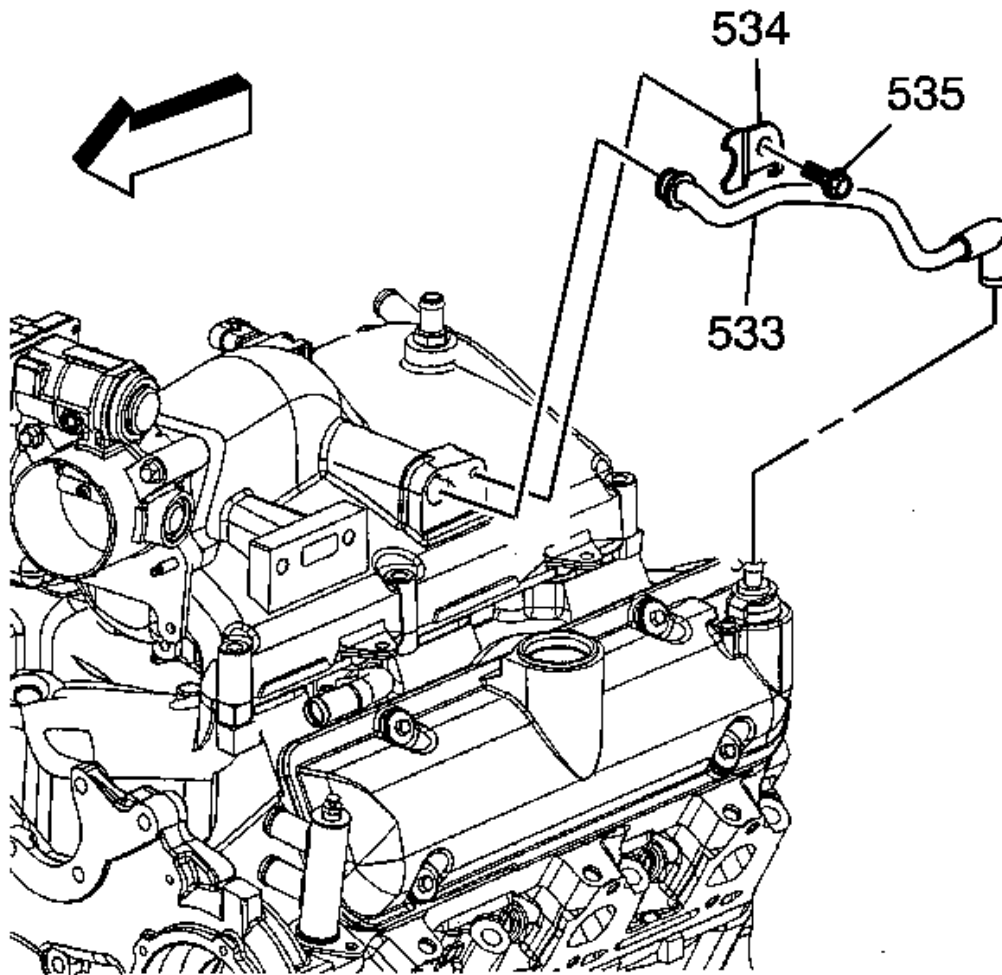


Fig. 494: View Of Foul Air Tube
Courtesy of GENERAL MOTORS CORP.

6. Install the PCV fresh air tube (533).
7. Install the PCV fresh air tube clip (534) and bolt (535). Tighten the PCV fresh air tube bolt to 10 N.m (89 lb in).

WATER OUTLET AND ENGINE COOLANT THERMOSTAT INSTALLATION

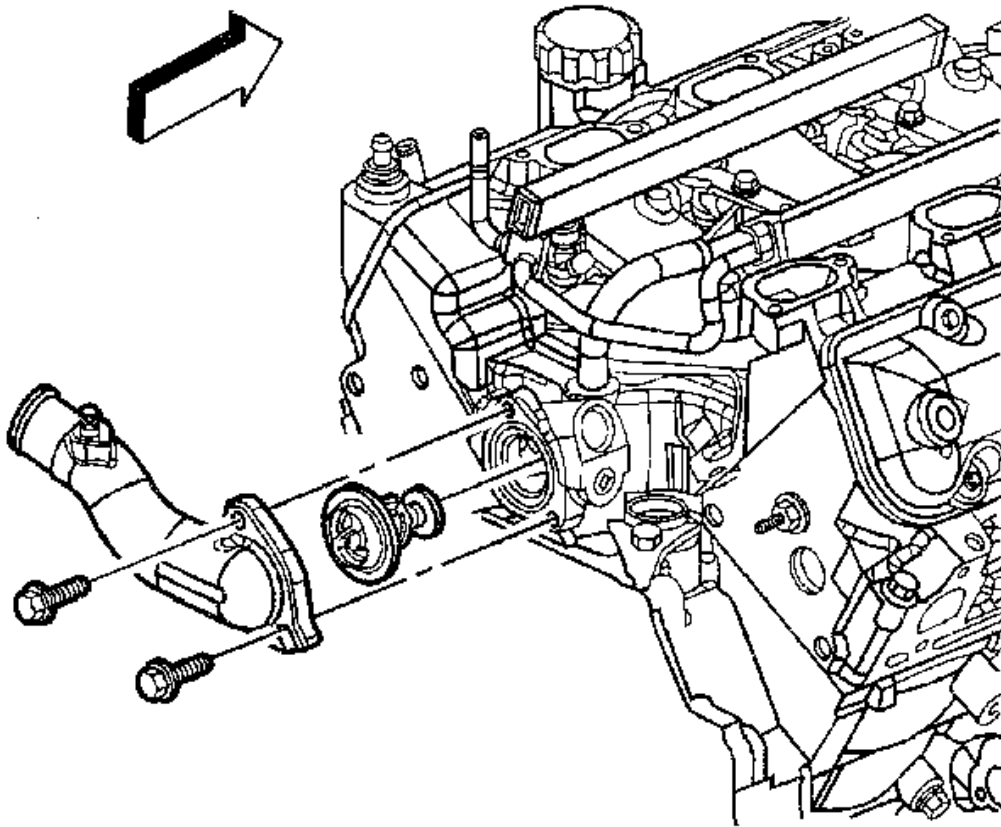


Fig. 495: View Of Water Outlet & Thermostat
Courtesy of GENERAL MOTORS CORP.

1. Install the thermostat.
2. Install the water outlet.

CAUTION: Refer to Fastener Caution .

3. Install the water outlet bolts and tighten to 25 N.m (18 lb ft).

EXHAUST MANIFOLD INSTALLATION - LEFT SIDE

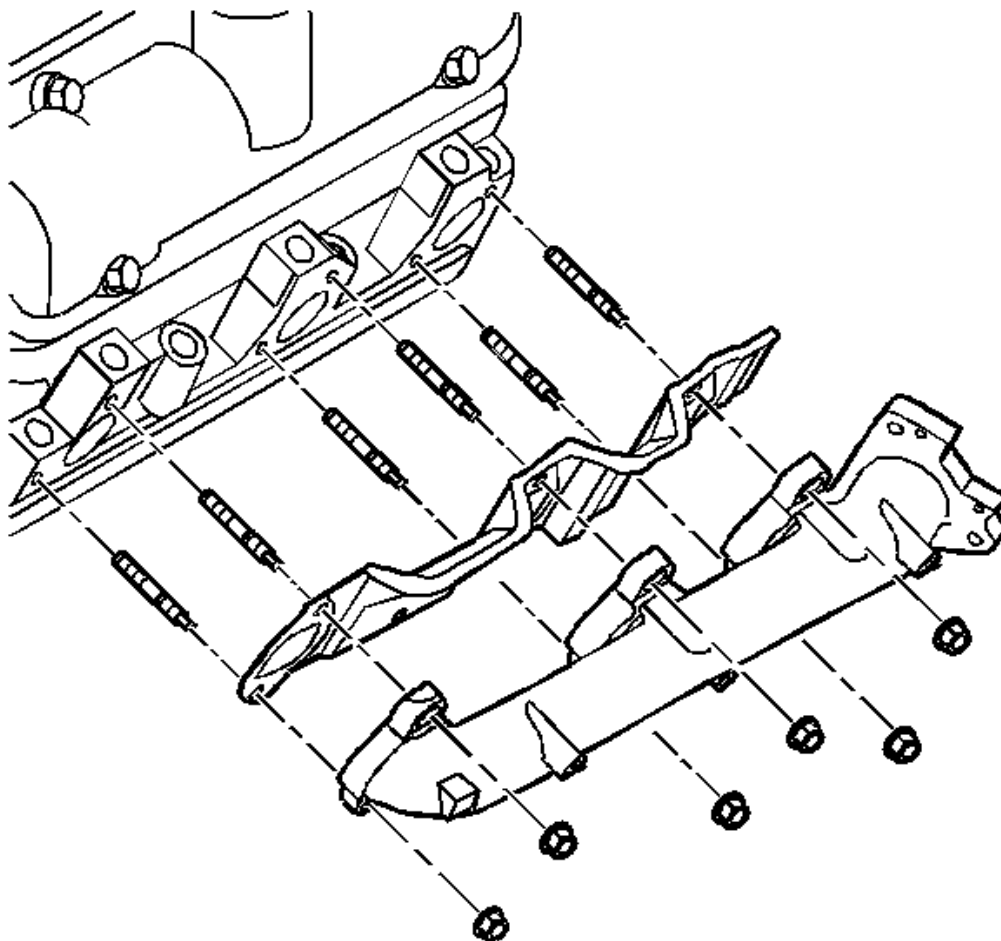


Fig. 496: View Of Exhaust Manifold & Exhaust Manifold Gasket - Left
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

1. Install the exhaust manifold studs and tighten to 18 N.m (13 lb ft).
2. Install the exhaust manifold gasket.
3. Install the exhaust manifold.
4. Install the exhaust manifold nuts in sequence and tighten to 16 N.m (12 lb ft).
5. Install the left side spark plugs and tighten to 15 N.m (11 lb ft).
6. Install the spark plug wires to the spark plugs.

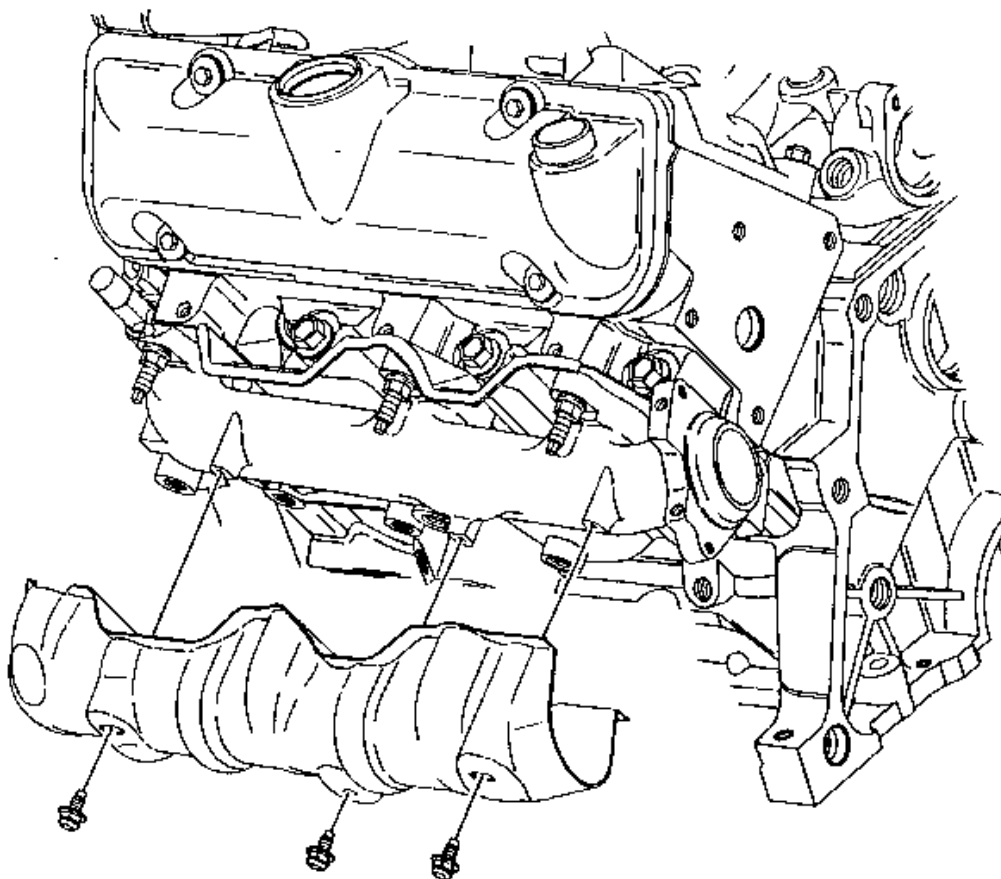


Fig. 497: View Of Exhaust Manifold Heat Shield & Bolts - Left
Courtesy of GENERAL MOTORS CORP.

