

2004 Chevrolet Silverado 1500

2004 ENGINE Engine Mechanical - 4.3L - Sierra & Silverado

2004 ENGINE**Engine Mechanical - 4.3L - Sierra & Silverado****SPECIFICATIONS****FASTENER TIGHTENING SPECIFICATIONS****Fastener Tightening Specifications**

Application	Specification	
	Metric	English
Accelerator Control Cable Bracket Nut to Stud	12 N.m	106 lb in
Accelerator Control Cable Bracket Nut to Throttle Body	9 N.m	80 lb in
Accelerator Control Cable Bracket Stud to Intake Manifold	6 N.m	53 lb in
Accelerator Control Cable Bracket Stud to Throttle Body	12 N.m	106 lb in
Air Cleaner Adapter Stud	8 N.m	71 lb in
Balance Shaft Driven Gear Bolt		
• First Pass	20 N.m	15 lb ft
• Final Pass	35 degrees	
Balance Shaft Retainer Bolt	12 N.m	106 lb in
Battery Cable Bracket Bolt to Oil Pan	12 N.m	106 lb in
Battery Negative Cable Bolt to Engine	25 N.m	18 lb ft
Battery Positive Cable Junction Block Bracket Bolt	25 N.m	18 lb ft
Belt Idler Pulley Bolt	50 N.m	37 lb ft
Camshaft Retainer Bolt	12 N.m	106 lb in
Camshaft Sprocket Bolt	25 N.m	18 lb ft
Connecting Rod Nut		
• First Pass	27 N.m	20 lb ft
• Final Pass	70 degrees	
Crankshaft Balancer Bolt	95 N.m	70 lb ft
Crankshaft Bearing Cap Bolt - Preferred Method		
• First Pass	20 N.m	15 lb ft
• Final Pass	73 degrees	
Crankshaft Bearing Cap Bolt	105 N.m	77 lb ft
Crankshaft Position Sensor Bolt	9 N.m	80 lb in
Crankshaft Pulley Bolt	58 N.m	43 lb ft
Crankshaft Rear Oil Seal Housing Bolt and Nut	12 N.m	106 lb in
Crankshaft Rear Oil Seal Housing Retainer Stud	6 N.m	53 lb in
Crossmember Bolt	100 N.m	74 lb ft
Cylinder Head Bolt - Preferred Method		

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• All Bolts First Pass in Sequence	30 N.m	22 lb ft
• Long Bolts Final Pass in Sequence	75 degrees	
• Medium Bolts Final Pass in Sequence	65 degrees	
• Short Bolts Final Pass in Sequence	55 degrees	
Cylinder Head Core Hole Plug	20 N.m	15 lb ft
Distributor Cap Bolt	2.4 N.m	21 lb in
Distributor Clamp Bolt	25 N.m	18 lb ft
Drive Belt Idler Pulley Bolt	50 N.m	37 lb ft
Drive Belt Tensioner Bolt	50 N.m	37 lb ft
Engine Block Left Side Oil Gallery Plug	20 N.m	15 lb ft
Engine Block Left Rear Oil Gallery Plug	30 N.m	22 lb ft
Engine Block Right Rear Oil Gallery Plug	20 N.m	15 lb ft
Engine Block Coolant Drain Hole Plug	20 N.m	15 lb ft
Engine Block Oil Gallery Plug	20 N.m	15 lb ft
Engine Coolant Heater Bolt/Screw	2 N.m	18 lb in
Engine Coolant Temperature (ECT) Sensor	20 N.m	15 lb ft
Engine Flywheel Bolt	100 N.m	74 lb ft
Engine Front Cover Bolt	12 N.m	106 lb in
Engine Lift Front Bracket Stud	35 N.m	26 lb ft
Engine Mount Bolt to Engine Bracket	50 N.m	37 lb ft
Engine Mount Engine Bracket Bolt to Engine	50 N.m	37 lb ft
Engine Mount Frame Bracket Through-bolt	75 N.m	55 lb ft
Engine Mount Frame Side Mount Bolt	65 N.m	50 lb ft
Engine Oil Level Sensor	13 N.m	115 lb in
Engine Oil Pressure Gage Sensor	30 N.m	22 lb ft
Engine Oil Pressure Gage Sensor Fitting - Plus Required Angle	15 N.m	11 lb ft
Engine Shield Bolt	20 N.m	15 lb ft
Engine Wiring Harness Bracket Bolt to Battery Positive Cable Junction Block Bracket	9 N.m	80 lb in
Engine Wiring Harness Bracket Bolt to Generator and Drive Belt Tensioner Bracket	25 N.m	18 lb ft
Engine Wiring Harness Bracket Nut to Evaporative Emission (EVAP) Canister Purge Solenoid Valve Stud	9 N.m	80 lb in
Engine Wiring Harness Bracket Nut to Intake Manifold Stud	12 N.m	106 lb in
Engine Wiring Harness Bracket Stud	25 N.m	18 lb ft
Engine Wiring Harness Clip Bolt	9 N.m	80 lb in
Engine Wiring Harness Ground Nut	16 N.m	12 lb ft
Evaporative Emission (EVAP) Canister Purge Solenoid Valve Stud to Intake Manifold	10 N.m	89 lb in
Exhaust Manifold Bolt/Stud		

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• First Pass	15 N.m	11 lb ft
• Final Pass	30 N.m	22 lb ft
Exhaust Manifold Heat Shield Bolt	9 N.m	80 lb in
Fan and Water Pump Pulley Bolt	25 N.m	18 lb ft
Frame Cross Bar Bolt	100 N.m	74 lb ft
Fuel Meter Body Bracket Bolt	10 N.m	89 lb in
Fuel Pipe Bracket Bolt	6 N.m	53 lb in
Fuel Pipe Retainer Nut	3 N.m	27 lb in
Fuel Supply Pipe Nut - Fuel Tank Side	30 N.m	22 lb ft
Generator and Drive Belt Tensioner Bracket Bolt to Engine	41 N.m	30 lb ft
Generator and Drive Belt Tensioner Bracket Stud to Engine	20 N.m	15 lb ft
Generator and Drive Belt Tensioner Bracket Stud Nut	41 N.m	30 lb ft
Ground Wire Bolt to Rear of Left Side Cylinder Head	16 N.m	12 lb ft
Ground Wire Nut to Rear of Right Side Cylinder Head	16 N.m	12 lb ft
Heater Hose Bracket Bolt to Generator and Drive Belt Tensioner Bracket	25 N.m	18 lb ft
Hood Hinge Bolt	25 N.m	18 lb ft
Ignition Coil Stud	12 N.m	106 lb in
Junction Block Bracket Bolt	25 N.m	18 lb ft
Knock Sensor	25 N.m	18 lb ft
Lift Bracket Bolts	15 N.m	11 lb ft
Lower Intake Manifold Bolt		
• First Pass in Sequence	3 N.m	27 lb in
• Second Pass in Sequence	12 N.m	106 lb in
• Final Pass in Sequence	15 N.m	11 lb ft
Oil Cooler Pipe Bracket to Oil Pan Bolt	12 N.m	106 lb in
Oil Filter	30 N.m	22 lb ft
Oil Filter Adapter	55 N.m	41 lb ft
Oil Filter Fitting	55 N.m	41 lb ft
Oil Level Indicator Tube Bolt	12 N.m	106 lb in
Oil Pan Baffle Bolt	12 N.m	106 lb in
Oil Pan Bolt and Nut	25 N.m	18 lb ft
Oil Pan Drain Plug	25 N.m	18 lb ft
Oil Pan Skid Plate Bolt	20 N.m	15 lb ft
Oil Pump Bolt to Rear Crankshaft Bearing Cap	90 N.m	66 lb ft
Oil Pump Cover Bolt	12 N.m	106 lb in
Positive Battery Cable Clip Bolt	9 N.m	80 lb in
Positive Cable Generator Nut	18 N.m	13 lb ft
Power Steering Pump Bracket Bolt to Engine	41 N.m	30 lb ft
Power Steering Pump Bracket Stud to Engine	20 N.m	15 lb ft

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Power Steering Pump Bracket Stud Nut	41 N.m	30 lb ft
Power Steering Pump Bolt	50 N.m	37 lb ft
Power Steering Pump Nut to Engine - Rear Bracket to Engine	41 N.m	30 lb ft
Power Steering Pump Rear Bracket Nut	50 N.m	37 lb ft
Secondary Air Injection (AIR) Check Valve Pipe Bracket Bolt to Exhaust Manifold	10 N.m	89 lb in
Secondary Air Injection (AIR) Check Valve Pipe Stud Nut	25 N.m	18 lb ft
Spark Plug		
• Initial Installation - NEW Cylinder Head	30 N.m	22 lb ft
• All Subsequent Installations	15 N.m	11 lb ft
Spark Plug Wire Support Bolt	12 N.m	106 lb in
Starter Motor Wiring Harness/Transmission Cooler Pipe Bracket to Oil Pan Bolt	9 N.m	80 lb in
Throttle Body Stud	9 N.m	80 lb in
Torque Converter Bolt	63 N.m	47 lb ft
Transmission Bolt	50 N.m	37 lb ft
Transmission Cover Bolt	12 N.m	106 lb in
Transmission Oil Cooler Line Bracket	9 N.m	80 lb in
Transmission to Oil Pan Bolt	47 N.m	35 lb ft
Upper Intake Manifold Stud		
• First Pass	5 N.m	44 lb in
• Final Pass	9 N.m	80 lb in
Valve Lifter Pushrod Guide Bolt	16 N.m	12 lb ft
Valve Rocker Arm Bolt	30 N.m	22 lb ft
Valve Rocker Arm Cover Bolt	12 N.m	106 lb in
Water Outlet Stud	25 N.m	18 lb ft
Water Pump Bolt	45 N.m	33 lb ft

ENGINE MECHANICAL SPECIFICATIONS

Engine Mechanical Specifications

Application	Specification	
	Metric	English
General		
• Engine Type	90 degree V6	
• Displacement	4.3 L	262 CID
• RPO	LU3	
• VIN	X	
• Bore	101.60 mm	4.012 in

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• Stroke	88.39 mm	3.480 in
• Compression Ratio	9.2:1	
• Firing Order	1-6-5-4-3-2	
• Spark Plug Gap	1.52 mm	0.060 in
Balance Shaft		
• Bearing Journal Diameter - Rear	38.085-38.100 mm	1.4994-1.500 in
• Bushing Bore Diameter - Rear	0.050-0.088 mm	0.0020-0.0035 in
Block		
• Crankshaft Main Bearing Bore Out-of-Round	0.050 mm	0.002 in
• Cylinder Bore Diameter	101.618-101.643 mm	4.0007-4.0017 in
• Cylinder Bore Out-of-Round - Production	0.017 mm	0.0007 in
• Cylinder Bore Out-of-Round - Service	0.05 mm	0.002 in
• Cylinder Bore Taper - Production Relief Side	0.025 mm	0.0010 in
• Cylinder Bore Taper - Production Thrust Side	0.012 mm	0.0005 in
• Cylinder Bore Taper - Service	0.025 mm	0.0010 in
• Cylinder Head Deck Surface Flatness	0.050-0.152 mm	0.002-0.006 in
Camshaft		
• Camshaft End Play	0.0254-0.2286 mm	0.0010-0.0090 in
• Camshaft Journal Diameter	47.440-47.490 mm	1.8677-1.8696 in
• Camshaft Journal Out-of-Round	0.025 mm	0.001 in
• Camshaft Lobe Lift - Exhaust	7.20-7.30 mm	0.283-0.287 in
• Camshaft Lobe Lift - Intake	6.97-7.07 mm	0.274-0.278 in
• Camshaft Runout	0.065 mm	0.0026 in
Connecting Rod		
• Connecting Rod Bearing Clearance - Production	0.038-0.078 mm	0.0015-0.0031 in
• Connecting Rod Bearing Clearance - Service	0.025-0.063 mm	0.0010-0.0025 in
• Connecting Rod Side Clearance	0.15-0.44 mm	0.006-0.017 in
Crankshaft		
• Connecting Rod Journal Diameter	57.116-57.148 mm	2.2487-2.2497 in
• Connecting Rod Journal Out-of-Round - Production	0.008 mm	0.0003 in
• Connecting Rod Journal Out-of-Round - Service	0.025 mm	0.0010 in
• Connecting Rod Journal Taper - Production	0.010 mm	0.0004 in
• Connecting Rod Journal Taper - Service	0.025 mm	0.0010 in
• Crankshaft End Play	0.050-0.20 mm	0.002-0.008 in