7. Install the exhaust manifold heat shield.
8. Install the exhaust manifold heat shield bolts and tighten to 10 N.m (89 lb in).

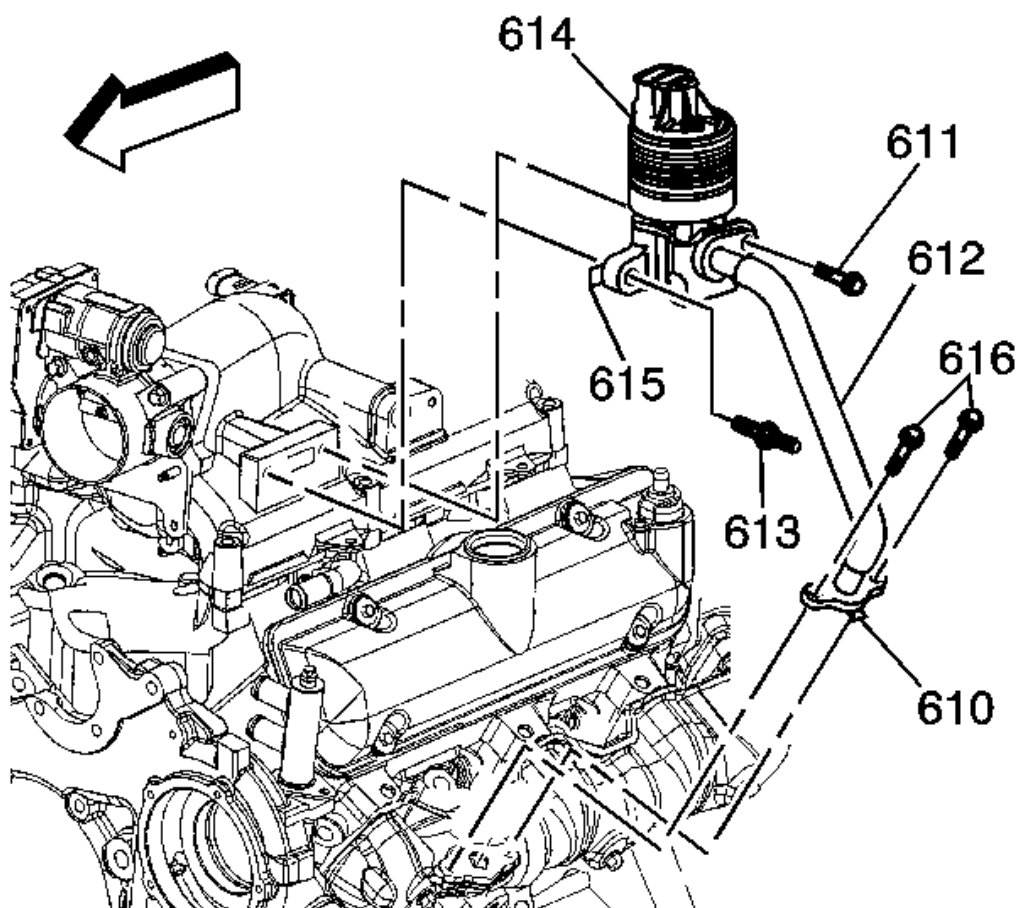


Fig. 498: View Of EGR Valve & Components
Courtesy of GENERAL MOTORS CORP.

9. Install the exhaust gas recirculation (EGR) valve gasket (615) and the EGR assembly (612, 614) to the upper intake manifold.
10. Install the EGR valve bolts (616) and tighten to 30 N.m (22 lb ft).
11. Install the EGR pipe gasket (610) and pipe (612) to the left exhaust manifold.
12. Install the EGR pipe bolts (616) and tighten to 30 N.m (22 lb ft).

EXHAUST MANIFOLD INSTALLATION - RIGHT SIDE

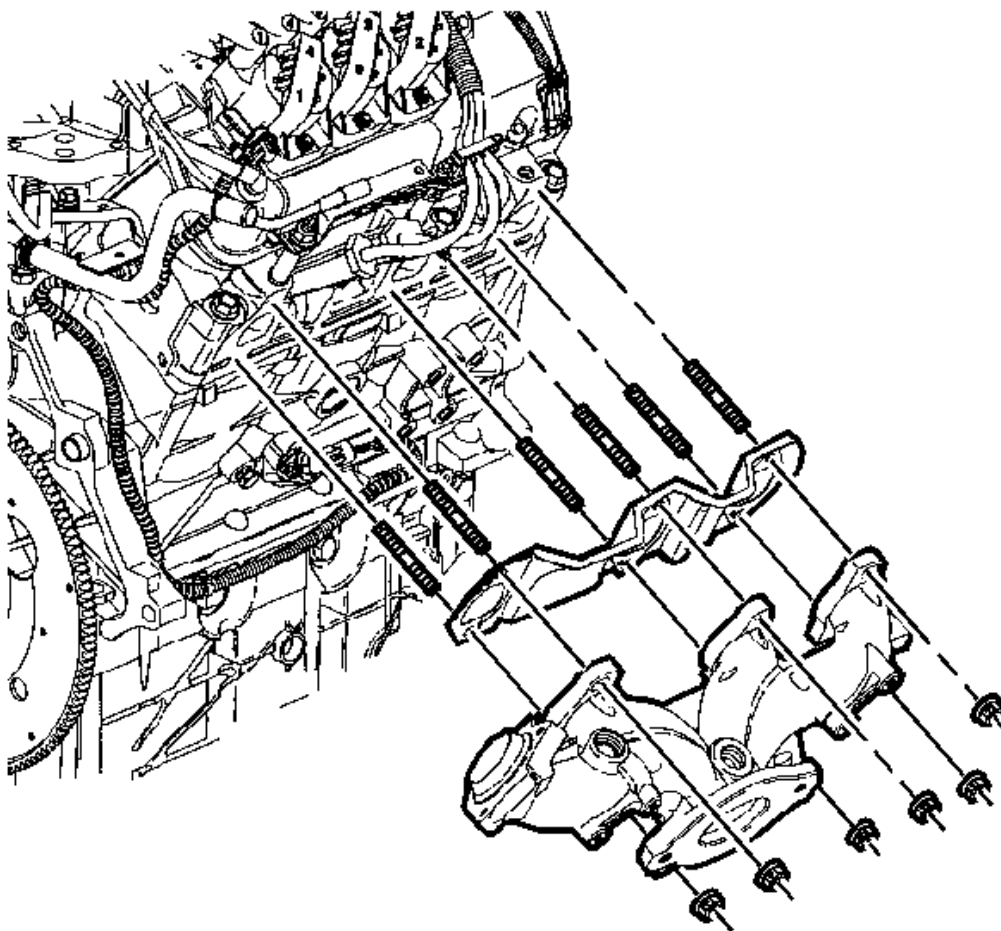


Fig. 499: View Of Right Exhaust Manifold & Nuts (3.4L)

Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

1. Install the exhaust manifold studs and tighten to 18 N.m (13 lb ft).
2. Install the exhaust manifold gasket.
3. Install the exhaust manifold.
4. Install the exhaust manifold nuts and tighten to 16 N.m (12 lb ft).
5. Install the right side spark plugs and tighten to 15 N.m (11 lb ft).
6. Install the spark plug wires onto the spark plugs.

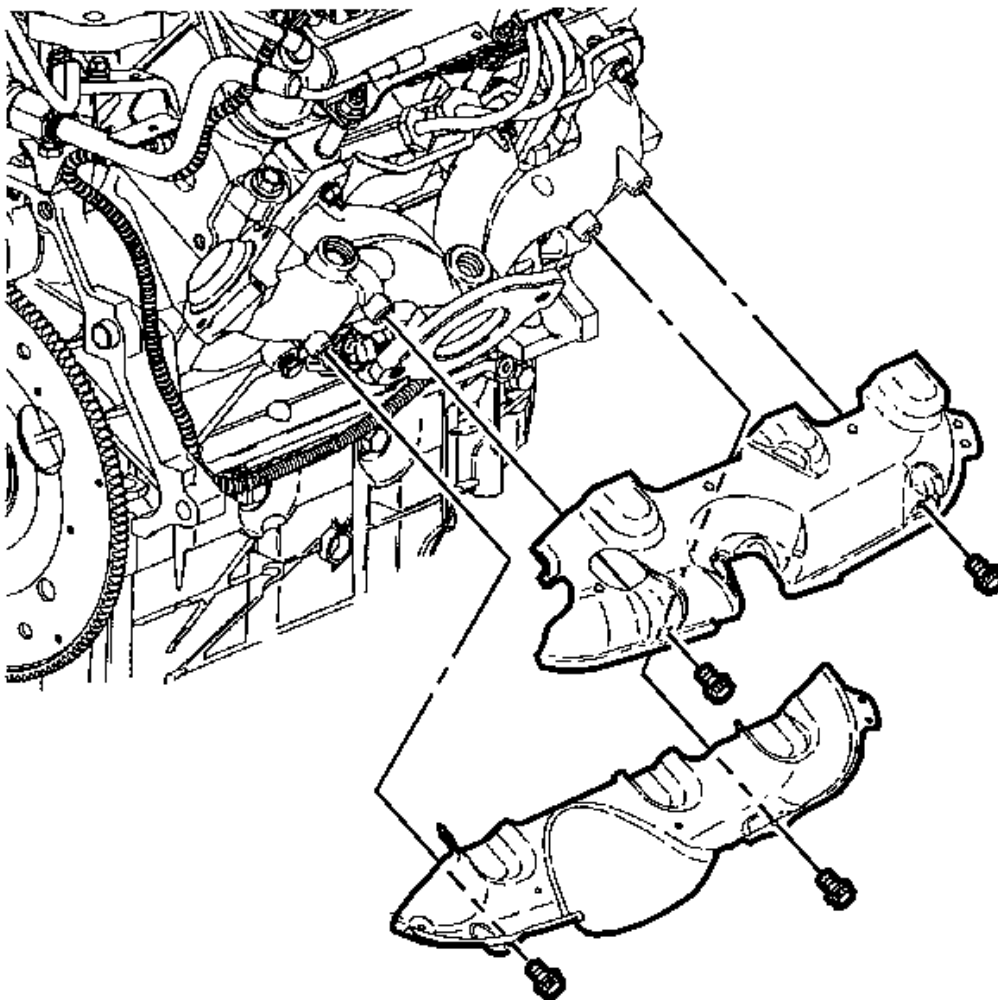


Fig. 500: View Of Right Exhaust Manifold Heat Shields & Bolts
Courtesy of GENERAL MOTORS CORP.

7. Install the lower exhaust manifold heat shield.
8. Install the upper exhaust manifold heat shield.
9. Install the exhaust manifold heat shield bolts and tighten to 10 N.m (89 lb in).

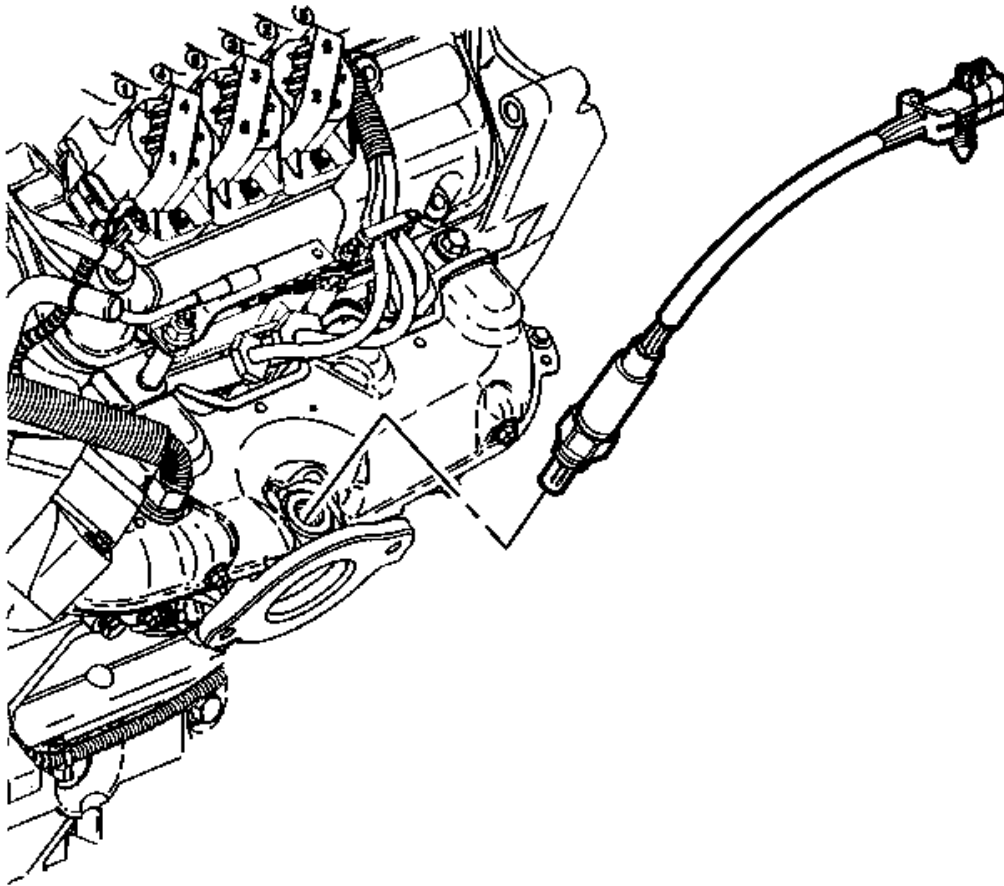


Fig. 501: Identifying Heated Oxygen Sensor
Courtesy of GENERAL MOTORS CORP.