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• Crankshaft Main Bearing Clearance #1 - Production	0.02-0.05 mm	0.0008-0.0020 in
• Crankshaft Main Bearing Clearance #2, #3, and #4 - Production	0.028-0.058 mm	0.0011-0.0023 in
• Crankshaft Main Bearing Clearance #1 - Service	0.0254-0.05 mm	0.0010-0.0020 in
• Crankshaft Main Bearing Clearance #2, #3, and #4 - Service	0.025-0.063 mm	0.0010-0.0025 in
• Crankshaft Main Journal Diameter #1	62.199-62.217 mm	2.4488-2.4495 in
• Crankshaft Main Journal Diameter #2 and #3	62.191-62.215 mm	2.4485-2.4494 in
• Crankshaft Main Journal Diameter #4	62.179-62.203 mm	2.4480-2.4489 in
• Crankshaft Main Journal Out-of-Round - Production	0.005 mm	0.0002 in
• Crankshaft Main Journal Out-of-Round - Service	0.025 mm	0.0010 in
• Crankshaft Main Journal Taper	0.007 mm	0.0003 in
Exhaust Manifold		
• Surface Flatness - Flange to Flange	0.25 mm	0.010 in
• Surface Flatness - Individual Flange	0.05 mm	0.002 in
Intake Manifold		
• Surface Flatness	0.10 mm	0.004 in
Lubrication System		
• Oil Capacity for C/K, G/H with Filter	4.3 L	4.5 qt
• Oil Capacity for C/K, G/H without Filter	3.8 L	4 qt
• Oil Capacity for S/T, M/L with Filter	4.7 L	5 qt
• Oil Capacity for S/T, M/L without Filter	4.3 L	4.5 qt
• Oil Pressure - at 1,000 RPM	42 kPa	6 psi
• Oil Pressure - at 2,000 RPM	125 kPa	18 psi
• Oil Pressure - at 4,000 RPM	166 kPa	24 psi
Piston Rings		
• Piston Ring End Gap - First Compression Ring - Production	0.25-0.40 mm	0.010-0.016 in
• Piston Ring End Gap - Second Compression Ring - Production	0.38-0.58 mm	0.015-0.023 in
• Piston Ring End Gap - Oil Control Ring - Production	0.25-0.76 mm	0.010-0.029 in
• Piston Ring End Gap - First Compression Ring - Service	0.25-0.50 mm	0.010-0.020 in
• Piston Ring End Gap - Second Compression Ring - Service	0.38-0.80 mm	0.015-0.031 in
• Piston Ring End Gap - Oil Control Ring - Service	0.005-0.090 mm	0.0002-0.0035 in

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• Piston Ring to Groove Clearance - First Compression Ring - Production	0.030-0.070 mm	0.0012-0.0027 in
• Piston Ring to Groove Clearance - Second Compression Ring - Production	0.076-0.280 mm	0.0030-0.0110 in
• Piston Ring to Groove Clearance - Oil Control Ring - Production	0.046-0.196 mm	0.0018-0.0077 in
• Piston Ring to Groove Clearance - First Compression Ring - Service	0.030-0.085 mm	0.0012-0.0033 in
• Piston Ring to Groove Clearance - Second Compression Ring - Service	0.030-0.085 mm	0.0012-0.0033 in
• Piston Ring to Groove Clearance - Oil Control Ring - Service	0.076-0.200 mm	0.0030-0.0079 in
Pistons and Pins		
• Piston - Piston to Bore Clearance - Production	0.018-0.061 mm	0.0007-0.0024 in
• Piston - Piston to Bore Clearance - Service	0.075 mm	0.0029 in
• Pin - Piston Pin Clearance to Connecting Rod Bore - Press Fit	0.012-0.048 mm	0.0005-0.0019 in
• Pin - Piston Pin Clearance to Piston Pin Bore - Production	0.013-0.023 mm	0.0005-0.0009 in
• Pin - Piston Pin Clearance to Piston Pin Bore - Service	0.025 mm	0.0010 in
• Pin - Piston Pin Diameter	23.545-23.548 mm	0.9270-0.9271 in
Valve System		
• Valves - Valve Face Angle	45 degrees	
• Valves - Valve Seat Angle	46 degrees	
• Valves - Valve Seat Runout	0.05 mm	0.002 in
• Valves - Valve Seat Width - Intake	1.016-1.651 mm	0.040-0.065 in
• Valves - Valve Seat Width - Exhaust	1.651-2.489 mm	0.065-0.098 in
• Valves - Valve Stem Oil Seal Installed Height	1-2 mm	0.03937-0.07874 in
• Valves - Valve Stem-to-Guide Clearance - Intake - Production	0.025-0.069 mm	0.0010-0.0027 in
• Valves - Valve Stem-to-Guide Clearance - Intake - Service	0.025-0.094 mm	0.0010-0.0037 in
• Valves - Valve Stem-to-Guide Clearance - Exhaust - Production	0.025-0.069 mm	0.0010-0.0027 in
• Valves - Valve Stem-to-Guide Clearance - Exhaust - Service	0.025-0.094 mm	0.0010-0.0037 in
	1.5:1	

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• Rocker Arms - Valve Rocker Arm Ratio		
• Valve Springs - Valve Spring Free Length	51.3 mm	2.02 in
• Valve Springs - Valve Spring Installed Height - Intake	42.92-43.43 mm	1.670-1.700 in
• Valve Springs - Valve Spring Installed Height - Exhaust	42.92-43.43 mm	1.670-1.700 in
• Valve Springs - Valve Spring Load - Closed	338-374 N @ 43.2 mm	76-84 lb @ 1.70 in
• Valve Springs - Valve Spring Load - Open	832-903 N @ 32.3 mm	187-203 lb @ 1.27 in

SEALERS, ADHESIVES, AND LUBRICANTS**Sealers, Adhesives, and Lubricants**

Application	Type of Material	GM Part Number	
		United States	Canada
Balancer Shaft Driven Gear Bolt	Threadlock	12345382	10953489
Camshaft Retainer Bolt	Threadlock	12345382	10953489
Crankshaft Balancer Keyway	Adhesive	12346141	10953433
Cylinder Head Bolt	Sealant	12346004	10953480
Engine Block to the Crankshaft Rear Oil Seal Housing Junction at the Oil Pan Sealing Surfaces	Adhesive	12346141	10953433
Engine Block to the Engine Front Cover Junction at the Oil Pan Sealing Surfaces	Adhesive	12346141	10953433
Engine Block at the Lower Intake Manifold Sealing Surfaces	Adhesive	12346141	10953433
Engine Block Coolant Drain Hole Plug	Sealant	12346004	10953480
Engine Block Core Hole Plug	Threadlock	12345382	10953489
Engine Block Oil Gallery Plug	Sealant	12346004	10953480
Engine Coolant Temperature (ECT) Gage Sensor	Sealant	12346004	10953480
Engine Coolant Temperature (ECT) Sensor	Sealant	12346004	10953480
Engine Oil	SAE 5W-30 Oil	12345610	993193
Engine Oil Pressure Sensor	Sealant	12346004	10953480
Engine Oil Pressure Sensor Fitting	Sealant	12346004	10953480
Engine Oil Supplement	Lubricant	1052367	992367
Evaporative Emission (EVAP) Canister Purge Solenoid Valve Stud	Threadlock	12345382	10953489
Exhaust Manifold Bolt/Stud	Threadlock	12345493	10953488
Expansion Cup Plug - Balance Shaft Rear Bearing Hole	Sealant	12346004	10953480
Expansion Cup Plug - Camshaft Rear Bearing Hole	Sealant	12346004	10953480
Fuel Meter Body Bracket Bolt	Threadlock	12345382	10953489

Fuel Pipe Bolt	Threadlock	12345382	10953489
Lower Intake Manifold Bolt	Threadlock	12345382	10953489
Oil Level Indicator Tube	Sealant	12346004	10953480
Oil Pump Screen Tube	Sealant	12346004	10953480
Throttle Body Stud	Threadlock	12345382	10953489
Upper Intake Manifold Stud	Threadlock	12345382	10953489
Valve Train Component Prelube	Lubricant	12345501	992704
Water Pump Bolt	Sealant	12346004	10953480

COMPONENT LOCATOR

DISASSEMBLED VIEWS

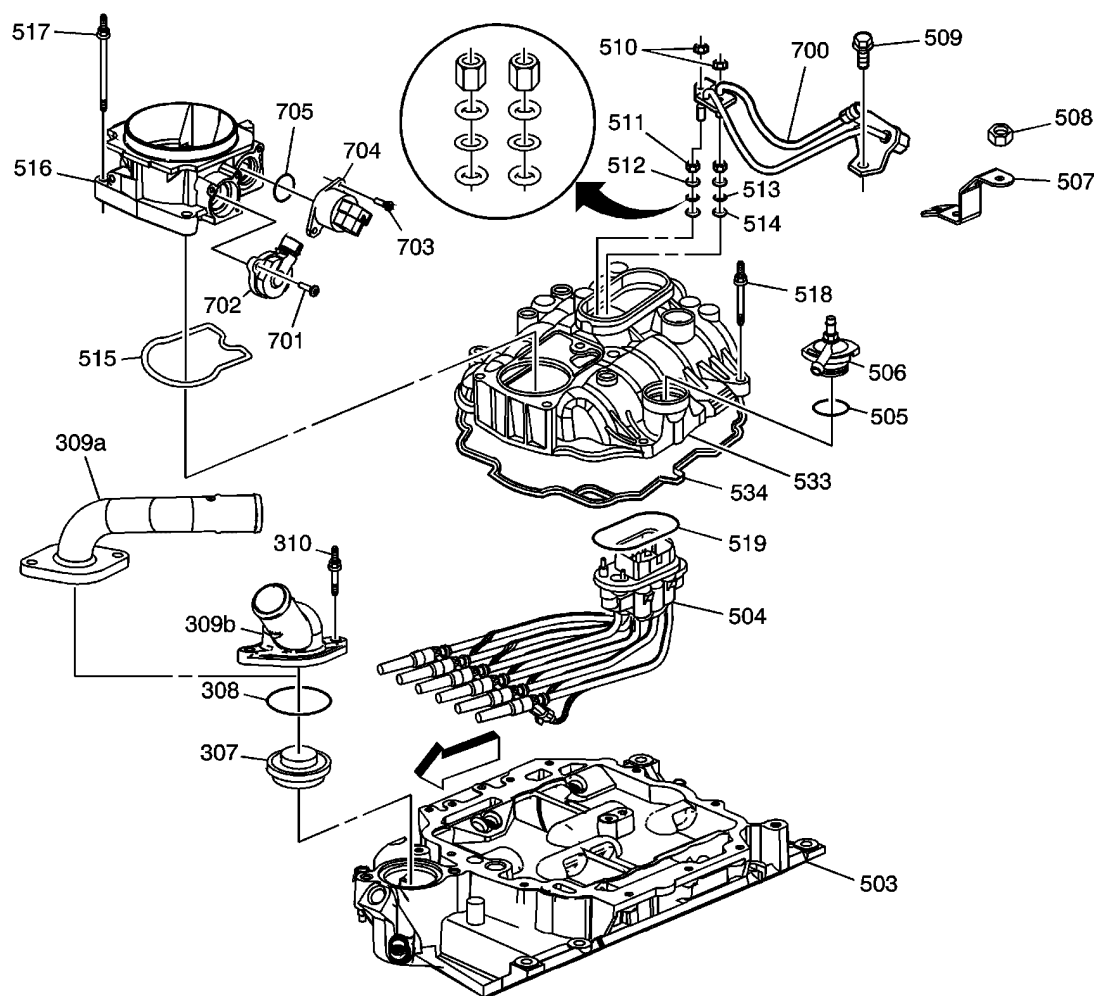


Fig. 1: Upper & Lower Intake Manifold Component View
Courtesy of GENERAL MOTORS CORP.

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Callout	Component Name
307	Thermostat
308	Thermostat Seal
309a	Thermostat Housing - S/T/C/K
309b	Thermostat Housing - M/L/G/H
310	Thermostat Housing Stud
503	Lower Intake Manifold
504	Fuel Meter Body
505	PVC Valve Cover Seal
506	PVC Valve Cover
507	Wire Harness Bracket
508	Wire Harness Bracket Nut
509	Fuel Pipe Bolt
510	Fuel Pipe Nut
511	Fuel Pipe Seal Retainer
512	Upper Fuel Pipe Seal
513	Fuel Pipe Spacer
514	Lower Fuel Pipe Seal
515	Throttle Body Gasket
516	Throttle Body
517	Throttle Body Stud
518	Upper Intake Manifold Stud
519	Fuel Meter Body Seal
533	Upper Intake Manifold
534	Upper Intake Manifold Gasket
700	Fuel Pipes
701	Throttle Position (TP) Sensor Bolt
702	Throttle Position Sensor
703	Idle Air Control (IAC) Sensor Bolt
704	Idle Air Control Sensor
705	Idle Air Control Sensor Seal

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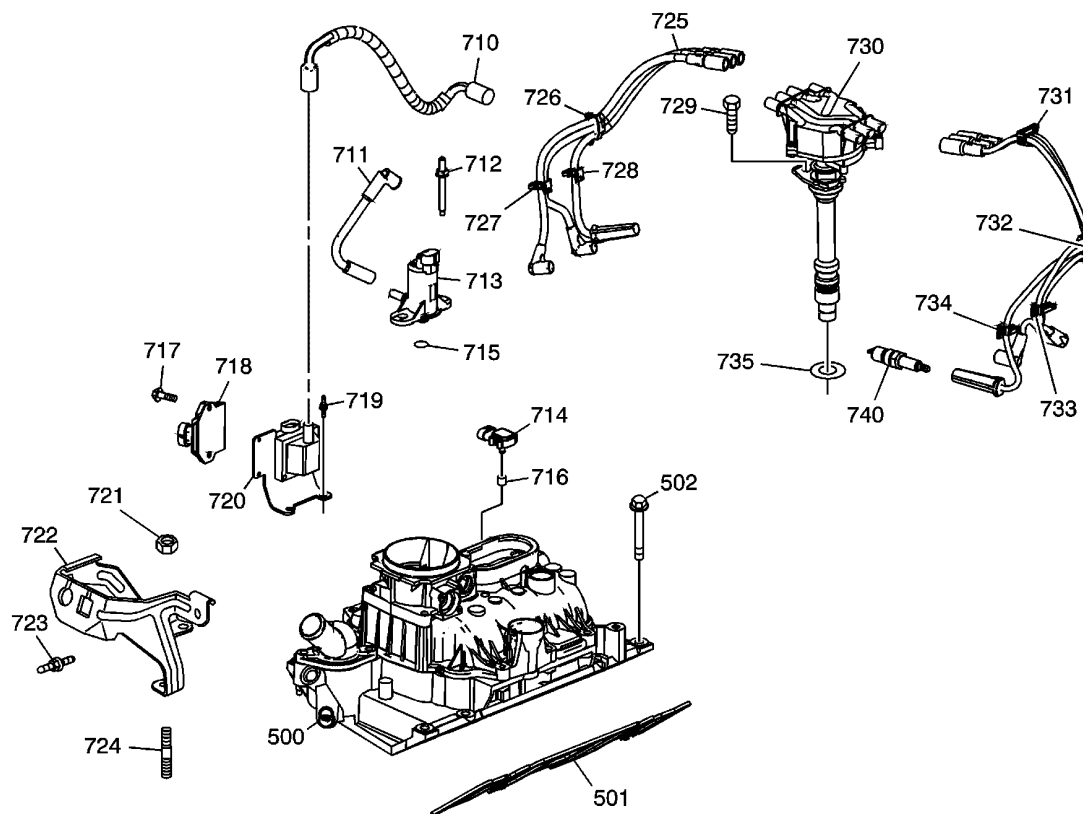


Fig. 2: Upper Engine Component View - 1 Of 2
Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
500	Intake Manifold Assembly
501	Lower Intake Manifold Gasket
502	Lower Intake Manifold Bolt
710	Ignition Coil Wire
711	Evaporative Emission (EVAP) Purge Valve Hose
712	Evaporative Emission (EVAP) Purge Valve Bolt
713	Evaporative Emission (EVAP) Purge Valve
714	MAP Sensor
715	Evaporative Emission (EVAP) Purge Valve Seal
716	MAP Sensor Seal
717	Ignition Coil Module Bolt
718	Ignition Coil Module
719	Ignition Coil Bolt
720	Ignition Coil
721	Throttle Cable Bracket Nut
722	Throttle Cable Bracket

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723	Throttle Cable Bracket Bolt
724	Throttle Cable Bracket Stud
725	Ignition Wire Harness - Right
726	Ignition Wire Harness Retainer
727	Ignition Wire Harness Retainer
728	Ignition Wire Harness Retainer
729	Distributor Bolt
730	Distributor
731	Ignition Wire Harness - Left
732	Ignition Wire Harness Retainer
733	Ignition Wire Harness Retainer
734	Ignition Wire Harness Retainer
735	Distributor Gasket
740	Spark Plug

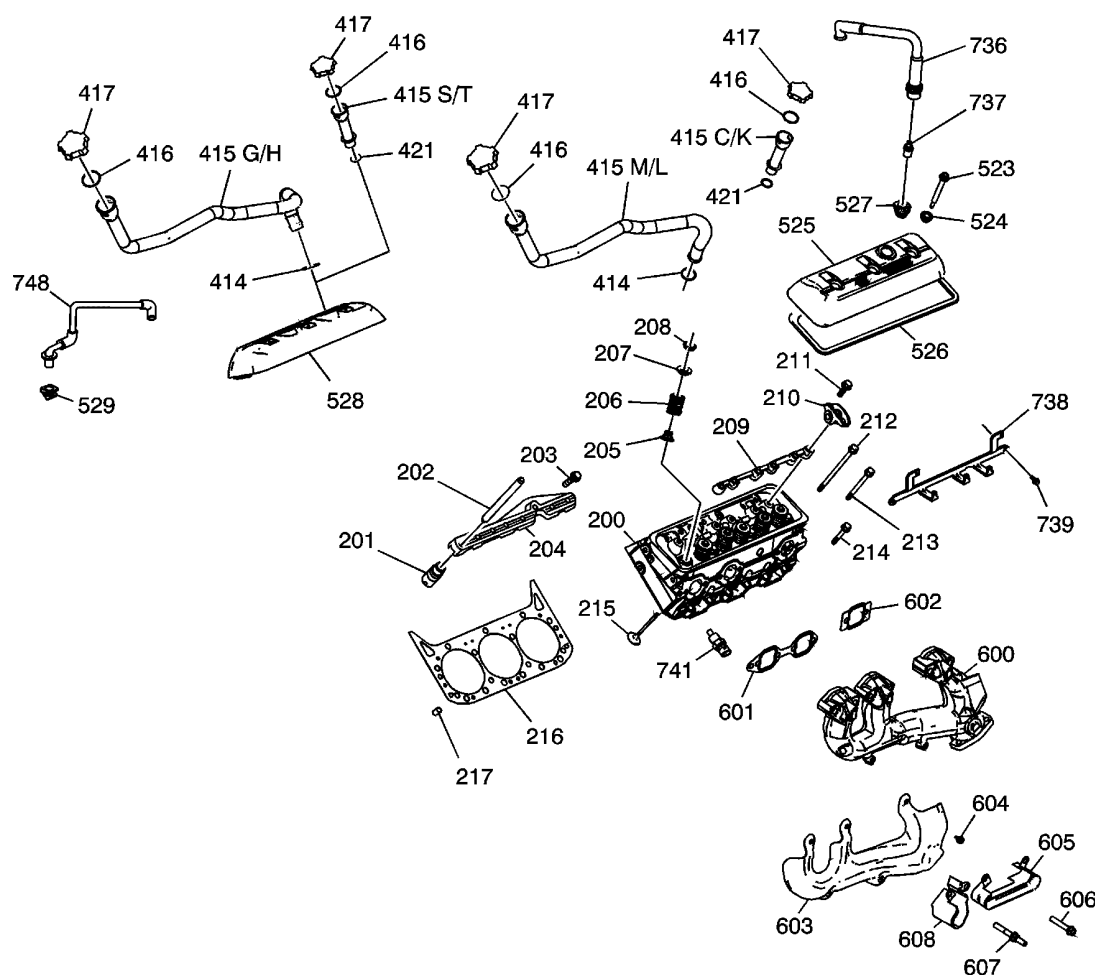


Fig. 3: Upper Engine Component View - 2 Of 2

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Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
200	Cylinder Head
201	Valve Lifter
202	Valve Pushrod
203	Valve Lifter Retainer Bolt
204	Valve Lifter Retainer
205	Valve Stem Oil Seal
206	Valve Spring
207	Valve Spring Cap
208	Valve Spring Key
209	Valve Rocker Arm Support
210	Valve Rocker Arm
211	Valve Rocker Arm Bolt
212	Cylinder Head Bolt - Long
213	Cylinder Head Bolt - Medium
214	Cylinder Head Bolt - Short
215	Valve
216	Cylinder Head Gasket
217	Cylinder Head Locating Pin
414	Oil Fill Tube Grommet
415	Oil Fill Tube - G/H
415	Oil Fill Tube - S/T
415	Oil Fill Tube - M/L
415	Oil Fill Tube - C/K
416	Oil Fill Cap Seal
416	Oil Fill Cap Seal
416	Oil Fill Cap Seal
416	Oil Fill Cap Seal
417	Oil Fill Cap
417	Oil Fill Cap
417	Oil Fill Cap
417	Oil Fill Cap
421	Oil Fill Tube Seal
421	Oil Fill Tube Seal
523	Valve Rocker Arm Cover Bolt
524	Valve Rocker Arm Cover Bolt Grommet
525	Valve Rocker Arm Cover - Left
526	Valve Rocker Arm Cover Gasket
527	PCV Valve Grommet

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528	Valve Rocker Arm Cover - Right
529	Fresh Air Tube Grommet
600	Exhaust Manifold
601	Exhaust Manifold Gasket - Large
602	Exhaust Manifold Gasket - Small
603	Exhaust Manifold Heat Shield
604	Exhaust Manifold Heat Shield Bolt
605	Spark Plug Wire Heat Shield - Large
606	Exhaust Manifold Bolt
607	Exhaust Manifold Stud
608	Spark Plug Wire Heat Shield - Small
736	PCV Hose
737	PCV Valve
738	Ignition Wire Bracket
739	Ignition Wire Bracket Bolt
741	Engine Coolant Temperature Sensor
748	Fresh Air Tube

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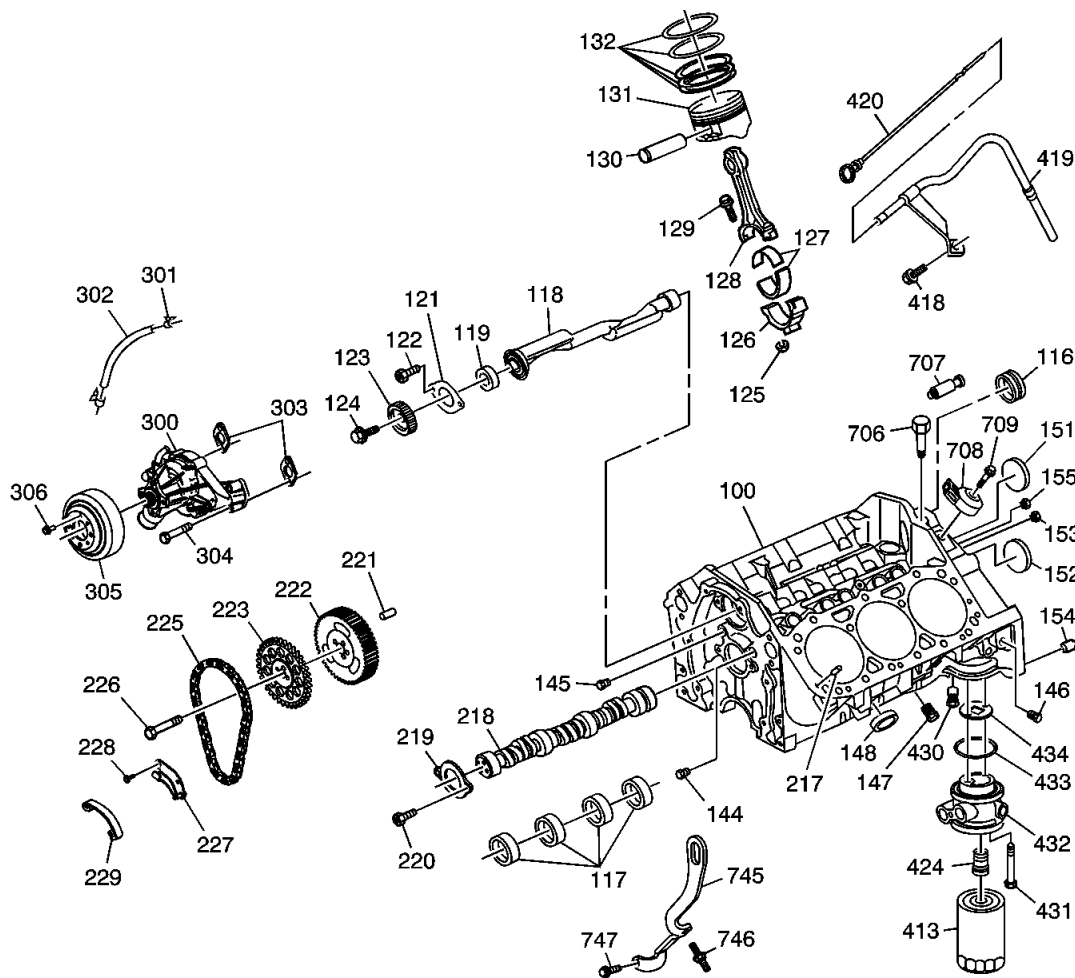


Fig. 4: Lower Engine Component View - 1 Of 2
Courtesy of GENERAL MOTORS CORP.