10. Coat the threads of the heated oxygen sensor with anti seize compound. Tighten the heated oxygen sensor to 42 N.m (31 lb ft).
11. Install the heated oxygen sensor.
12. Install the spark plug wires.

EXHAUST CROSSOVER PIPE INSTALLATION

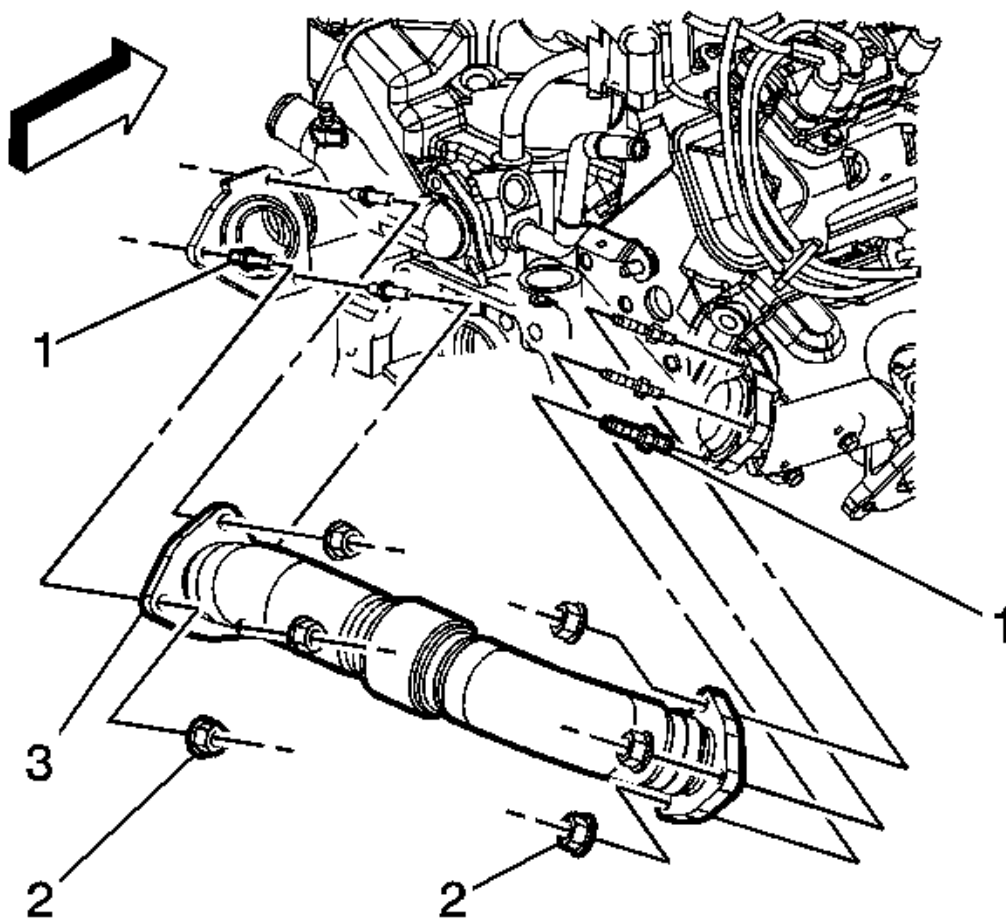


Fig. 502: View Of Exhaust Crossover Pipe, Studs & Nuts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

1. Install the exhaust crossover pipe studs if necessary (1). Tighten the exhaust crossover pipe studs to 25 N.m (18 lb ft).
2. Install the exhaust crossover pipe (3).

CAUTION: When tightening the exhaust crossover pipe nuts be sure the pipe is in its original location, approximately 6.35 mm (0.25 in) from the thermostat housing. If the pipe is not installed in the correct location it could possibly contact this housing. If there is contact between the

exhaust crossover pipe and thermostat housing, engine performance could be affected.

3. Install the exhaust crossover pipe nuts (2) and tighten to 25 N.m (18 lb ft).

OIL FILTER ADAPTER INSTALLATION

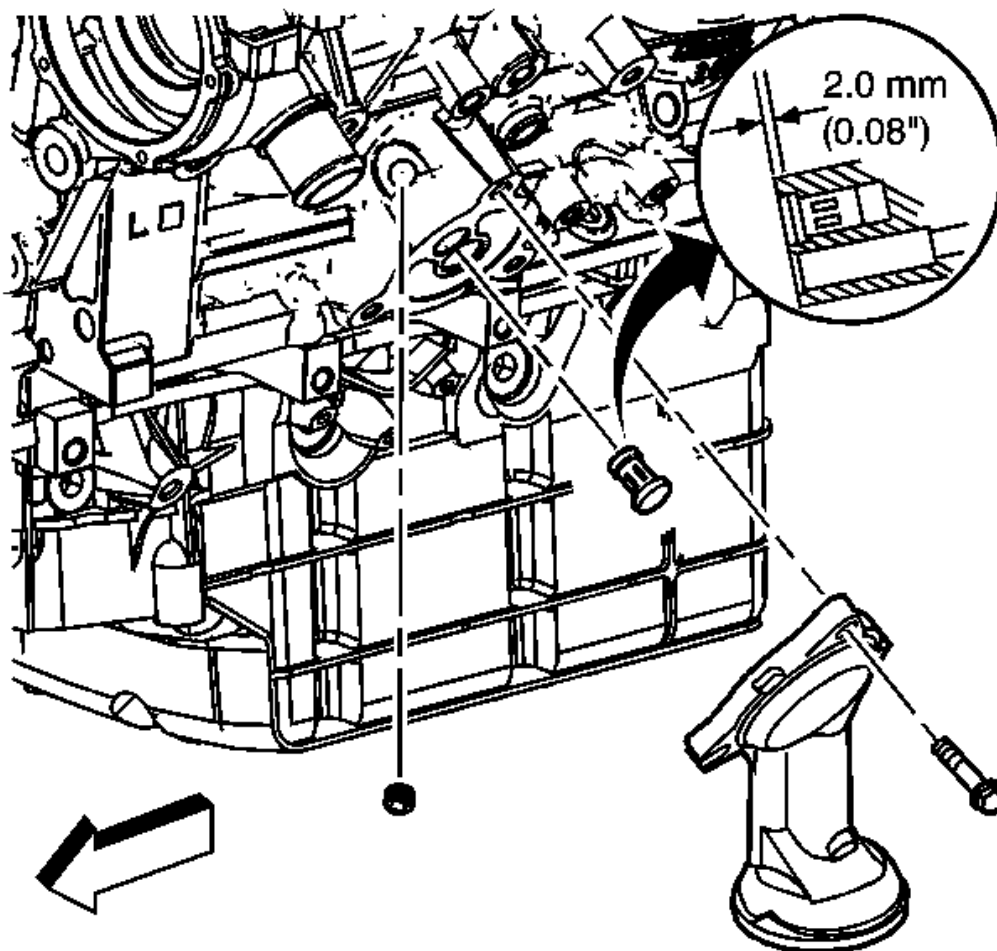


Fig. 503: View Of Oil Filter Adapter Bolts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Maximum gasket performance is achieved when using new fasteners, which contain a thread-locking patch. If the fasteners are not replaced, a thread locking chemical must be applied to the fastener

threads. Failure to replace the fasteners or apply a thread-locking chemical MAY reduce gasket sealing capability.

1. Install the oil filter bypass valve.

CAUTION: Refer to Fastener Caution .

2. Install the oil filter bypass hold plug and tighten to 19 N.m (14 lb ft).
3. Install the oil filter adapter.
4. Apply threadlocker P/N 21485277 to the bolt threads if required.
5. Install the oil filter adapter bolts and tighten to 25 N.m (18 lb ft).

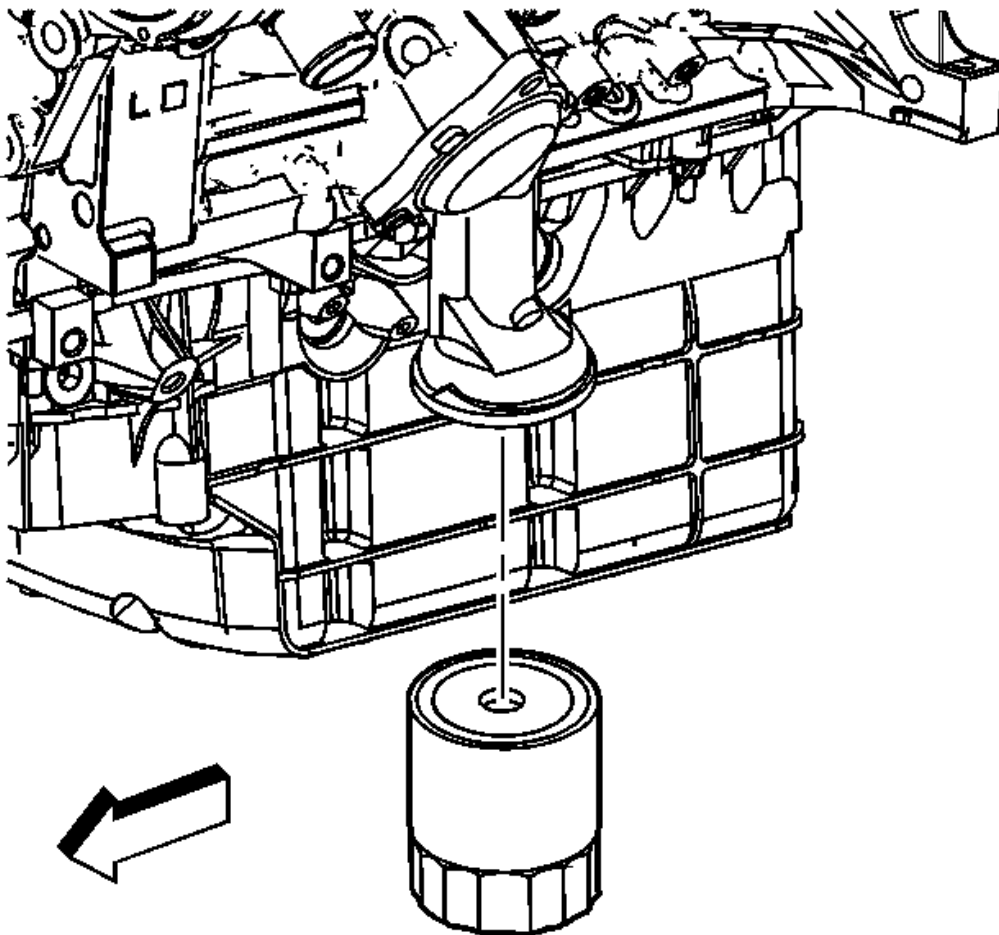
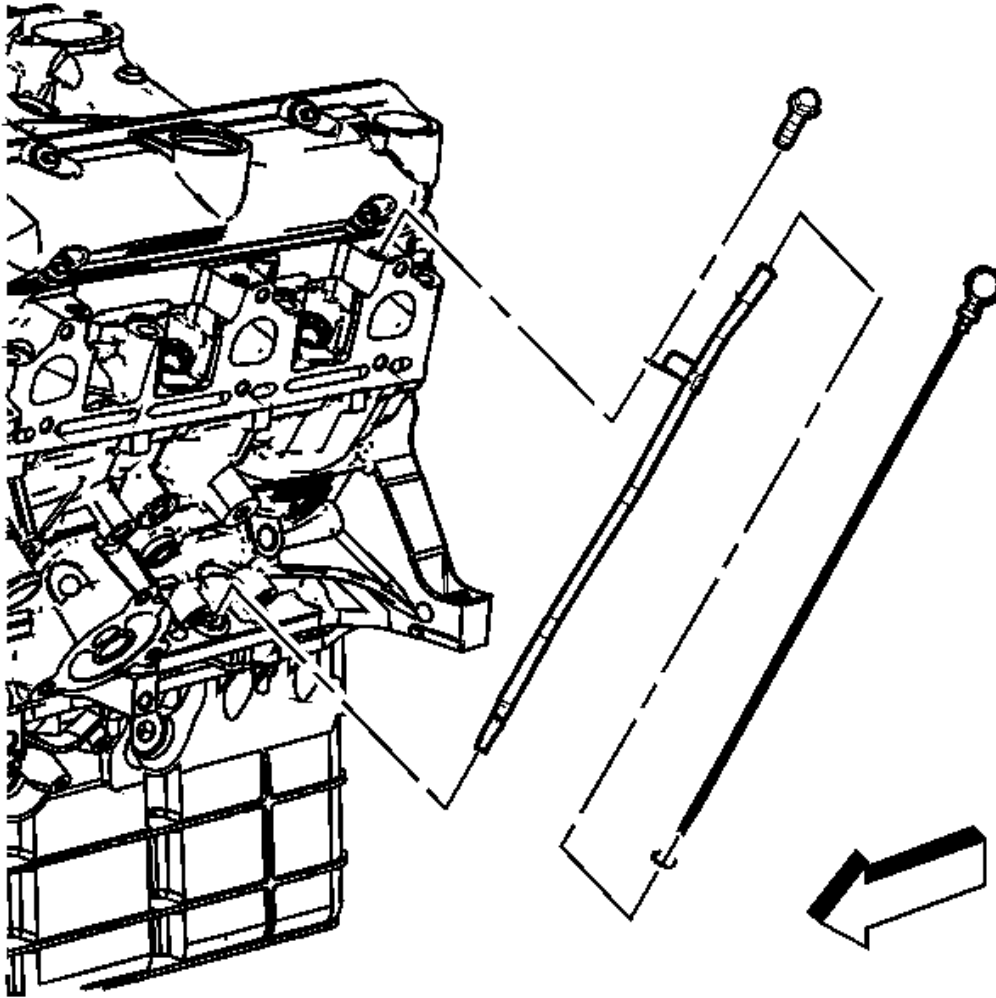