Callout	Component Name
100	Engine Block
116	Balance Shaft Bearing - Rear
117	Camshaft Bearing
118	Balance Shaft
119	Balance Shaft Bearing - Front
121	Balance Shaft Retainer Plate
122	Balance Shaft Retainer Plate Bolt
123	Balance Shaft Driven Gear
124	Balance Shaft Driven Gear Bolt
125	Connecting Rod Nut
126	Connecting Rod Cap

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127	Connecting Rod Bearing
128	Connecting Rod
129	Connecting Rod Bolt
130	Piston Pin
131	Piston
132	Piston Ring Set
144	Front Oil Gallery Plug - Left
145	Front Oil Gallery Plug - Right
146	Side Oil Gallery Plug - Left
147	Engine Block Coolant Drain Plug - Left
148	Engine Block Core Plug
151	Balance Shaft Rear Bearing Hole Plug
152	Camshaft Rear Bearing Hole Plug
153	Rear Oil Gallery Plug - Left
154	Transmission Locating Pin
155	Rear Oil Gallery Plug - Right
217	Cylinder Head Locating Pin
218	Camshaft
219	Camshaft Retainer Plate
220	Camshaft Retaining Plate Bolt
221	Camshaft Drive Gear Locating Pin
222	Camshaft Drive Gear
223	Camshaft Timing Gear
225	Timing Chain
226	Camshaft Timing Gear Bolt
227	Timing Chain Tensioner Bracket
228	Timing Chain Tensioner Bracket Bolt
229	Timing Chain Tensioner Shoe
300	Water Pump
301	Water Pump Bypass Hose Clamp
302	Water Pump Bypass Hose
303	Water Pump Gasket
304	Water Pump Bolt
305	Water Pump Pulley
306	Water Pump Pulley Bolt
413	Oil Filter
418	Oil Level Indicator Tube Bolt
419	Oil Level Indicator Tube
420	Oil Level Indicator
424	Oil Pressure Relief Valve O-Ring Seal
430	Oil Filter Bypass Valve

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	Oil Cooler Adapter Bolt
432	Oil Cooler Adapter
433	Oil Cooler Adapter Seal
434	Oil Cooler Adapter Gasket
706	Oil Pressure Sensor Fitting
707	Oil Pressure Sensor
708	Knock Sensor
709	Knock Sensor Bolt
745	Engine Lift Bracket - Front
746	Engine Lift Bracket Stud - Front
747	Engine Lift Bracket Bolt - Front

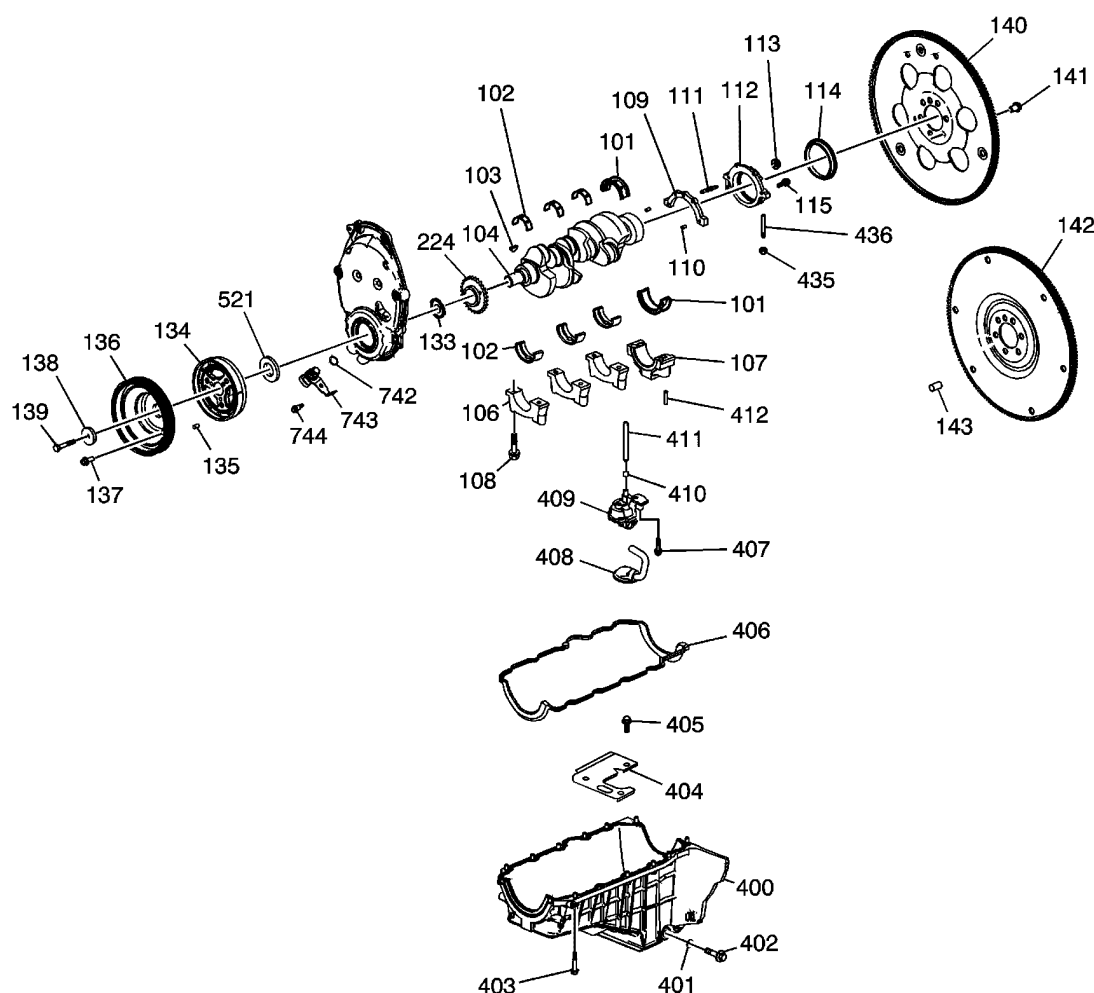


Fig. 5: Lower Engine Component View - 2 Of 2
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Callout	Component Name
101	Crankshaft Main Bearing - Thrust
101	Crankshaft Main Bearing - Thrust
102	Crankshaft Main Bearing
102	Crankshaft Main Bearing
103	Crankshaft Balancer Key
104	Crankshaft
106	Crankshaft Main Bearing Cap
107	Crankshaft Main Bearing Cap - Thrust
108	Crankshaft Main Bearing Cap Bolt
109	Crankshaft Rear Oil Seal Housing Gasket
110	Crankshaft Rear Oil Seal Housing Locating Pin
111	Crankshaft Rear Oil Seal Housing Stud
112	Crankshaft Rear Oil Seal Housing
113	Crankshaft Rear Oil Seal Housing Nut
114	Crankshaft Rear Oil Seal
115	Crankshaft Rear Oil Seal Housing Bolt
133	Crankshaft Position Sensor Reluctor Ring
134	Crankshaft Balancer
135	Crankshaft Balancer Weight
136	Crankshaft Drive Belt Pulley
137	Crankshaft Drive Belt Pulley Bolt
138	Crankshaft Balancer Washer
139	Crankshaft Balancer Bolt
140	Flywheel - Auto Transmission
141	Flywheel Bolt
142	Flywheel - Manual Transmission
143	Flywheel Weight - Manual Transmission
224	Crankshaft Timing Sprocket
400	Oil Pan
401	Oil Pan Drain Plug Seal
402	Oil Pan Drain Plug
403	Oil Pan Bolt
404	Oil Pan Baffle
405	Oil Pan Baffle Bolt
406	Oil Pan Gasket
407	Oil Pump Bolt
408	Oil Pump Pick Up Screen
409	Oil Pump
410	Oil Pump Drive Retainer
411	Oil Pump Drive Shaft

	Oil Pump Locating Pin
435	Oil Pan Nut
436	Crankshaft Rear Oil Seal Housing Stud
521	Crankshaft Front Oil Seal
742	Crankshaft Position Sensor Seal
743	Crankshaft Position Sensor
744	Crankshaft Position Sensor Bolt

ENGINE IDENTIFICATION

- The Vehicle Identification Number (VIN) Derivative is located on the left side rear of the engine block (1) or on the right side rear (2) and typically is a 9 digit number stamped or laser etched onto the engine at the vehicle assembly plant.

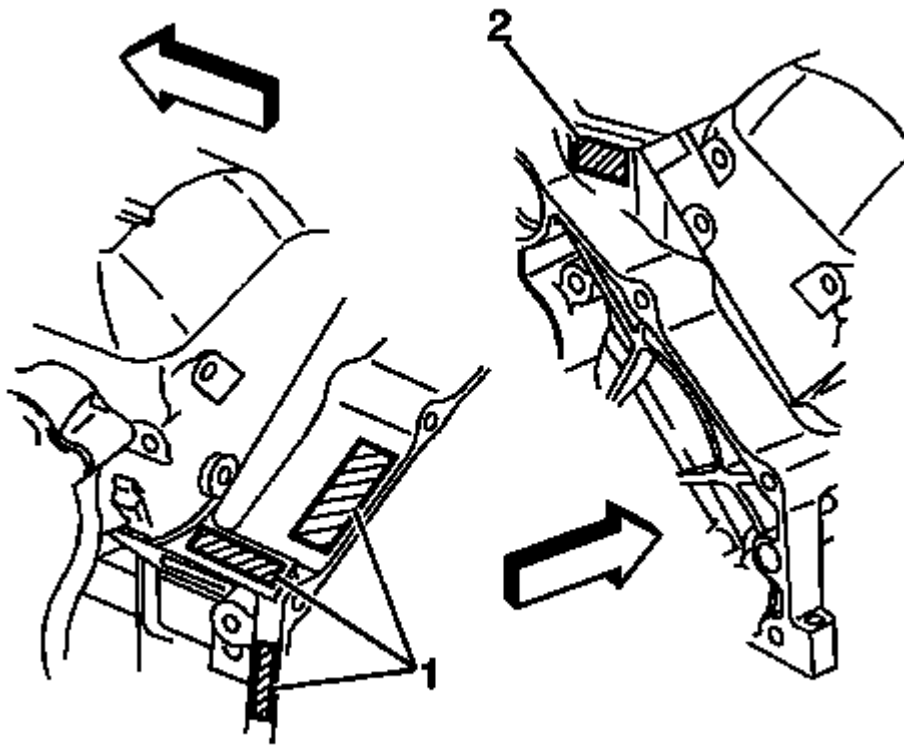


Fig. 6: Engine VIN Locations

Courtesy of GENERAL MOTORS CORP.

- 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 VIN.
- Engines built at the Romulus engine plant have the engine identification number located at the right front top of the engine block.
 - The first digit (1) is the source code.
 - The second and third digits (2) are the month of build.
 - The fourth digit (3) is the hour of the build.
 - The fifth and sixth digits (4) are the date of build.
 - The seventh, eighth, and ninth digits (5) are the broadcast code.

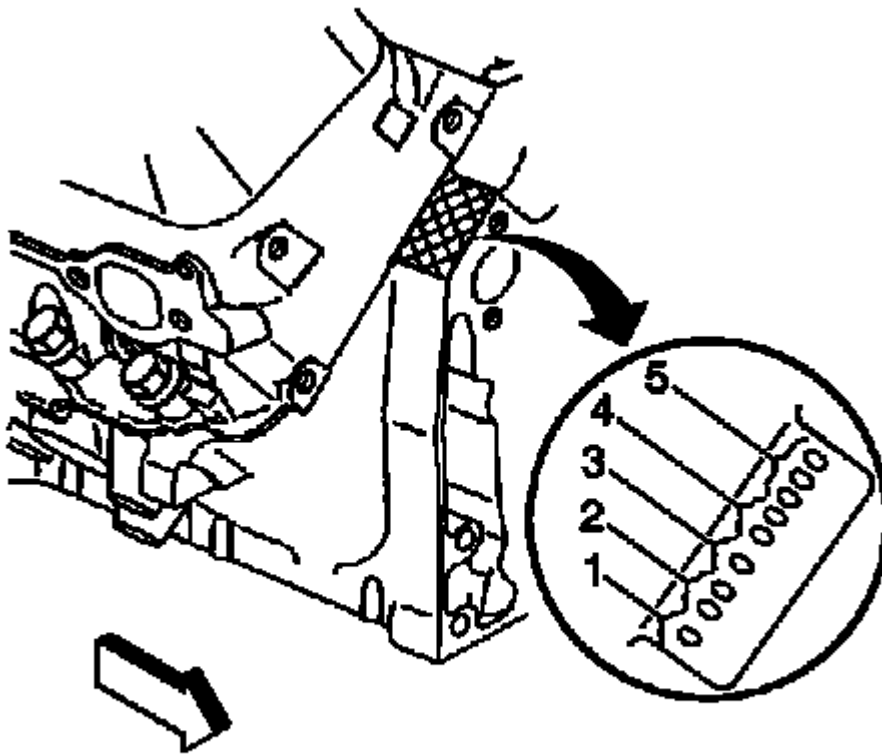


Fig. 7: Engine VIN Numerical Positions
Courtesy of GENERAL MOTORS CORP.

DIAGNOSTIC INFORMATION AND PROCEDURES

DIAGNOSTIC STARTING POINT - ENGINE MECHANICAL

Begin the system diagnosis by reviewing the **Disassembled Views**, **Engine Component Description**, **Lubrication Description**, **New Product Information** and **Drive Belt System 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 the **Diagnostic System Check - Engine Controls** in Engine Controls - 4.3L 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**, **Lubrication Description**, and **New Product Information** in Engine Unit Repair Manual and to **Drive Belt System 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** in General Information.

Visual/Physical Inspection

- Inspect for aftermarket devices which could affect the operation of the Engine. Refer to **Checking Aftermarket Accessories** in Wiring Systems.
- 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

BASE ENGINE MISFIRE WITHOUT INTERNAL ENGINE NOISES

Base Engine Misfire without Internal Engine Noises

Cause	Correction
High oil pressure	• Verify oil pressure. Refer to <u>Oil Pressure Diagnosis and Testing</u>. • Repair or replace damaged components as required.
Worn, damaged, or improperly installed accessory drive belt - severe cracking, bumps or missing segments A misfire DTC may be present without an actual misfire condition.	• Inspect the accessory drive system components. • Repair or replace damaged components as required. Refer to <u>Drive Belt Replacement</u>.
Worn, damaged, or improperly installed accessory drive system components A misfire DTC may be present without an actual misfire condition.	• Inspect the accessory drive system components. • Repair or replace damaged components as required.
Damaged, loose or improperly installed crankshaft balancer A misfire DTC may be present without an actual misfire condition.	• Inspect the crankshaft balancer. • Repair or replace damaged components as required. Refer to <u>Crankshaft Balancer Replacement</u>.
Worn, damaged, or improperly installed crankshaft reluctor wheel A worn or damaged crankshaft reluctor wheel can result in different symptoms depending on the severity and location of the wear or damage. • Systems with electronic communications, DIS or coil per cylinder, and severe reluctor ring damage may exhibit periodic loss of crankshaft position, stop delivering a signal, and then re-sync the crankshaft position.	• Inspect the crankshaft position sensor. • Inspect the crankshaft reluctor wheel. • Inspect the crankshaft. • Repair or replace damaged components as required.

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• Systems with electronic communication, DIS or coil per cylinder, and slight reluctor ring damage may exhibit no loss of crankshaft position and no misfire may occur. However, a DTC P0300 may be set. • Systems with mechanical communications, high voltage switch, and severe reluctor ring damage may cause additional pulses and effect fuel and spark delivery. A DTC P0300 or P0336 may be set.	
Damaged, loose or improperly installed engine flywheel A misfire DTC may be present without an actual misfire condition.	• Inspect the flywheel. • Repair or replace damaged components as required. Refer to <u>Engine Flywheel Replacement</u>.
Damaged, improperly installed or restricted exhaust system, collapsed or dented pipes, plugged mufflers or malfunctioning catalytic converters A DTC may be present without an actual fault condition.	• Inspect the exhaust system components. • Repair or replace damaged components as required.
Worn, damaged or improperly installed vacuum hoses	• Inspect the vacuum system components. • Repair or replace damaged components as required.
Damaged or improperly installed MAP sensor, sealing grommet nicked, torn or missing	• Inspect the MAP sensor. • Repair or replace damaged components as required.
Damaged or improperly installed throttle body	• Inspect the throttle body. • Repair or replace damaged components as required.
Damaged or improperly installed intake manifold	• Inspect the intake manifold. • Repair or replace damaged components as required.
Damaged or improperly installed cylinder head Oil consumption may or may not cause the engine to misfire.	• Inspect the spark plugs. Refer to <u>Spark Plug Inspection</u> in Engine Controls. • Verify engine compression. Refer to <u>Engine Compression Test</u>. • Inspect the cylinder heads. • Inspect the engine block. • Repair or replace damaged components as required.
Worn, damaged or loose valve rocker arm	• Inspect the valve rocker arms. • Repair or replace damaged components as

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	required.
Worn, damaged or loose valve rotator	• Inspect the valve rotators. • Repair or replace damaged components as required.
Worn, damaged, loose or broken valve spring	• Inspect the valve springs. • Repair or replace damaged components as required.
Worn, damaged or stuck valve, carbon on the valve stem or valve seat	• Inspect the valves. • Inspect the valve guides. • Repair or replace damaged components as required.
Worn or damaged valve guide	• Inspect the valve guides. • Inspect the valves. • Repair or replace damaged components as required.
Worn, damaged, loose or bent valve push rod	• Inspect the valve push rods. • Repair or replace damaged components as required.
Worn, damaged or dirty valve lifter	• Inspect the valve lifters. • Inspect the camshaft. • Repair or replace damaged components as required.
Worn or damaged camshaft lobe	• Inspect the camshaft. • Inspect the valve lifters. • Repair or replace damaged components as required.
Worn, damaged or loose timing chain and sprockets	• Inspect the timing chain and sprockets. • Repair or replace damaged components as required.
Worn, damaged or improperly installed piston 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. Oil consumption may or may not cause the engine to misfire.	• Inspect the spark plugs. Refer to <u>Spark Plug Inspection</u> in Engine Controls. • Verify engine compression. Refer to <u>Engine Compression Test</u>. • Inspect the cylinder bores. • Inspect the pistons. • Inspect the piston pins. • Inspect the connecting rods. • Repair or replace damaged components as required.

BASE ENGINE MISFIRE WITH ABNORMAL INTERNAL LOWER ENGINE NOISES**Base Engine Misfire with Abnormal Internal Lower Engine Noises**

Cause	Correction
Worn, damaged, or improperly installed accessory drive belt - severe cracking, bumps or missing segments A misfire DTC may be present without an actual misfire condition.	- Inspect the accessory drive system components. - Repair or replace damaged components as required. Refer to <u>Drive Belt Replacement</u>.
Worn, damaged, or improperly installed accessory drive system components A misfire DTC may be present without an actual misfire condition.	- Inspect the accessory drive system components. - Repair or replace damaged components as required.
Worn, damaged, improperly installed or loose crankshaft balancer A misfire code may be present without an actual misfire condition.	- Inspect the crankshaft balancer. - Repair or replace damaged components as required. Refer to <u>Crankshaft Balancer Replacement</u>.
Worn, damaged, improperly installed or loose engine flywheel A misfire code may be present without an actual misfire condition.	- Inspect the engine flywheel. - Repair or replace damaged components as required. Refer to <u>Engine Flywheel Replacement</u>.
Worn, damaged or improperly installed piston 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. Oil consumption may or may not cause the engine to misfire.	- Inspect the spark plugs. Refer to <u>Spark Plug Inspection</u> in Engine Controls. - Verify engine compression. Refer to <u>Engine Compression Test</u>. - Inspect the cylinder bores. - Inspect the pistons. - Inspect the piston pins. - Inspect the connecting rods. - Repair or replace damaged components as required.
Worn, damaged or improperly installed crankshaft thrust bearing A misfire code may be present without an actual misfire condition.	- Inspect the crankshaft. - Inspect the crankshaft thrust bearing. - Repair or replace damaged components as required.

BASE ENGINE MISFIRE WITH ABNORMAL VALVE TRAIN NOISE**Base Engine Misfire with Abnormal Valve Train Noise**

Cause	Correction
Worn, damaged or loose rocker arm	Inspect the valve rocker arms.

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	• Repair or replace damaged components as required.
Worn, damaged, loose or bent valve push rod	• Inspect the valve push rods. • Repair or replace damaged components as required.
Worn, damaged or stuck valve, carbon on the valve stem or valve seat	• Inspect the valves. • Inspect the valve guides. • Repair or replace damaged components as required.
Worn, damaged or dirty valve lifter	• Inspect the valve lifters. • Inspect the camshaft. • Repair or replace damaged components as required.
Worn or damaged camshaft lobe	• Inspect the camshaft. • Inspect the valve lifters. • Repair or replace damaged components as required.
Worn, damaged or loose timing chain and sprockets	• Inspect the timing chain and sprockets. • Repair or replace damaged components as required.

BASE ENGINE MISFIRE WITH COOLANT CONSUMPTION

Base Engine Misfire with Coolant Consumption

Cause	Correction
Damaged or improperly installed cylinder head Coolant consumption may or may not cause the engine to misfire.	• Inspect the spark plugs. Refer to <u>Spark Plug Inspection</u> in Engine Controls. • Verify engine compression. Refer to <u>Engine Compression Test</u>. • Inspect the cylinder heads. • Inspect the engine block. • Repair or replace damaged components as required.

BASE ENGINE MISFIRE WITH EXCESSIVE OIL CONSUMPTION

Base Engine Misfire with Excessive Oil Consumption

Cause	Correction
Worn or damaged valve	• Inspect the valves. • Inspect the valve guides.

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	• Repair or replace damaged components as required.
Worn, damaged or improperly installed piston rings Piston rings must be installed with the mark, or dimple, on the top of the piston ring, facing up.	• Inspect the spark plugs. Refer to <u>Spark Plug Inspection</u> in Engine Controls. • Verify engine compression. Refer to <u>Engine Compression Test</u>. • Inspect the cylinder bores. • Inspect the pistons. • Inspect the piston pins. • Inspect the connecting rods. • Repair or replace damaged components as required.

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

Engine Noise on Start-Up, but Only Lasting a Few Seconds

Cause	Correction
Incorrect engine oil, viscosity	Install the correct engine oil and oil filter. Refer to <u>Engine Oil and Oil Filter Replacement</u> .
Incorrect oil filter, without anti-drainback feature	Install the correct engine oil and oil filter. Refer to <u>Engine Oil and Oil Filter Replacement</u> .
Worn, damaged or improperly installed oil filter by-pass valve	• Inspect the oil filter by-pass valve. • Repair or replace damaged components as required.
High valve lifter leak down rate	• Inspect the valve lifters. • Repair or replace damaged components as required.
Worn, damaged or improperly installed crankshaft thrust bearing	• Inspect the crankshaft. • Inspect the crankshaft thrust bearing. • Repair or replace damaged components as required.

UPPER ENGINE NOISE, REGARDLESS OF ENGINE SPEED

Upper Engine Noise, Regardless of Engine Speed

Cause	Correction
Low oil pressure	• Verify oil pressure. Refer to <u>Oil Pressure Diagnosis and Testing</u>. • Repair or replace damaged components as required.
Improper lubrication of the valve train components	• Verify oil pressure. Refer to <u>Oil Pressure</u>

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	<u>Diagnosis and Testing.</u> • Inspect the valve rocker arms. • Inspect the valve push rods. • Inspect the valve lifters. • Inspect the oil filter bypass valve. • Inspect the oil pump and pump screen. • Inspect the engine block oil galleries. • Repair or replace damaged components as required.
Worn, damaged or improperly installed valve rocker arm	• Inspect the valve rocker arms. • Repair or replace damaged components as required.
Worn or damaged valve rotator	• Inspect the valve rotators. • Repair or replace damaged components as required.
Broken valve spring	• Inspect the valve springs. • Repair or replace damaged components as required.
Worn, damaged or stuck valves, carbon on the valve stem or valve seat	• Inspect the valves. • Inspect the valve guides. • Repair or replace damaged components as required.
Worn or damaged valve guide	• Inspect the valve guides. • Inspect the valves. • Repair or replace damaged components as required.
Worn, damaged or bent valve push rod	• Inspect the valve rocker arms. • Inspect the valve push rods. • Inspect the valve lifters. • Repair or replace damaged components as required.
Worn, damaged or dirty valve lifter	• Inspect the valve lifters. • Repair or replace damaged components as required.
Worn or damaged camshaft lobes	• Inspect the engine camshaft lobes. • Repair or replace damaged components as required.
Worn, damaged, improperly installed or loose timing chain and sprockets	• Inspect the timing chain and sprockets.

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	• Repair or replace damaged components as required.
Worn, damaged or improperly installed timing chain tensioner, if equipped	• Inspect the timing chain tensioner. • Repair or replace damaged components as required.

LOWER ENGINE NOISE, REGARDLESS OF ENGINE SPEED**Lower Engine Noise, Regardless of Engine Speed**

Cause	Correction
Low oil pressure	• Verify oil pressure. Refer to <u>Oil Pressure Diagnosis and Testing</u>. • Repair or replace damaged components as required.
Detonation or spark knock	• Verify the operation of the ignition controls system. Refer to <u>Diagnostic System Check - Engine Controls</u> in Engine Controls. • Repair or replace damaged components as required.
Worn, damaged or improperly installed accessory drive belt - severe cracking, bumps or missing segments in the accessory drive belt	• Inspect the accessory drive system components. • Repair or replace damaged components as required.
Worn, damaged or improperly installed accessory drive system components	• Inspect the accessory drive system components. • Repair or replace damaged components as required.
Worn, damaged or improperly installed crankshaft balancer	• Inspect the crankshaft balancer. • Inspect the crankshaft. • Repair or replace damaged components as required.
Worn, damaged or improperly installed engine flywheel	• Inspect the engine flywheel. • Inspect the engine flywheel bolts. • Inspect the torque converter. • Inspect the torque converter bolts. • Inspect the crankshaft. • Repair or replace damaged components as required.
Worn, damaged or improperly installed torque converter	• Inspect the torque converter. • Inspect the torque converter bolts.