Fig. 504: View Of Oil Filter

Courtesy of GENERAL MOTORS CORP.

6. Install the oil filter and tighten to 30 N.m (22 lb ft).

OIL LEVEL INDICATOR AND TUBE INSTALLATION**Fig. 505: Removing Oil Level Indicator Tube Bolt**

Courtesy of GENERAL MOTORS CORP.

1. Install the oil level indicator tube and oil level indicator.

CAUTION: Refer to Fastener Caution .

2. Install the oil level indicator tube bolt and tighten to 25 N.m (18 lb ft).

GENERATOR AND ENGINE LIFT FRONT BRACKET INSTALLATION

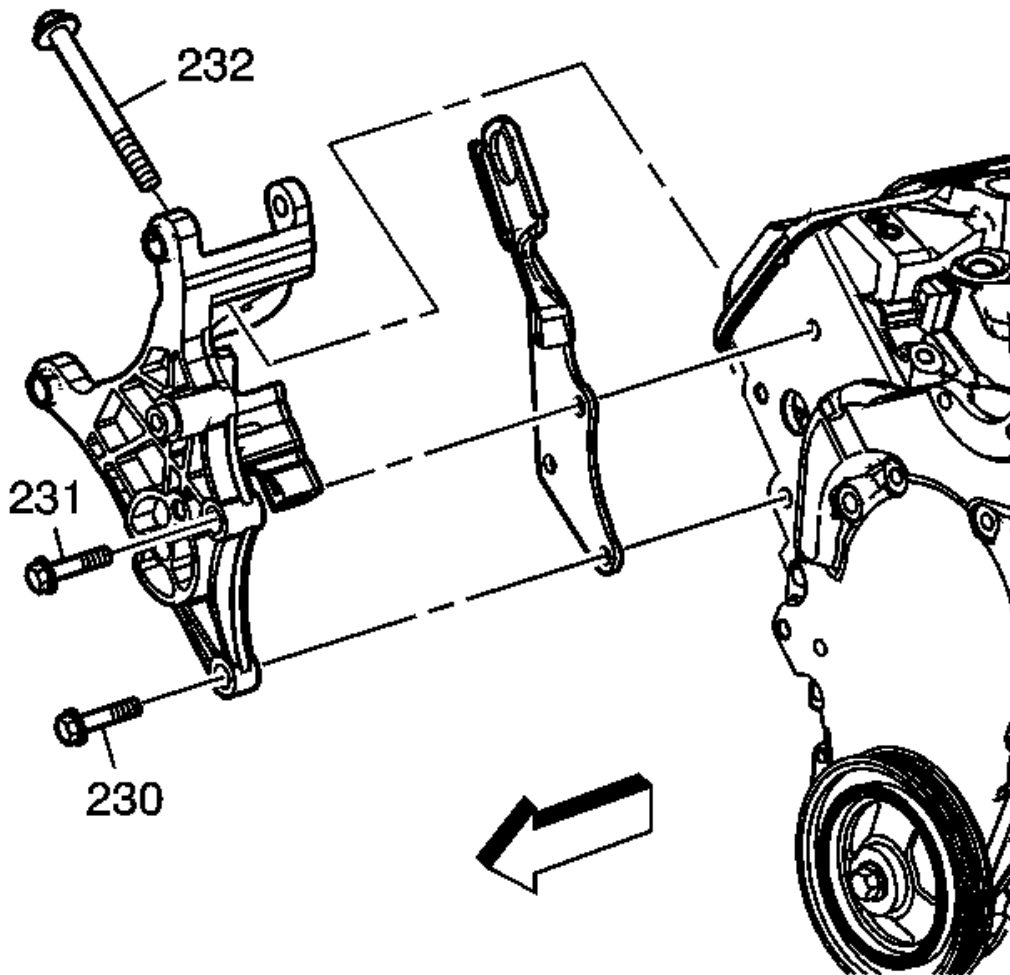


Fig. 506: View Of Generator Bracket Assembly, Bolts & Front Engine Lift Hook
 Courtesy of GENERAL MOTORS CORP.

1. Install the front engine lift hook.
2. Install the generator bracket assembly.

CAUTION: Refer to Fastener Caution .

3. Install the generator bracket assembly bolts (230, 231, 232). Tighten the generator bracket assembly bolts to 50 N.m (37 lb ft).

ENGINE MOUNT SUPPORT AND STRUT BRACKET INSTALLATION

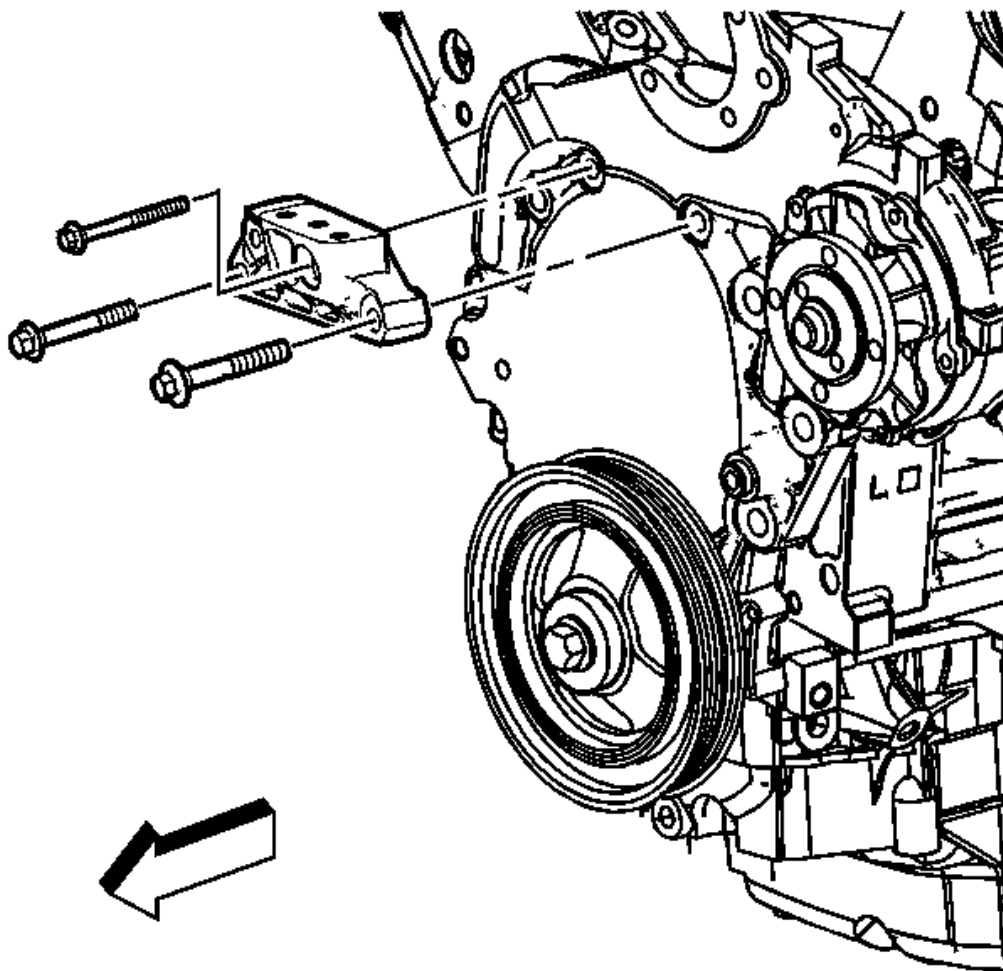


Fig. 507: View Of Engine Mount Support & Strut Bracket
Courtesy of GENERAL MOTORS CORP.

1. Install the engine mount support and strut bracket.

CAUTION: Refer to Fastener Caution .

2. Install the engine mount support and strut bracket bolts and tighten to 25 N.m (18 lb ft).

ENGINE LIFT REAR BRACKET INSTALLATION

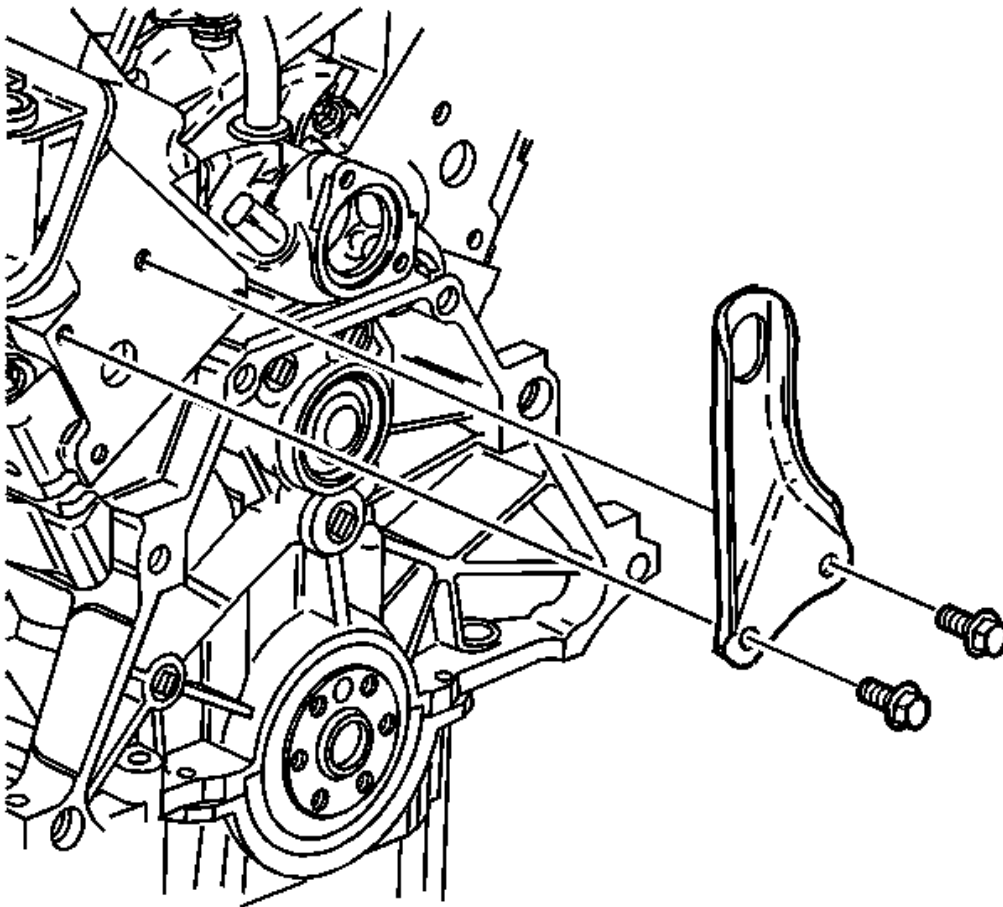


Fig. 508: View Of Rear Engine Lift Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Install the rear engine lift bracket.

CAUTION: Refer to Fastener Caution .

2. Install the rear engine lift bracket bolts and tighten to 50 N.m (37 lb ft).

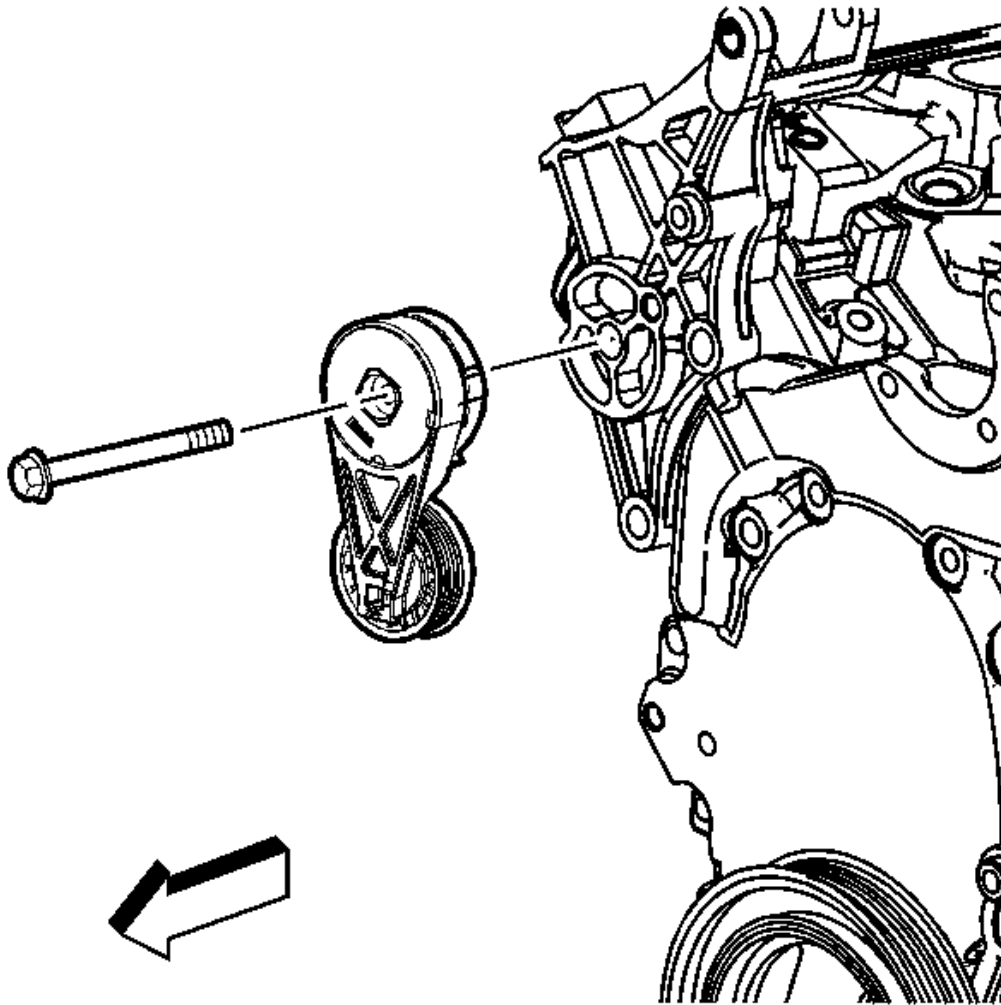
DRIVE BELT TENSIONER INSTALLATION

Fig. 509: View Of Drive Belt Tensioner Bolt
Courtesy of GENERAL MOTORS CORP.

1. Install the drive belt tensioner.

CAUTION: Refer to Fastener Caution .

2. Install the drive belt tensioner bolt and tighten to 50 N.m (37 lb ft).

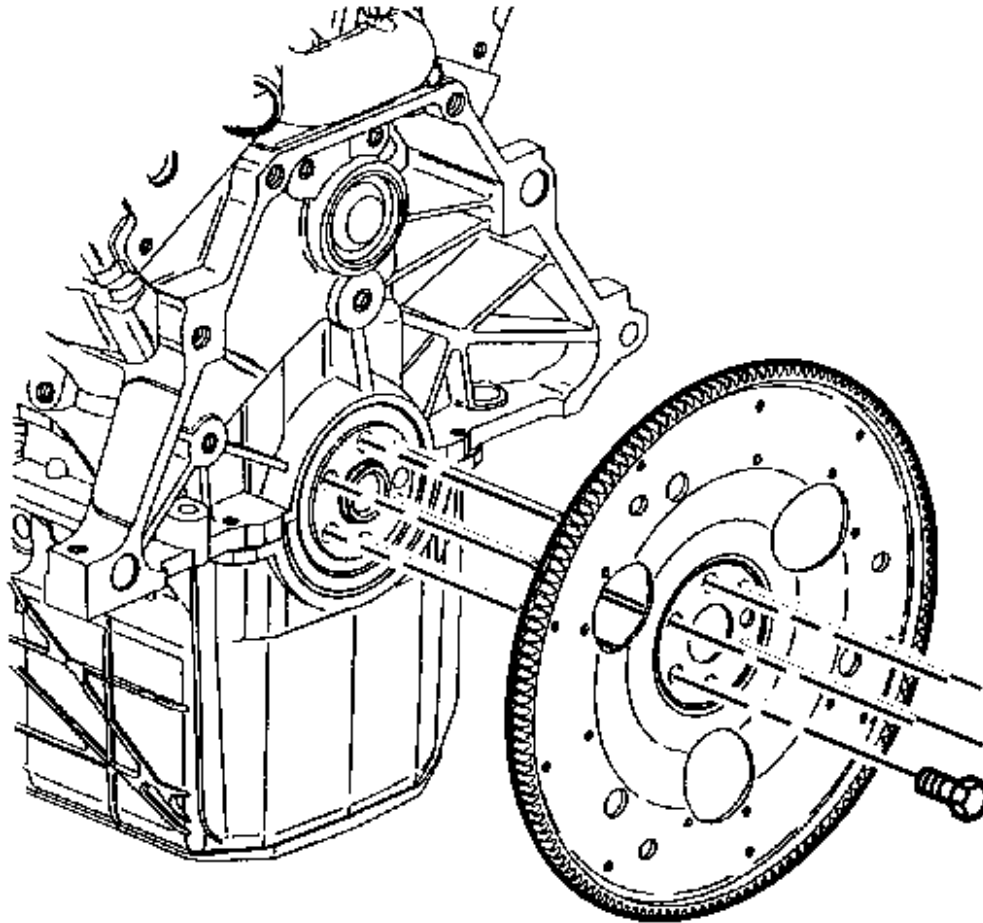
ENGINE FLYWHEEL INSTALLATION

Fig. 510: View Of Engine Flywheel
Courtesy of GENERAL MOTORS CORP.

1. Install the flywheel.

CAUTION: Refer to Fastener Caution .

2. Install the flywheel bolts and tighten to 70 N.m (52 lb ft).

CRANKSHAFT BALANCER INSTALLATION

Special Tools

- **EN-49010:** Flywheel Holding Tool
- **J 29113:** Balancer and Crank Sprocket Puller
- **J 45059:** Angle Meter

For equivalent regional tools, refer to **Special Tools**.

Installation

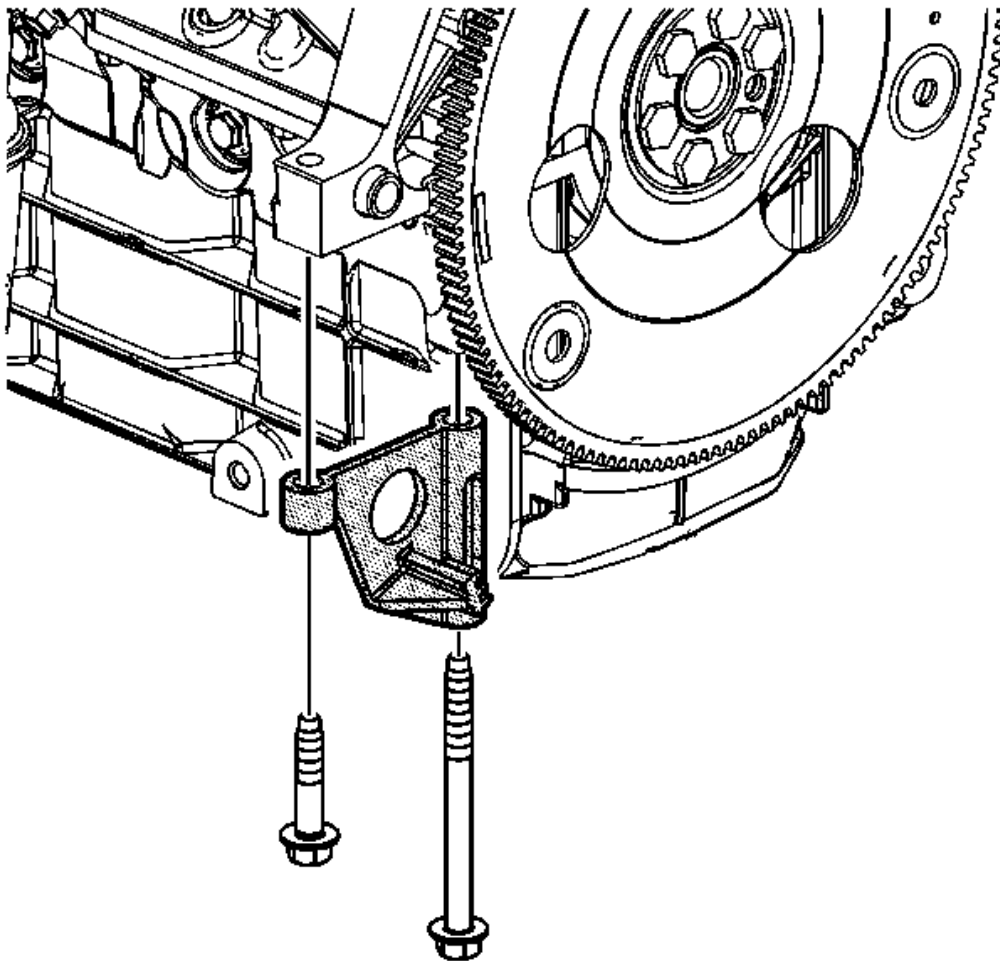


Fig. 511: Identifying EN-49010 At Starter Mounting Holes

Courtesy of GENERAL MOTORS CORP.

1. Install the **EN-49010**: tool to the starter mounting holes.

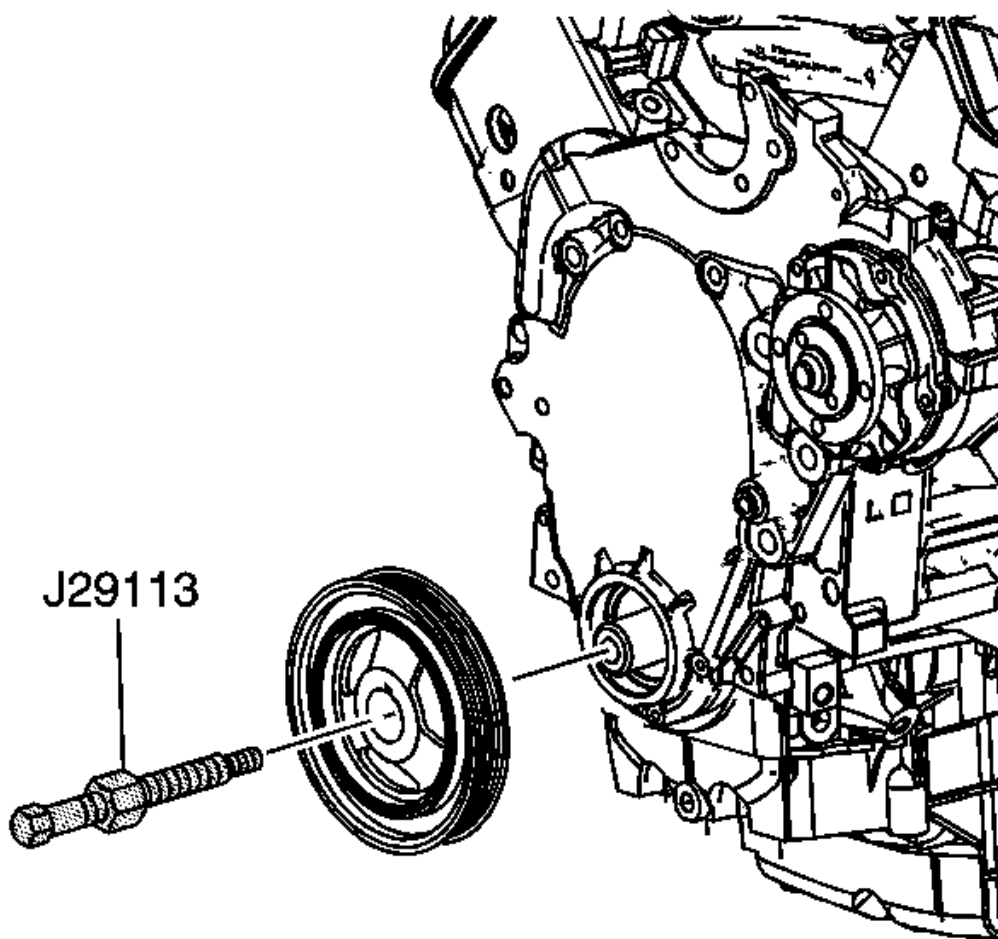


Fig. 512: Installing J 29113 Onto Crankshaft
Courtesy of GENERAL MOTORS CORP.