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	• Inspect the engine flywheel. • Repair or replace damaged components as required.
Damaged oil pan, contacting the oil pump screen An oil pan that has been damaged may loosen, improperly position or restrict oil flow at the oil pump screen, preventing proper oil flow to the oil pump.	• Inspect the oil pan. • Inspect the oil pump screen. • Repair or replace damaged components as required.
Worn, damaged, improperly installed or restricted oil pump screen An oil pan that has been damaged may loosen, improperly position or restrict oil flow at the oil pump screen, preventing proper oil flow to the oil pump.	• Inspect the oil pan. • Inspect the oil pump screen. • Repair or replace damaged components as required.
Worn, damaged or improperly installed piston 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.	• Inspect the spark plugs. Refer to <u>Spark Plug Inspection</u> in Engine Controls. • Verify engine compression. Refer to <u>Engine Compression Test</u>. • Inspect the cylinder bores. • Inspect the pistons. • Inspect the piston pins. • Inspect the connecting rods. • Repair or replace damaged components as required.
Worn, damaged or improperly installed connecting rod bearing	• Inspect the connecting rods. • Inspect the connecting rod bearings. • Inspect the crankshaft connecting rod journals. • Repair or replace damaged components as required.
Worn, damaged or improperly installed crankshaft bearing	• Inspect the crankshaft bearings. • Inspect the crankshaft journals. • Repair or replace damaged components as required.

ENGINE NOISE UNDER LOAD

Engine Noise Under Load

Cause	Correction
Low oil pressure	• Perform an oil pressure test. Refer to <u>Oil Pressure Diagnosis and Testing</u>.

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	• Repair or replace as required.
Detonation or spark knock	• Verify the correct operation of the ignition controls. Refer to <u>Diagnostic System Check - Engine Controls</u> in Engine Controls. • Repair or replace damaged components as required.
Worn, damaged or improperly installed engine flywheel	• Inspect the engine flywheel. • Inspect the engine flywheel bolts. • Inspect the torque converter. • Inspect the torque converter bolts. • Inspect the crankshaft. • Repair or replace damaged components as required.
Worn, damaged or improperly installed torque converter	• Inspect the torque converter. • Inspect the torque converter bolts. • Inspect the engine flywheel. • Repair or replace damaged components as required.
Worn, damaged or improperly installed pistons 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.	• Inspect the cylinder bores. • Inspect the pistons. • Inspect the piston pins. • Inspect the connecting rods. • Repair or replace damaged components as required.
Worn, damaged or improperly installed connecting rod bearing	• Inspect the connecting rods. • Inspect the connecting rod bearings. • Inspect the crankshaft connecting rod journals. • Repair or replace damaged components as required.
Worn, damaged or improperly installed crankshaft bearing	• Inspect the crankshaft bearings. • Inspect the crankshaft journals. • Repair or replace damaged components as required.

ENGINE WILL NOT CRANK - CRANKSHAFT WILL NOT ROTATE**Engine Will Not Crank - Crankshaft Will Not Rotate**

Cause	Correction

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Seized accessory drive system component	1. Remove accessory drive belts. 2. Rotate crankshaft by hand at the balancer or flywheel location.
Hydraulically locked cylinder • Coolant/antifreeze in cylinder • Oil in cylinder • Fuel in cylinder	1. Remove spark plugs and check for fluid. 2. Inspect for broken head gasket. 3. Inspect for cracked engine block or cylinder head. 4. Inspect for a sticking fuel injector.
Seized automatic transmission torque converter	1. Remove the torque converter bolts. 2. Rotate crankshaft by hand at the balancer or flywheel location.
Seized manual transmission	1. Disengage the clutch. 2. Rotate crankshaft by hand at the balancer or flywheel location. Refer to Unit Repair Manual - Manual Transmission.
Broken timing chain and/or gears	• Inspect timing chain and gears. • Repair as required.
Seized balance shaft	• Inspect balance shaft. • 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**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.

1. A slower than normal cranking speed may indicate coolant entering the combustion chamber. Refer to **Engine Will Not Crank - Crankshaft Will Not Rotate**.
2. Remove the spark plugs and inspect for spark plugs saturated by coolant or coolant in the cylinder bore.
3. Inspect by performing a cylinder leak-down test. During this test, excessive air bubbles within the coolant may indicate a faulty gasket or damaged component.
4. 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 **Engine Compression Test**.

Cracked intake manifold or failed gasket	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</u> or <u>Cylinder Head Replacement - Right</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 Cleaning and Inspection</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.

COOLANT IN ENGINE OIL

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 cylinder leak-down test. 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> .

	<u>Inspection and Cylinder Head Replacement - Left or Cylinder Head Replacement - Right.</u>
Warped cylinder head	Machine the cylinder head to proper flatness, if applicable, and replace the cylinder head gasket. Refer to <u>Cylinder Head Cleaning and Inspection.</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.

ENGINE COMPRESSION TEST

1. Ensure that the vehicle batteries are in good condition, and fully charged.
2. Operate the vehicle until the engine is at normal operating temperature.
3. Disconnect the positive ignition coil wire plug from the ignition coil.
4. Disconnect the fuel injector electrical connector.
5. Remove all of the spark plugs.

NOTE: Do not insert objects into the throttle plate opening. Damage to the throttle body can result, requiring replacement of the throttle body assembly.

6. Block the throttle linkage wide open.
7. Install the engine cylinder compression gage to the cylinder being tested.
8. Using the vehicle starter motor, rotate, or crank the engine for 4 compression strokes, or puffs, for the cylinder being tested. If the engine rotates for more than 4 compression strokes, test the cylinder again.
9. Record the compression reading.
10. Remove the engine cylinder compression gage from the cylinder being tested.
11. Repeat steps 8-11 for each additional cylinder. All cylinders must be tested to obtain valid test results.
12. If any cylinders have low compression, inject approximately 15 ml (1 oz) of engine oil into the cylinder through the spark plug hole.
13. Repeat steps 8-11 for all low compression cylinders.
14. The minimum compression in any one cylinder should not be less than 70 percent of the highest cylinder. No cylinder should read less than 690 kPa (100 psi). For example, if the highest pressure in any one cylinder is 1035 kPa (150 psi), the lowest allowable pressure for any other cylinder would be 725 kPa (105 psi). Multiply the highest cylinder pressure by 70 percent, 1035 kPa x 70 percent = 725 kPa (150 psi x 70 percent = 105 psi), in order to determine the lowest allowable pressure in any other cylinder.

- Normal

The compression builds up quickly and evenly to the specified compression.

- Piston rings leaking

Compression is low on the first compression stroke. The compression builds up on the following strokes, but does not reach normal. Compression improves considerably when you add oil.

- Valves leaking

Compression is low on the first compression stroke. The compression does not build up on the following strokes, and does not reach normal. Compression does not improve much, if at all, when you add oil.

- Head gasket leaking

Compression is low on the first stroke. The compression does not build up on the following strokes, and does not reach normal. Compression does not improve much, if at all, when you add oil. Adjacent cylinders have the same, or similar, low compression readings.

15. If one or more cylinders fails to meet the minimum specified compression, repair or replace all damaged or worn components and test the engine again.

CYLINDER LEAKAGE TEST

Tools Required

J 35667-A Cylinder Head Leakdown Tester. See **Special Tools and Equipment**.

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.

CAUTION: Refer to **Battery Disconnect Caution** in **Cautions and Notices**.

1. Disconnect the battery ground negative cable.
2. Remove the spark plugs. Refer to **Spark Plug Replacement** in Engine Controls - 4.3L.
3. Rotate the crankshaft to place the piston in the cylinder being tested at top dead center (TDC) of the compression stroke, with both valves closed.
4. Install the **J 35667-A**.

IMPORTANT: It may be necessary to hold the crankshaft balancer bolt to prevent piston movement.

5. Apply shop air pressure to the **J 35667-A** and adjust according to the manufacturer instructions.

IMPORTANT: Perform the leakage test on all cylinders and record the values before doing any repairs.

6. Record the cylinder leakage value. Cylinder leakage that exceeds 25 percent is considered excessive and may require component service. In excessive leakage situations, inspect for the following conditions:
 1. Air leakage from the intake or exhaust system may indicate a worn or burnt valve or a broken valve spring.

1. Remove the valve rocker arm cover of the suspect cylinder head. Refer to **Valve Rocker Arm Cover Replacement - Left** or **Valve Rocker Arm Cover Replacement - Right**.
2. Ensure that both valves are closed.
3. Inspect the cylinder head for a broken valve spring.
4. Remove and inspect the suspect cylinder head. Refer to **Cylinder Head Replacement - Left** or **Cylinder Head Replacement - Right**.
2. Air leakage from the crankcase, oil level indicator, or oil fill tube may indicate worn piston rings, a damaged piston, a worn or scored cylinder bore, a damaged engine block or a damaged cylinder head.
 1. Remove the piston from the suspect cylinder. Refer to **Piston, Connecting Rod, and Bearing Removal** or **Piston, Connecting Rod, and Bearing Installation**.
 2. Inspect the piston and connecting rod assembly. Refer to **Piston, Connecting Rod, and Bearings Cleaning and Inspection**.
 3. Inspect the engine block. Refer to **Engine Block Cleaning and Inspection**.
 4. Inspect the cylinder head. Refer to **Cylinder Head Cleaning and Inspection**.
3. Air bubbles in the cooling system may indicate a damaged cylinder head or a damaged cylinder head gasket.
 1. Remove both cylinder heads. Refer to **Cylinder Head Replacement - Left** or **Cylinder Head Replacement - Right**.
 2. Inspect both cylinder heads. Refer to **Cylinder Head Cleaning and Inspection**.
 3. Inspect the engine block. Refer to **Engine Block Cleaning and Inspection**.
7. Remove the **J 35667-A**.
8. Install the spark plugs. Refer to **Spark Plug Replacement** in Engine Controls - 4.3L.

CAUTION: Refer to **Battery Disconnect Caution** in Cautions and Notices.

9. Connect the battery ground negative cable.

OIL CONSUMPTION DIAGNOSIS

Excessive oil consumption, not due to leaks, is the use of 1 liter (1 quart) of engine oil within 3 200 kilometers (2,000 miles). However, during initial engine break-in periods 4 828-6 437 kilometers (3,000-4,000 miles), oil consumption may exceed 1 liter (1 quart) or more. The causes of excessive oil consumption include the following conditions:

- External oil leaks

Tighten the bolts and/or replace gaskets and oil seals as necessary.

- Incorrect oil level or improper reading of oil level indicator

With the vehicle on a level surface, allow adequate drain down time and check for the correct oil level.

- Improper oil viscosity

Use recommended SAE viscosity for the prevailing temperatures.

- Continuous high speed driving and/or severe usage
- Crankcase ventilation system restrictions or malfunctioning components
- Valve guides and/or valve stem oil seals worn, damaged, or the seal omitted

Ream the valve guides and install oversize service valves and/or new valve stem oil seals.

- Piston rings broken, improperly installed, worn, or not seated properly

Allow adequate time for the piston rings to seat. Replace broken or worn piston rings as necessary.

- Piston improperly installed or miss-fitted

OIL PRESSURE DIAGNOSIS AND TESTING

1. With the vehicle on a level surface, allow adequate drain down time, 2-3 minutes, and measure for a low engine oil level.

Add the recommended grade engine oil, and fill the crankcase until the oil level measures FULL on the oil level indicator.

2. Operate the engine and verify low or no oil pressure on the vehicle oil pressure gage or the oil indicator light.

Listen for a noisy valve train or a knocking noise.

3. Inspect for the following:
 - Engine oil diluted by moisture or unburned fuel mixtures
 - Improper engine oil viscosity for the expected temperature
 - Incorrect or faulty oil pressure gage sensor
 - Incorrect or faulty oil pressure gage
 - Plugged oil filter
 - Malfunctioning oil filter bypass valve
4. Remove the oil pressure gage sensor or another engine block oil gallery plug.
5. Install an oil pressure gage.
6. Start the engine and then allow the engine to reach normal operation temperature.
7. Measure the engine oil pressure at the following RPM:

Specification:

1. 42 kPa (6 psig) minimum, at 1,000 RPM

2. 125 kPa (18 psig) minimum, at 2,000 RPM
 3. 166 kPa (24 psig) minimum, at 4,000 RPM
8. If the engine oil pressure is below minimum specifications, inspect the engine for one or more of the following:
- Oil pump worn or dirty
 - Malfunctioning oil pump pressure relief valve
 - Oil pump screen loose, plugged, or damaged
 - Excessive bearing clearance
 - Cracked, porous or restricted oil galleries
 - Engine block oil gallery plugs missing or incorrectly installed
 - Broken valve lifters

OIL LEAK DIAGNOSIS

Oil Leak Diagnosis

Step	Action	Yes	No
IMPORTANT: You can 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 cause of the leak as well as the leak itself.			
1	1. Operate the vehicle until it reaches normal operating temperature. 2. Park the vehicle on a level surface, over a large sheet of paper or other clean surface. 3. Wait 15 minutes. 4. Check for drippings. Are drippings present?	Go to Step 2	System OK
2	Can you identify the type of fluid and the approximate location of the leak?	Go to Step 10	Go to Step 3
3	1. Visually inspect the suspected area. Use a small mirror to assist in looking at hard to see areas. 2. Check for leaks at the following locations: • Sealing surfaces • Fittings • Cracked or damaged components Can you identify the type of fluid and the approximate location of the leak?	Go to Step 10	Go to Step 4
	1. Completely clean the entire engine and		