2. Apply sealer GM P/N 12378521 (Canadian P/N 88901148) or the equivalent to the keyway of the crankshaft balancer.
3. Place the crankshaft balancer into position over the key in the crankshaft.

CAUTION: Do NOT use a power-assisted tool with the special tool in order to remove or install this component. You cannot properly control the alignment of this component using a power-assisted tool, and this

can damage the component.

4. Install the **J 29113**: puller onto the crankshaft.
5. Rotate the hex nut on the **J 29113**: puller to install the crankshaft balancer onto the crankshaft.
6. Remove the **J 29113**: puller from the crankshaft.

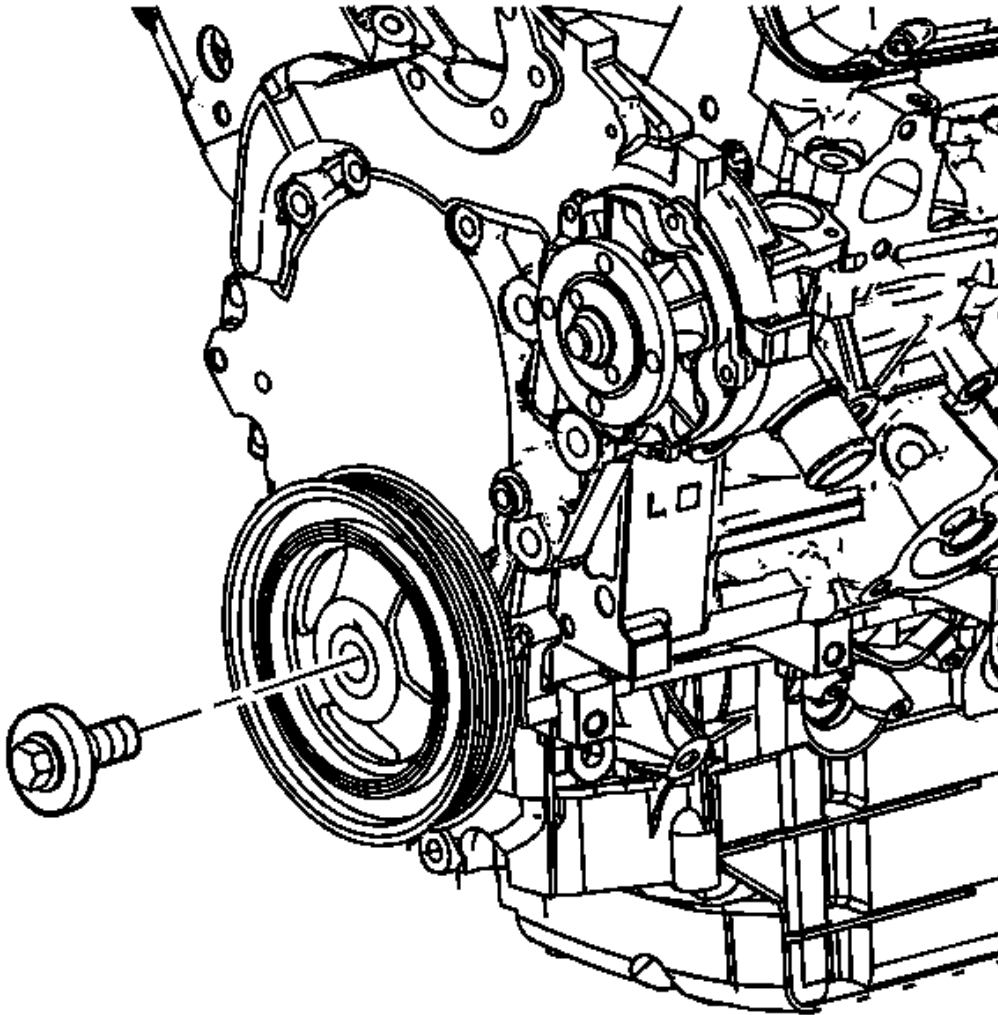


Fig. 513: View Of Crankshaft Balancer Bolt & Washer
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

7. Install the used crankshaft balancer bolt and tighten to 125 N.m (92 lb ft).
8. Remove the used crankshaft balancer bolt.
9. Install the NEW crankshaft balancer bolt.
 - Tighten the crankshaft balancer bolt a first pass to 125 N.m (92 lb ft) .
 - Tighten the crankshaft balancer bolt a final pass to 130 degrees using the **J 45059:** meter .
10. Remove the **EN-49010:** tool.

ENGINE PRELUBING

Special Tools

J 45299: Engine Preluber

For equivalent regional tools, refer to **Special Tools**.

Prelubing

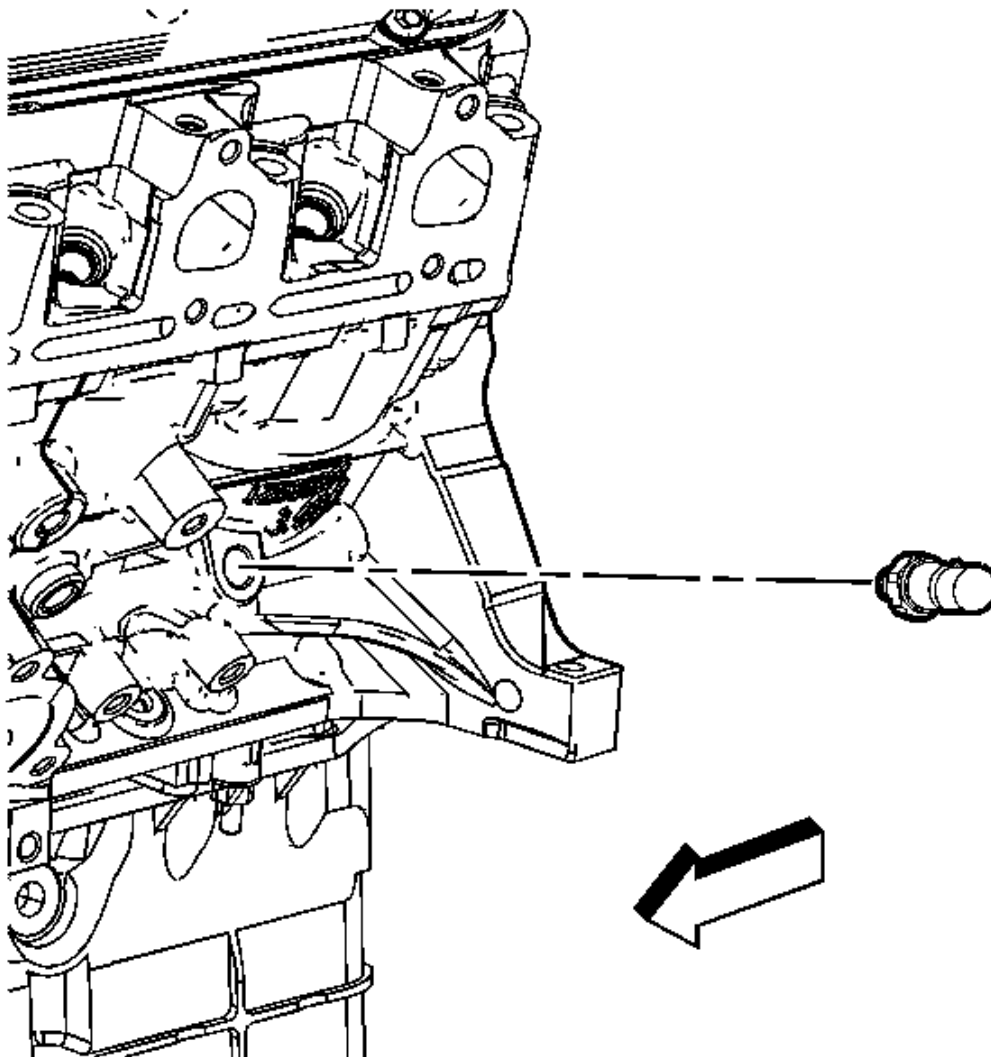


Fig. 514: Locating Engine Oil Pressure Indicator Switch
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

NOTE: A constant/continuous flow of clean engine oil is required in order to properly prime the engine. Be sure to use an approved engine oil as specified in the owners manual.

1. Remove the engine oil filter, fill with clean engine oil, and reinstall. Tighten the oil filter to 30 N.m (22 lb ft).
2. Locate the engine oil pressure indicator switch on the left side of the engine and remove.
3. Install the 1/4 inch adapter P/N 509373.

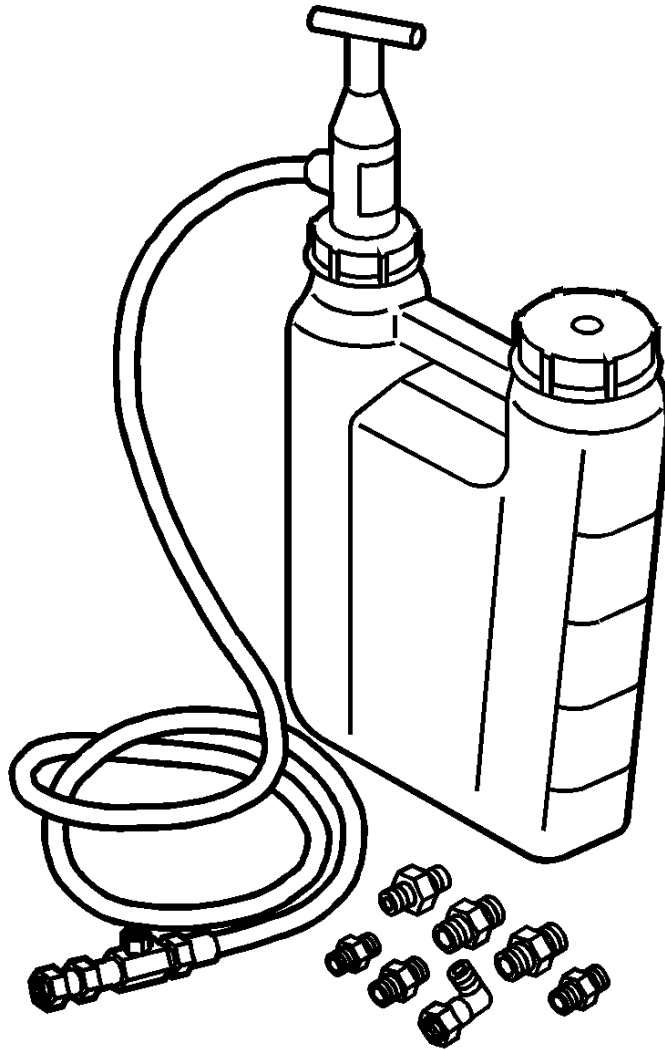


Fig. 515: Identifying Engine Preluber J 45299
Courtesy of GENERAL MOTORS CORP.

4. Install the flexible hose to the adapter and open the valve.
5. Pump the handle on **J 45299**: preluber to flow a minimum of 1-2 quarts of engine oil. Observe the flow of engine oil through the flexible hose and into the engine assembly.
6. Close the valve and remove the flexible hose and adapter from the engine.
7. Install the engine oil pressure indicator switch. Tighten the engine oil pressure indicator switch to 16 N.m (12 lb ft).
8. Top off the engine oil to the proper level.

DESCRIPTION AND OPERATION

CRANKCASE VENTILATION SYSTEM DESCRIPTION

General Description

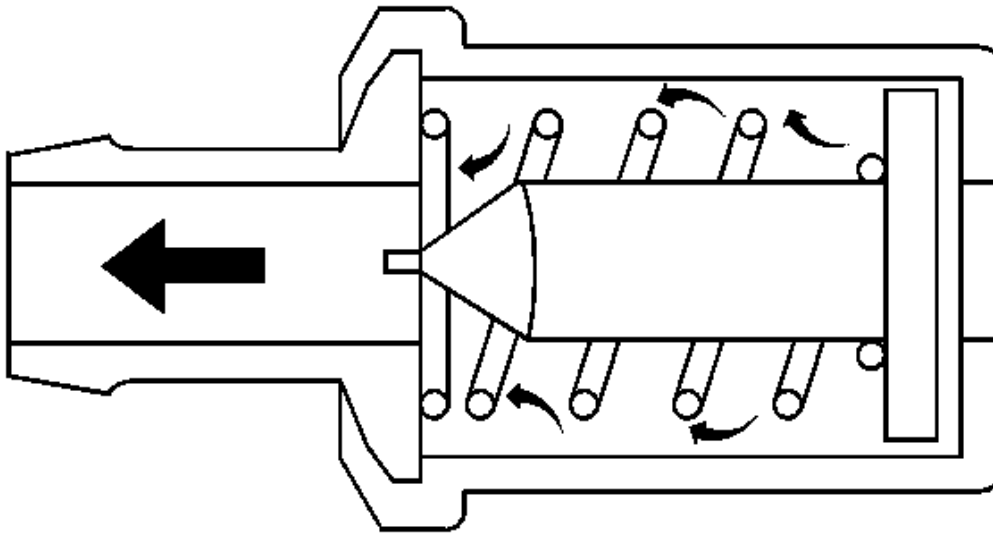


Fig. 516: Crankcase Ventilation System Flow Diagram
Courtesy of GENERAL MOTORS CORP.

A crankcase ventilation system is used to consume crankcase vapors in the combustion process instead of venting them to atmosphere. Fresh air from the throttle body is supplied to the crankcase, mixed with blow by gases and then passed through a PCV valve into the intake manifold.

Operation

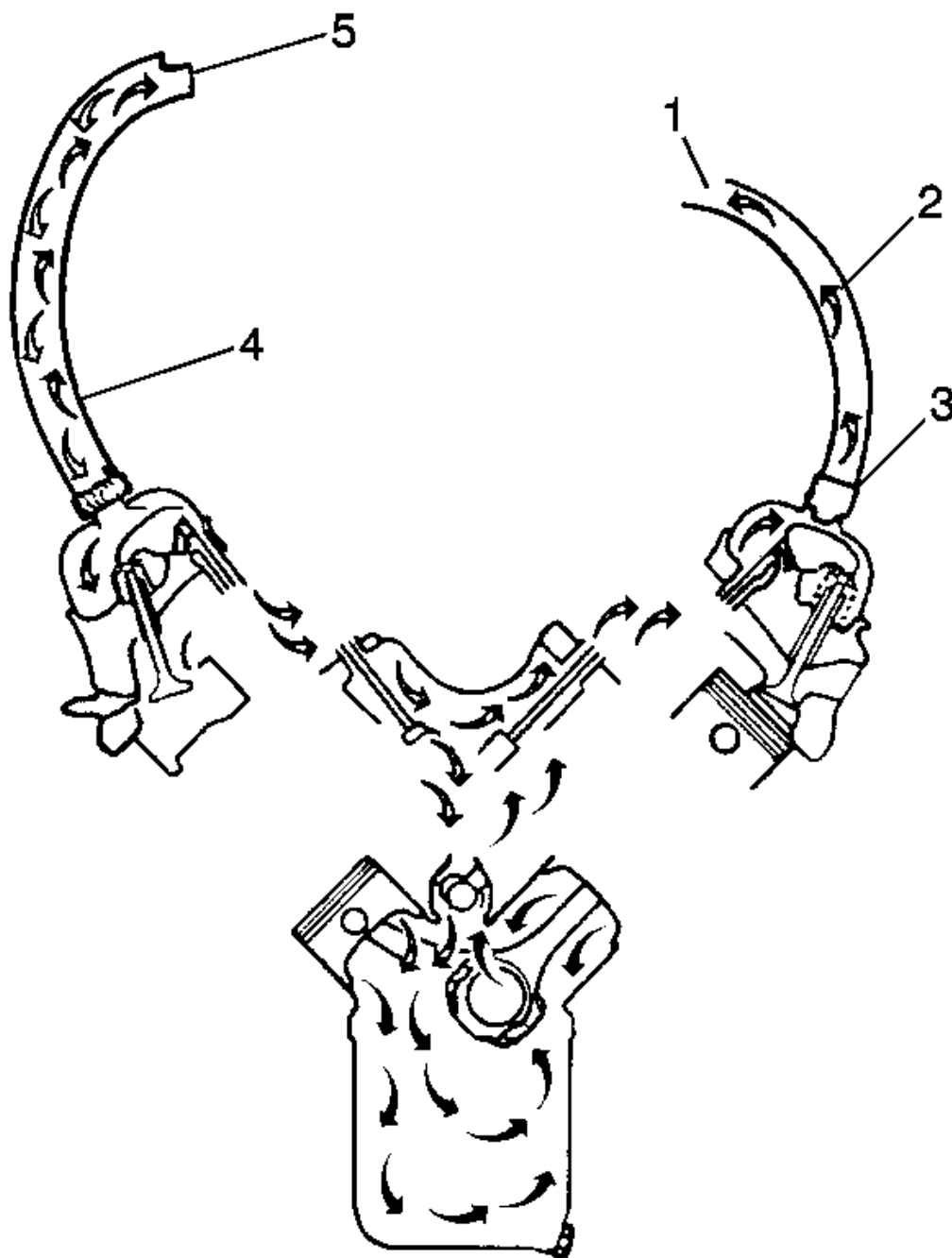


Fig. 517: Crankcase Ventilation System Flow Diagram
Courtesy of GENERAL MOTORS CORP.

The primary control is through the positive crankcase ventilation (PCV) valve which meters the flow at a rate depending on inlet vacuum. To maintain idle quality, the PCV valve restricts the flow when inlet vacuum is high. If abnormal operating conditions arise, the system is designed to allow excessive amounts of blow by gases to back flow through the crankcase vent into the throttle body to be consumed by normal combustion.

Results of Incorrect Operation

A plugged valve may cause the following conditions:

- Rough idle
- Stalling or slow idle speed
- Oil leaks
- Sludge in engine

A leaking valve would cause:

- Rough idle
- Stalling
- High idle speed

Functional Check of PCV valve

If an engine is idling rough, check for a clogged PCV valve. Replace if required. Use the following procedure:

1. Remove PCV valve from intake manifold.
2. Shake valve and listen for the rattle of needle inside the valve.
3. If valve does not rattle, replace valve.

With this system, any blow-by in excess of the system capacity (from a badly worn engine, sustained heavy load, etc.) is exhausted into the intake manifold and is drawn into the engine.

Proper operation of the crankcase ventilation system is dependent upon a sealed engine. If oil sludging or dilution is noted, and the crankcase ventilation system is functioning properly, check engine for possible cause and correct to ensure that system will function as intended.

DRIVE BELT SYSTEM DESCRIPTION

The drive belt system consists of the following components:

- The drive belt
- The drive belt tensioner
- The drive belt idler pulley
- The crankshaft balancer pulley
- The accessory drive component mounting brackets

- The accessory drive components
 - The power steering pump, if belt driven
 - The generator
 - The A/C compressor, if equipped
 - The engine cooling fan, if belt driven
 - The water pump, if belt driven
 - The vacuum pump, if equipped
 - The air compressor, if equipped

The drive belt system may use one belt or two belts. The drive belt is thin so that it can bend backwards and has several ribs to match the grooves in the pulleys. There also may be a V-belt style belt used to drive certain accessory drive components. The drive belts are made of different types of rubbers (chloroprene or EPDM) and have different layers or plys containing either fiber cloth or cords for reinforcement.

Both sides of the drive belt may be used to drive the different accessory drive components. When the back side of the drive belt is used to drive a pulley, the pulley is smooth.

The drive belt is pulled by the crankshaft balancer pulley across the accessory drive component pulleys. The spring loaded drive belt tensioner keeps constant tension on the drive belt to prevent the drive belt from slipping. The drive belt tensioner arm will move when loads are applied to the drive belt by the accessory drive components and the crankshaft.

The drive belt system may have an idler pulley, which is used to add wrap to the adjacent pulleys. Some systems use an idler pulley in place of an accessory drive component when the vehicle is not equipped with the accessory.

ENGINE COMPONENT DESCRIPTION

The cylinder block is made of cast alloy iron. The cylinder block has 6 cylinders that are arranged in a V shape. There are 3 cylinders in each bank. The cylinder banks are set at a 60 degree angle from each other.

Starting from the front of the engine, the left bank cylinders are 2, 4, 6. The right bank cylinders are 1, 3, 5.

Four main bearings support the crankshaft. The crankshaft is retained by the bearing caps. The bearing caps are machined with the block for proper alignment and clearances. The main bearing caps are drilled and tapped for the structural oil pan side bolts.

The aluminum cylinder heads have individual intake and exhaust ports for each cylinder. The valve guides are pressed in. The roller rocker arms are located on a pedestal in a slot in the cylinder head. The roller rocker arms are retained on individual threaded bolts.

The crankshaft is cast nodular iron with deep rolled fillets on all 6 crankpins and all 4 main journals. Four steel-backed aluminum bearings are used. The #3 bearing is the end-thrust bearing.

The camshaft is made from a new metal composite design. The camshaft profile is a hydraulic roller design.

The camshaft is supported by 4 journals. The camshaft includes an oil pump drive gear.

The pistons are cast aluminum using 2 compression rings and 1 oil control ring. The piston pin is offset 0.8 mm (0.031 in) towards the major thrust side. This placement allows for a gradual change in thrust pressure against the cylinder wall as the piston travels its path. The pins are chromium steel. The pins have a floating fit in the pistons. The pins are retained in the connecting rods by a press fit.

The connecting rods are made of forged steel. Full pressure lubrication is directed to the connecting rods by drilled oil passages from the adjacent main bearing journal.

A roller rocker type valve train is used. Motion is transmitted from the camshaft through the hydraulic roller lifter and from the pushrod to the roller rocker arm. The rocker arm pivots on the needle roller bearings. The rocker arm transmits the camshaft motion to the valve. The rocker arm pedestal is located in a slot in the cylinder head. The rocker arm is retained in the cylinder head by a bolt. The pushrod is located by the rocker arm.

The intake manifold is a 2-piece cast aluminum unit. The intake manifold centrally supports a fuel rail with 6 fuel injectors.

The exhaust manifolds are cast nodular iron.

LUBRICATION DESCRIPTION

Full pressure lubrication, through a full flow oil filter, is furnished by a gear type oil pump. The oil is drawn up through the pickup screen and the tube. The oil passes through the pump to the oil filter.

The oil filter is a full flow paper element unit. An oil filter bypass is used in order to ensure oil supply during the following conditions:

- On a cold start
- If the filter is plugged
- If the filter develops excessive pressure drop

The bypass is designed to open at 69-83 kPa (10-12 psi).

A priority oil delivery system supplies oil first to the crankshaft journals. The oil from the crankshaft main bearings is supplied to the connecting rod bearings by intersecting the passages drilled in the crankshaft. The passages supply the oil to the crankshaft main bearings and the camshaft bearings through the intersecting vertical drilled holes. The oil passages from the camshaft journals supply oil to the hydraulic lifters.

The hydraulic lifters pump oil up through the pushrods to the rocker arms. The cast dams in the crankcase casting direct the oil that drains back from the rocker arms in order to supply the camshaft lobes. The camshaft chain drive is lubricated by indirect oil splash.

CLEANLINESS AND CARE

An automobile engine is a combination of many of the following surfaces:

- Machined
- Honed
- Polished
- Lapped

The tolerances of these surfaces are measured in the ten-thousandths of an inch. When you service any internal engine part, cleanliness and care are important. Apply a liberal coating of engine oil to the friction areas during assembly in order to protect and lubricate the surfaces on initial operation. Throughout this section, practice proper cleaning and protection procedures to the machined surfaces and to the friction areas.

CAUTION: Engine damage may result if an abrasive paper, pad, or motorized wire brush is used to clean any engine gasket surfaces.

Whenever you remove the valve train components, keep the components in order. Follow this procedure in order to install the components in the same locations and with the same mating surfaces as when removed.

WARNING: Refer to Battery Disconnect Warning .

Disconnect the negative battery cables before you perform any major work on the engine.

SEPARATING PARTS

In addition to the room temperature vulcanizing (RTV) sealant's sealing capabilities, the RTV sealants may form an adhesive bond between the components. This may make the components difficult to remove or to separate. If possible, bump the components sideways rather than using prying tools in order to remove the components. This technique prevents damage when the bonding strength of the RTV sealant is stronger than the component itself. Perform bumping at the bends or at the reinforced areas in order to prevent part distortion.

REPLACING ENGINE GASKETS

1. Do not reuse any gasket unless otherwise specified. Reusable gaskets will be identified in the service procedure. Do not apply sealant to any gasket or sealing surface unless called out in the service procedure.
2. Use a rubber mallet in order to separate components. Bump the part sideways in order to loosen the components. Perform the bumping at the bends or at the reinforced areas in order to prevent the distortion of components.

IMPORTANT: Do not use any other method or technique in order to remove the gasket material from a components.