4	surrounding components. 2. Operate the vehicle for several kilometers - miles at normal operating temperature and at varying speeds. 3. Park the vehicle on a level surface, over a large sheet of paper or other clean surface. 4. Wait 15 minutes. 5. Identify the type of fluid, and the approximate location of the leak. Can you identify the type of fluid and the approximate location of the leak?	Go to Step 10	Go to Step 5
5	1. Visually inspect the suspected area. Use a small mirror to assist in looking at hard to see areas. 2. Check for leaks at the following locations: • Sealing surfaces • Fittings • Cracked or damaged components Can you identify the type of fluid and the approximate location of the leak?	Go to Step 10	Go to Step 6
6	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 kilometers (miles) at normal operating 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. Can you identify the type of fluid and the approximate location of the leak?	Go to Step 10	Go to Step 7
7	1. Visually inspect the suspected area. Use a small mirror to assist in looking at hard to see areas. 2. Check for leaks at the following locations: • Sealing surfaces • Fittings • Cracked or damaged components Can you identify the type of fluid and the approximate		

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	location of the leak?	Go to Step 10	Go to Step 8
8	Use J 28428-E High Intensity Black Light Kit in order to identify the type of fluid, and the approximate location of the leak. Refer to the manufacturer's instructions when using the tool. Can you identify the type of fluid and the approximate location of the leak?	Go to Step 10	Go to Step 9
9	1. Visually inspect the suspected area. Use a small mirror to assist in looking at hard to see areas. 2. Check for leaks at the following locations: • Sealing surfaces • Fittings • Cracked or damaged components Can you identify the type of fluid and the approximate location of the leak?	Go to Step 10	System OK
10	1. Inspect the engine for mechanical damage. Special attention should be shown to the following areas: • 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 2. Inspect the engine for customer modifications. Is there mechanical damage, or customer modifications to the engine?	Go to Step 11	System OK
11	Repair or replace all damaged or modified components. Does the engine still leak oil?	Go to Step 1	System OK

CRANKCASE VENTILATION SYSTEM INSPECTION/DIAGNOSIS**Results Of Incorrect Operation**

- A plugged valve or hose may cause the following conditions:
 - Rough idle
 - Stalling or slow idle speed
 - Oil leaks
 - Oil in air cleaner
 - Sludge in engine
- A leaking crankcase ventilation valve or hose may cause the following conditions:
 - Rough idle
 - Stalling
 - High idle speed

Functional Check

With these systems, any blow-by in excess of the system capacity, from a badly worn engine, sustained heavy load, etc., is exhausted into the air cleaner and is drawn into the engine.

Proper operation of the crankcase ventilation system depends upon a sealed engine. If oil slugging or dilution is noted and the crankcase ventilation system is functioning properly, check the engine for a possible cause. Correct any problems.

If an engine is idling rough, check for a clogged crankcase ventilation valve, a dirty vent filter, air cleaner element, or plugged hose. Replace as required. Use the following procedure:

1. Remove the crankcase ventilation valve from the rocker arm cover.
2. Operate the engine at idle.
3. Place your thumb over the end of the valve in order to check for a vacuum. If there is no vacuum at the valve, check for the following items:
 - Plugged hoses
 - The manifold port
 - The crankcase ventilation valve
4. Turn OFF the engine. Remove the crankcase ventilation valve. Shake the valve. Listen for the rattle of the check needle inside of the valve. If valve does not rattle, replace the valve.

DRIVE BELT CHIRPING DIAGNOSIS**Diagnostic Aids**

The chirping noise may be intermittent due to moisture on the drive belt or the accessory drive pulley(s). In order to duplicate the customer's concern, It may be necessary to spray a small amount of water onto the drive belt. If spraying water onto the drive belt duplicates the symptom, cleaning the accessory belt pulley(s) may be the most probable solution.

A loose or improper installation of a body or suspension component, or other item(s) on the vehicle may also cause the chirping noise.

Test Description

The number(s) below refer to the step(s) in the diagnostic table.

2: The chirping 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 his table.

3: The noise may be an internal engine noise. Remove the drive belt and operate the engine for a few seconds, this will verify if the chirping noise is related to the drive belt or not. With the drive belt removed the water pump will not operate and the engine may overheat. Also diagnostic trouble codes (DTCs) may set when the engine is operated with the drive belt removed.

4: Inspect the drive belt for signs of pilling. Pilling is the small balls, pills, or strings in the drive belt grooves caused by the accumulation of rubber dust.

6: Misalignment of the accessory drive pulley(s) may be caused from improper mounting or incorrect installation of an accessory drive component, or the pulley may be 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 removal and installation procedure for that pulley.

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

12: Inspect the accessory drive pulley(s) should include inspecting for bends, dents or other damage to the pulley(s) that would prevent the drive belt from seating properly in the pulley grooves, or on the smooth surface of the pulley when the back side of the drive belt is used to drive the pulley.

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

Drive Belt Chirping Diagnosis

Step	Action	Yes	No
NOTE: Refer to <u>Belt Dressing Notice</u> in Cautions and Notices.			
DEFINITION: The following items are indications of chirping: • A high pitched noise that is heard once per revolution of the drive belt or a accessory drive pulley. • Chirping may occur on cold damp start-up conditions and will subside once the vehicle reaches normal operating temperature.			
1	Did you review the Symptoms - Engine Mechanical diagnostic information, and perform the necessary inspections?	Go to Step 2	Go to Symptoms - Engine Mechanical
2	Verify that there is a chirping noise. Does the engine make the chirping noise?	Go to Step 3	Go to Diagnostic Aids
3	1. Remove the drive belt. Refer to <u>Drive Belt Replacement</u> . 2. Operate the engine for no longer than 30 to 40 seconds.	Go to Engine Noise on Start-Up, but	

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	Does the chirping noise still exist?	<u>Only Lasting a Few Seconds</u>	Go to Step 4
4	Inspect for severe drive belt pilling exceeding 1/3 of the drive belt groove depth. Does the drive belt grooves have pilling?	Go to Step 5	Go to Step 6
5	Clean the accessory drive belt pulley(s) with a suitable wire brush. Were the accessory drive belt pulley(s) cleaned?	Go to Step 15	-
6	Inspect for a misaligned accessory drive pulley(s). Is there a misaligned pulley(s)?	Go to Step 7	Go to Step 8
7	Replace and/or repair the misaligned accessory drive pulley(s). Were the misaligned accessory drive pulley(s) replaced and/or repaired?	Go to Step 15	-
8	Inspect for a bent or cracked accessory drive bracket (s). Is there a bent and/or cracked accessory drive bracket (s)?	Go to Step 9	Go to Step 10
9	Replace the bent and/or cracked accessory drive bracket(s). Was the bent and/or cracked accessory drive bracket(s) replaced?	Go to Step 15	-
10	Inspect for incorrect, loose and/or missing fasteners. Were there any incorrect, loose, and/or missing fasteners found?	Go to Step 11	Go to Step 12
11	1. Replace any incorrect and/or missing fasteners. 2. Tighten any loose fasteners. Refer to <u>Fastener Tightening Specifications</u> . Were the fasteners replaced and/or tightened?	Go to Step 15	-
12	Inspect for a bent accessory drive pulley(s). Was a bent accessory drive pulley(s) found?	Go to Step 13	Go to Step 14
13	Replace the bent accessory drive pulley(s). Was the bent accessory drive pulley(s) replaced?	Go to Step 15	-
14	Replace the drive belt. Refer to <u>Drive Belt Replacement</u> . Was the drive belt replaced?	Go to Step 15	-
15	1. Clear any codes. 2. Run the engine in order to verify the repair. Does the chirping noise still exist?	-	System OK

DRIVE BELT SQUEAL DIAGNOSIS

Diagnostic Aids

A loose or improper installation of a body or suspension component, or other item(s) on the vehicle may cause the squeal noise.

If the squeal is intermittent, verify that it is not the accessory drive component(s) by varying their load(s), making sure they are operating to their maximum capacity. An overcharged air conditioning (A/C) system, a power steering system restriction or the incorrect fluid, or a failing generator are suggested items to inspect.

Test Description

The number(s) below refer to the step(s) in the diagnostic table.

- 2:** The squeal 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 squeal may be an internal engine noise. Remove the drive belt and operate the engine for a few seconds, this will verify if the squealing noise is related to the drive belt or an accessory drive component. With the drive belt removed the water pump will not operate and the engine may overheat. Also diagnostic trouble codes (DTCs) may set when the engine is operated with the drive belt removed.
- 4:** This test is to verify that an accessory drive component(s) does not have a seized bearing. With the belt removed test the bearings in the accessory drive component(s) for smooth operation. Also test the accessory drive components with the engine operating by varying the load on the accessory drive component(s) to verify that the component(s) is operating properly.
- 5:** This test is to verify that the drive belt tensioner is operating 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 squealing noise.
- 6:** This test is to verify that the drive belt is not too long, which would prevent the drive belt tensioner from operating properly. Also if the incorrect length drive belt was installed, it may not be routed correctly and may be turning an accessory drive component in the incorrect direction.
- 7:** Misalignment of the accessory drive pulley(s) may be caused from improper mounting or incorrect installation of a accessory drive component, or the pulley may be 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 removal and installation procedure for that pulley.
- 8:** Inspect the accessory drive pulley(s) to verify that they are the correct diameter or width. Using a known good vehicle, compare the accessory drive pulleys.

Drive Belt Squeal Diagnosis

Step	Action	Yes	No
NOTE: Refer to <u>Belt Dressing Notice</u> in Cautions and Notices.			
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 squeal occurs when a heavy load is applied to the drive belt, such as an A/C compressor			

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engagement, snapping the throttle, slipping on a seized pulley, or a faulty accessory drive component.

1	Did you review the Symptoms - Engine Mechanical diagnostic information, and perform the necessary inspections?	Go to Step 2	Go to Symptoms - Engine Mechanical
2	Verify that there is a squealing noise. Does the engine make the squeal noise?	Go to Step 3	Go to Diagnostic Aids
3	1. Remove the drive belt. Refer to Drive Belt Replacement . 2. Operate the engine for no longer than 30 to 40 seconds. Does the squealing noise still exist?	Go to Engine Noise on Start-Up, but Only Lasting a Few Seconds	Go to Step 4
4	Inspect for a seized accessory drive component bearing or a faulty accessory drive component. Did you find and correct the condition?	Go to Step 9	Go to Step 5
5	Inspect the drive belt tensioner for proper operation. Refer to Drive Belt Tensioner Diagnosis . Did you find and correct the condition?	Go to Step 9	Go to Step 6
6	Check for the correct length drive belt. Did you find and correct the condition?	Go to Step 9	Go to Step 7
7	Inspect for a misaligned pulley. Did you find and correct the condition?	Go to Step 9	Go to Step 8
8	Inspect for an incorrect size pulley. Did you find and correct the condition?	Go to Step 9	-
9	1. Install the drive belt. Refer to Drive Belt Replacement . 2. Clear any codes. 3. Run the engine in order to verify the repair. Does the squealing noise still exist?	-	System OK

DRIVE BELT WHINE DIAGNOSIS**Diagnostic Aids**

The drive belt will not cause the whine.

If the whine is intermittent, verify that it is not the accessory drive component(s) by varying their loads, making sure they are operating to their maximum capacity. An overcharged air conditioning (A/C) system, a power steering system restriction or the incorrect fluid, or a failing generator are suggested items to inspect.

Test Description

The number(s) below refer to the step(s) in the diagnostic table.

3: This test is to verify that the whine is being caused by the accessory drive component(s). Remove the drive belt and operate the engine for a few seconds, this will verify if the whining noise is related to the accessory drive component. With the drive belt removed the water pump will not operate and the engine may overheat. Also diagnostic trouble codes (DTCs) may set when the engine is operated with the drive belt removed.

4: This inspection should include checking the drive belt tensioner and the drive belt idler pulley bearings. The drive belt may have to be installed and the accessory drive component(s) operated separately by varying their loads. Refer to the suspected accessory drive component for the proper removal and replacement procedure.

Drive Belt Whine Diagnosis

Step	Action	Yes	No
NOTE: Refer to <u>Belt Dressing Notice</u> in Cautions and Notices. DEFINITION: A high pitched continuous noise that may be caused by an accessory drive component failed bearing.			
1	Did you review the Symptoms - Engine Mechanical diagnostic information, and perform the necessary inspections?	Go to Step 2	Go to <u>Symptoms - Engine Mechanical</u>
2	Verify that there is a whining noise. Does the engine make the whine noise?	Go to Step 3	Go to Diagnostic Aids
3	1. Remove the drive belt. <u>Drive Belt Replacement</u> . 2. Operate the engine for no longer than 30 to 40 seconds. Does the whining noise still exist?	Go to <u>Engine Noise on Start-Up, but Only Lasting a Few Seconds</u>	Go to Step 4
4	1. Inspect for a failed accessory drive component bearing. 2. Install the drive belt. <u>Drive Belt Replacement</u> . Did you find and correct the condition?	Go to Step 5	-
5	1. Clear any codes. 2. Run the engine in order to verify the repair. Does the whining still exist?	-	System OK

DRIVE BELT RUMBLING DIAGNOSIS

Diagnostic Aids

Vibration from the engine operating may cause a body component or another part of the vehicle to make a rumbling noise.