Do not use the following items in order to clean the gasket surfaces:

- Abrasive pads
- Sand paper

- **Power tools**

These methods of cleaning may damage the component. Abrasive pads also produce a fine grit that the oil filter cannot remove from the oil. This grit is abrasive and may cause internal engine damage.

3. Remove all of the gasket and the sealing material from the component using a plastic or a wood scraper. Do not gouge or scrape the sealing surfaces.

IMPORTANT: Do not allow the sealant to enter any blind threaded holes. The sealant may cause the following conditions:

- **Prevent you from properly seating the bolt**
 - **Cause damage when you tighten the bolt**
4. When assembling components, use only the sealant specified in the service procedure. Ensure that the sealing surfaces are clean and free of debris or oil. When applying sealant to a component, apply a bead size as specified in the service procedure.
 5. Tighten the bolts to the specifications.

USE OF ROOM TEMPERATURE VULCANIZING (RTV) AND ANAEROBIC SEALANT

The following 2 types of sealer are commonly used in engines:

- The RTV sealer
- The anaerobic gasket eliminator sealer

Follow the service procedure instructions. Use the correct sealer in the proper place in order to prevent oil leaks. Do not interchange the 2 types of sealers. Use the sealer recommended in the service procedure.

Applying RTV Sealer

- Do not use the room temperature vulcanizing (RTV) sealant in areas where extreme temperatures are expected. These areas include the following locations:
 - The exhaust manifold
 - The head gasket
 - The other surfaces where gasket eliminator is specified
- Use a rubber mallet in order to separate the components sealed with RTV sealant. Bump the part sideways in order to shear the RTV sealer. Perform the bumping at the bends or the reinforced areas in order to prevent distortion of the components. The RTV sealant is weaker in shear (lateral) strength than in tensile (vertical) strength.

IMPORTANT: Do not use any other method or technique in order to remove the gasket

material from a component.

- Do not use the following items in order to clean the gasket surfaces:
 - Abrasive pads
 - Sand Paper
 - Power tools

These methods of cleaning may damage the part.

Abrasive pads also produce a fine grit that the oil filter cannot remove from the oil. This grit is abrasive and may cause internal engine damage.

- Remove all of the gasket material from the component using a plastic or a wood scraper. Use Loctite® brand gasket remover P/N 4MA or the equivalent. Follow all of the safety recommendations and the directions that are on the container.

IMPORTANT: Do not allow the sealer to enter the blind threaded holes. The sealer may cause the following conditions:

- Prevent you from properly seating the bolt
- Cause damage when you tighten the bolt
- Apply the RTV sealant to a clean surface. Use a bead size as specified in the procedure. Apply the bead to the inside of any bolt holes.
- Assemble the components while the RTV sealant is still wet (within 3 minutes). Do not wait for the RTV sealant to skin over.

IMPORTANT: Do not overtighten the bolts.

- Tighten the bolts to specifications.

Applying Anaerobic Sealer

The anaerobic gasket eliminator hardens in the absence of air. This type of sealer is used where 2 rigid parts (such as castings) are assembled together. When 2 rigid parts are disassembled and no sealer or gasket is readily noticeable, the parts were probably assembled using a gasket eliminator.

IMPORTANT: Do not use any other method or technique in order to remove the gasket material from a component.

Do not use the following items in order to clean the gasket surfaces:

- Abrasive pads
- Sand paper
- Power tools

These methods of cleaning may damage the part.

Abrasive pads also produce a fine grit that the oil filter cannot remove from the oil. This grit is abrasive and may cause internal engine damage.

- Remove all of the gasket material from the component using a plastic or a wood scraper. Use Loctite® brand gasket remover P/N 4MA or the equivalent. Follow all of the safety recommendations and the directions that are on the container.
- Apply a continuous bead of the gasket eliminator to 1 flange. Clean and dry any surfaces that you will reseal.

IMPORTANT: Anaerobic sealed joints that are partially torqued and allowed to cure more than 5 minutes may result in incorrect shimming and sealing of the joint.

- Do not allow the sealer to enter the blind threaded holes. The sealer may cause the following conditions:
 - Prevent you from properly seating the bolt
 - Cause damage when you tighten the bolt
- Spread the sealer evenly in order to get a uniform coating on the sealing surface.
- Tighten the bolts to the specifications.
- Remove the excess sealer from the outside of the joint.

TOOLS AND EQUIPMENT

Work in a clean and well-lit area. Have the following components available before you begin to work:

- A suitable parts cleaning tank
- A compressed air supply
- Trays, in order to keep the parts and the fasteners organized
- An adequate set of hand tools

An approved engine repair stand will prevent personal injury or damage to the engine components. The special tools are designed in order to quickly and safely accomplish the operations for which the tools are intended. Using the tools will minimize possible damage to the engine components. Precision measuring tools are required for the inspection of certain critical components. Torque wrenches are needed for the correct assembly of various parts.

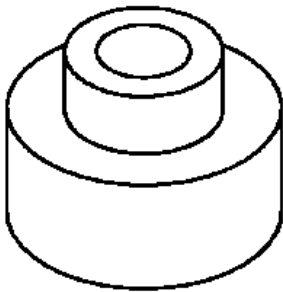
SPECIAL TOOLS AND EQUIPMENT

SPECIAL TOOLS

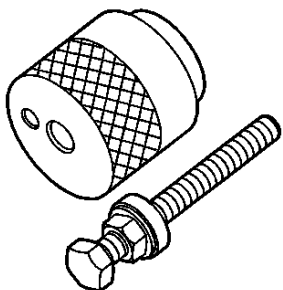
Illustration	Tool Number/Description

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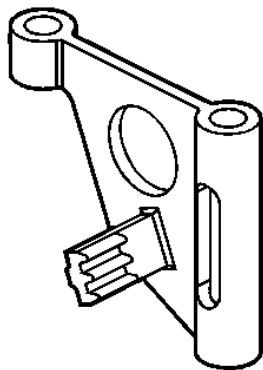
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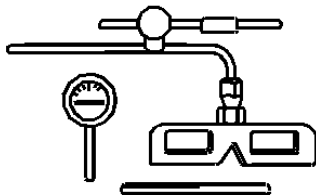
EN 46359
Puller End Protector



EN 48869
Front Crankshaft Oil Seal Installer



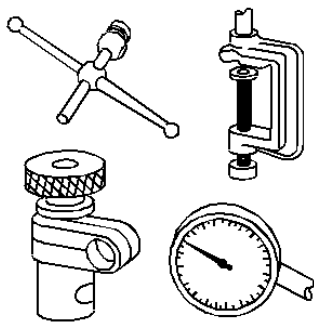
EN 49010
Flywheel Holding Tool



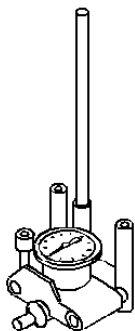
J 7872
Magnetic Base Dial Indicator Set

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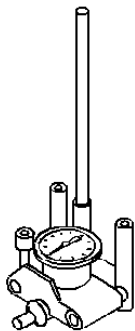
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J 8001
Dial Indicator Set



J 8037
Ring Compressor



J 8087
Cylinder Bore Gage

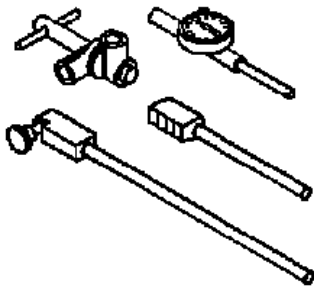


J 8089
Carbon Removal Brush

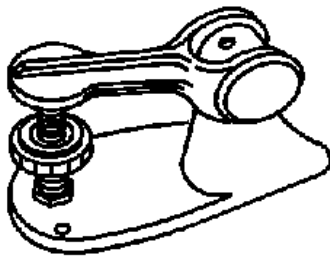
J 8520

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Camshaft Lobe Lift Indicator



J 9666
Valve Spring Tester



J 22144
Oil Suction Pipe Installer

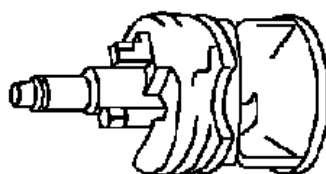
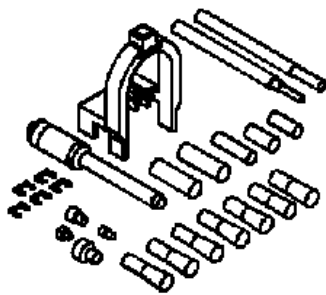


J 22794
Spark Plug Port Adapter

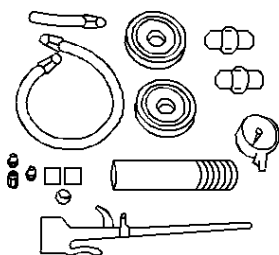
J 24086-C
Piston Pin Remover/Installer Set

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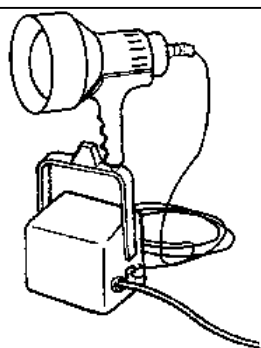
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J 24270
Cylinder Bore Ridge Reamer



J 25087-C
Oil Pressure Tester and Pump Primer



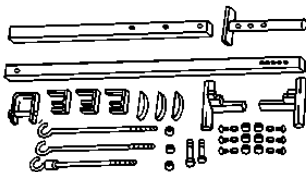
J 28428-E
High Intensity Black Light Kit

J 28467-B

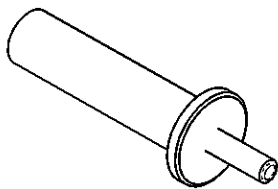
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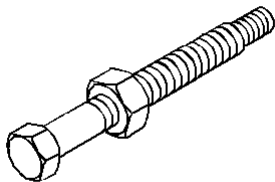
Universal Engine Support Fixture



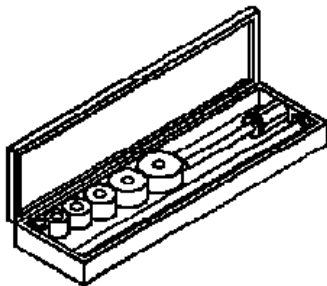
J 28467-13 Engine Support Fixture Adapter



J 29113 Balancer and Crank Sprocket Puller



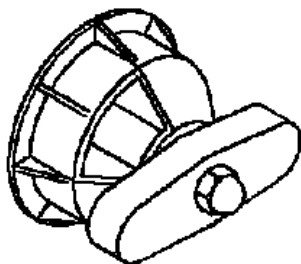
J 33049 Camshaft Bearing Service Set



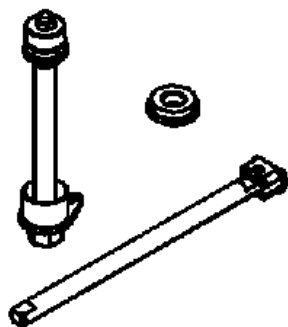
J 34686 Rear Main Seal Installer

2009 Pontiac Torrent

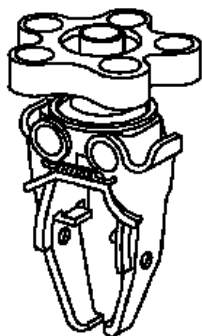
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J 35667-A
Cylinder Head Leakdown Tester



J 36462-A
Engine Support Adapter Leg Set

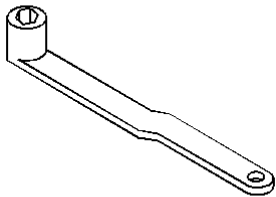


J 38606
Valve Spring Compressor

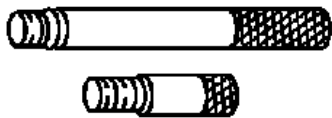
J 39505
Torque Wrench Adapter

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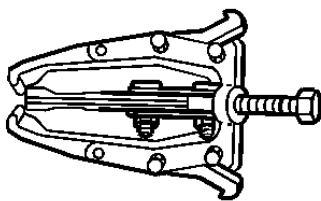
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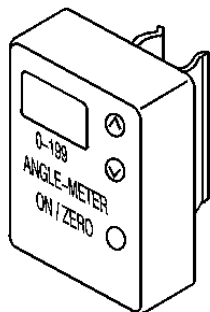
J 39914
Serpentine Belt Tensioner Unloader



J 41556
Connecting Rod Guide



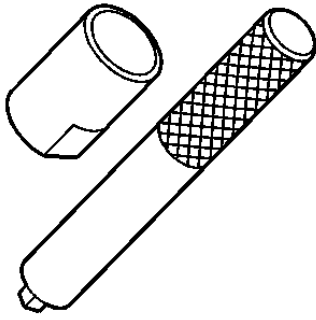
J 41816-A
Crankshaft Balancer Remover



J 45059
Angle Meter

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J 45299
Engine Preluber