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

If after replacing the drive belt and completing the diagnostic table, the rumbling is only heard with the drive belt is installed, there might be an accessory drive component failure. Varying the load on the accessory drive component(s) may aid in identifying which component is causing the rumbling noise.

Test Description

The number(s) below refer to the step(s) in 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 the drive belt is causing the rumbling. Rumbling may be confused with an internal engine noise due to the similarity in the description. Operate the engine for a few seconds, this will verify if the rumbling noise is related to the drive belt or not. With the drive belt removed the water pump will not operate and the engine may overheat. Also diagnostic trouble codes (DTCs) may set when the engine is operated with the drive belt removed.
- 4:** Inspect the drive belt to ensure that the drive belt is not the cause of the noise. Small cracks across the ribs of the drive belt will not cause the noise. Belt separation is identified by the plys of the belt separating, this may be seen at the edge of the belt or felt as a lump in the belt.
- 5:** Small amounts of pilling is a normal condition and acceptable. When the pilling is severe the drive belt does not have a smooth surface for proper operation.

Drive Belt Rumbling Diagnosis

Step	Action	Yes	No
NOTE: Refer to <u>Belt Dressing Notice</u> in Cautions and Notices.			
DEFINITION: • 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(s). • 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			
1	Did you review the Symptoms - Engine Mechanical diagnostic information, and perform the necessary inspections?	Go to Step 2	Go to <u>Symptoms - Engine Mechanical</u>
2	Verify that there is a rumbling noise. Does the engine make the rumbling noise?	Go to Step 3	Go to Diagnostic Aids
	1. Remove the drive belt(s). Refer to <u>Drive Belt</u>		

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3	<u>Replacement.</u> 2. Operate the engine for no longer than 30 to 40 seconds. Does the rumbling noise still exist?	Go to Engine Noise on Start-Up, but Only Lasting a Few Seconds	Go to Step 4
4	Inspect the drive belt for damage, separation, or sections of missing ribs. Were any of these conditions found?	Go to Step 7	Go to Step 5
5	Inspect for severe pilling of more than 1/3 of the drive belt groove depth. Do the drive belt grooves have pilling?	Go to Step 6	Go to Step 7
6	1. Clean the drive belt pulleys using a suitable wire brush. 2. Install the drive belt. Refer to <u>Drive Belt Replacement.</u> Did you complete the repair?	Go to Step 8	-
7	Install a new drive belt. Refer to <u>Drive Belt Replacement.</u> Did you complete the replacement?	Go to Step 8	-
8	1. Clear any codes. 2. Run the engine in order to verify the repair. Does the rumbling noise still exist?	-	System OK

DRIVE BELT VIBRATION DIAGNOSIS**Diagnostic Aids**

The accessory drive components may have an affect on engine vibration. An overcharged air conditioning (A/C) system, a power steering system restriction, or the incorrect fluid, or an extra load placed on the generator are suggested items to inspect. To help identify an intermittent or an improper condition, vary the loads on the accessory drive components.

Test Description

The number(s) below refer to the step(s) in the diagnostic table.

2: This test is to verify that the vibration is present during diagnosing. Other vehicle components may cause a similar symptom such as the exhaust system, or the drivetrain.

3: This test is to verify that the drive belt or accessory drive components may be causing the vibration. Remove the drive belt and operate the engine for a few seconds, this will verify if the vibration is related to the drive belt or not. With the drive belt removed the water pump will not operate and the engine may overheat. Also diagnostic trouble codes (DTCs) may set when the engine is operated with the drive belt removed.

4: The drive belt may cause a vibration. While the drive belt is removed this is the best time to inspect the condition of the drive belt.

6: Inspection of the fasteners can eliminate the possibility that a incorrect bolt, nut, spacer, or washer was installed.

8: This step should only be performed if the fan is driven by the drive belt. Inspect the engine cooling fan for bent, twisted, loose, or cracked blades. Inspect the fan clutch for smooth operation. Inspect for a bent fan shaft or bent mounting flange.

9: Inspect the water pump drive 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.

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

Drive Belt Vibration Diagnosis

Step	Action	Yes	No
NOTE: Refer to <u>Belt Dressing Notice</u> in Cautions and Notices.			
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 Symptoms - Engine Mechanical diagnostic information, and perform the necessary inspections?	Go to Step 2	Go to <u>Symptoms - Engine Mechanical</u>
2	Verify that the vibration is engine related. Does the engine make the vibration?	Go to Step 3	Go to Diagnostic Aids
3	1. Remove the drive belt. Refer to <u>Drive Belt Replacement</u> . 2. Operate the engine for no longer than 30 to 40 seconds. Does the engine still make the vibration?	Go to <u>Diagnostic Starting Point - Vibration Diagnosis and Correction</u> in Vibration Diagnosis and Correction	Go to Step 4
4	Inspect the drive belt for wear, damage, debris build-up and missing drive belt ribs. Were any of these conditions found?	Go to Step 5	Go to Step 6
5	Install a new drive belt. Refer to <u>Drive Belt Replacement</u> . Did you complete the replacement?	Go to Step 11	-
6	Inspect for incorrect, loose and/or missing fasteners. Were any of these conditions found?	Go to Step 7	Go to Step 8
7	Replace any incorrect and/or missing fastener. Tighten any loose fasteners. Refer to <u>Fastener</u>		

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	<u>Tightening Specifications.</u>		
	Were the fasteners replaced and/or tightened?	Go to Step 11	-
8	Inspect for damaged fan blades or a bent fan clutch shaft. Did you find and correct the condition?	Go to Step 11	Go to Step 9
9	Inspect for a bent water pump shaft. Did you find and correct the condition?	Go to Step 11	Go to Step 10
10	Inspect for bent or cracked accessory drive bracket(s). Did you find and correct the condition?	Go to Step 11	-
11	1. Clear any codes. 2. Run the engine in order to verify the repair. Does the vibration still exist?	-	System OK

DRIVE BELT FALLS OFF DIAGNOSIS**Diagnostic Aids**

If the drive belt repeatedly falls off the accessory drive belt pulley(s), this may be caused by a pulley misalignment.

An extra load that is quickly applied or released by an accessory drive component may also cause the drive belt to fall off. Verify that the accessory drive component(s) are operating properly.

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

Test Description

The number(s) below refer to the step(s) on the diagnostic table.

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

4: Misalignment of the accessory drive pulley(s) may be caused from improper mounting or incorrect installation of a accessory drive component, or the pulley may be 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 removal and installation procedure of that pulley.

5: Inspection of the accessory drive pulley(s) should include inspecting for bends, dents or other damage to the pulleys that would prevent the drive belt from seating properly in the pulley grooves or on the smooth surface of a pulley when the back side of the drive belt is used to drive the pulley.

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

7: Inspection of the fasteners can eliminate the possibility that a incorrect bolt, nut, spacer, or washer was

installed. Missing, loose, or incorrect fasteners may cause pulley misalignment from the accessory drive bracket(s) moving under load. Over tightening the fasteners may cause misalignment of the accessory component bracket(s).

Drive Belt Falls Off Diagnosis

Step	Action	Yes	No
NOTE: Refer to <u>Belt Dressing Notice</u> in Cautions and Notices.			
DEFINITION: The drive belt falls off the pulleys or may not ride correctly on the pulleys.			
1	Did you review the Symptoms - Engine Mechanical diagnostic information, and perform the necessary inspections?	Go to Step 2	Go to Symptoms - Engine Mechanical
2	Inspect for a damaged drive belt. Was a damaged drive belt found?	Go to Step 3	Go to Step 4
3	Install a new drive belt. Refer to <u>Drive Belt Replacement</u> . Does the drive belt continue to fall off?	Go to Step 4	System OK
4	Inspect for misaligned accessory drive pulley. Did you find and correct the condition?	Go to Step 12	Go to Step 5
5	Inspect for a bent or dented accessory drive pulley. Did you find and correct the condition?	Go to Step 12	Go to Step 6
6	Inspect for a bent or a cracked accessory drive bracket(s). Did you find and correct the condition?	Go to Step 12	Go to Step 7
7	Inspect for incorrect, loose and/or missing fasteners. Were there any incorrect, loose and/or missing fasteners?	Go to Step 8	Go to Step 9
8	1. Replace any incorrect and/or missing fasteners. 2. Tighten any loose fasteners. Refer to <u>Fastener Tightening Specifications</u> . Does the drive belt continue to fall off?	Go to Step 9	System OK
9	Test the drive belt tensioner for correct operation. Refer to <u>Drive Belt Tensioner Diagnosis</u> . Does the drive belt tensioner operate correctly?	Go to Step 11	Go to Step 10
10	Replace the drive belt tensioner. Refer to <u>Drive Belt Tensioner Replacement</u> . Does the drive belt continue to fall off?	Go to Step 11	System OK

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11	Inspect for a failed drive belt idler and/or tensioner pulley bearings. Did you find and repair the condition?	Go to Step 12	-
12	Run the engine in order to verify the repair. Does the drive belt still fall off?	-	System OK

DRIVE BELT EXCESSIVE WEAR DIAGNOSIS**Diagnostic Aids**

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

Minor misalignment of the accessory drive belt pulley(s) will not cause excessive wear, but will probably cause the drive belt to make a noise or fall off.

Excessive misalignment of the accessory drive pulley(s) will cause excessive wear and may also make the drive belt fall off.

Test Description

The number(s) below refer to the step(s) in the diagnostic table.

2: This inspection is to verify that the drive belt is correctly installed on all of the accessory drive pulleys. Wear on the drive belt may be caused by mis-positioning the drive belt by one groove on a pulley(s).

3: 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 the pulleys.

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

Drive Belt Excessive Wear Diagnosis

Step	Action	Yes	No
NOTE: Refer to <u>Belt Dressing Notice</u> in Cautions and Notices.			
DEFINITION: Wear at the outside ribs of the drive belt due to an incorrectly installed drive belt.			
1	Did you review the Symptoms - Engine Mechanical diagnostic information, and perform the necessary inspections?	Go to Step 2	Go to <u>Symptoms - Engine Mechanical</u>
2	Inspect the drive belt(s) for proper installation. Is the drive belt installed properly?	Go to Step 5	Go to Step 3
3	Inspect for the correct drive belt. Is the correct drive belt installed?	Go to Step 5	Go to Step 4

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4	Inspect the drive belt for signs of rubbing against a bracket, hose, or wiring harness. Was the drive belt rubbing against anything?	Go to Step 5	Go to Diagnostic Aids
5	Replace the drive belt. Refer to <u>Drive Belt Replacement</u> . Did you complete the replacement?	Go to Step 6	-
6	Run the engine in order to verify the repair. Is there still excessive drive belt wear?	-	System OK

DRIVE BELT TENSIONER DIAGNOSIS

Inspection Procedure

NOTE: Allowing the drive belt tensioner to snap into the free position may result in damage to the tensioner.

IMPORTANT: When the engine is operating the drive belt tensioner arm will move. Do not replace the drive belt tensioner because of movement in the drive belt tensioner arm.

1. Remove the drive belt. Refer to **Drive Belt Replacement**.
2. Move the drive belt tensioner through it's full travel.
 - The movement should feel smooth
 - There should be no binding
 - The tensioner should return freely

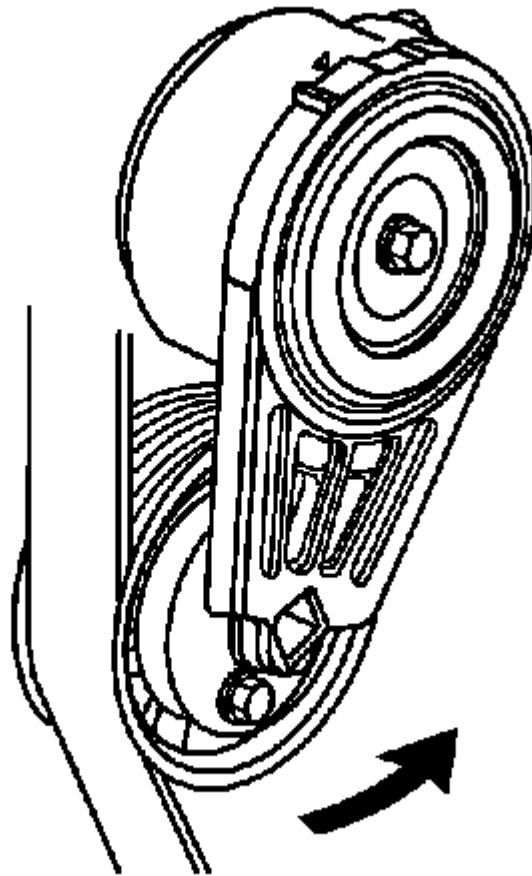


Fig. 8: Releasing Drive Belt Tension
Courtesy of GENERAL MOTORS CORP.

3. If any binding is observed, replace the drive belt tensioner. Refer to **Drive Belt Tensioner Replacement**.
4. Install the drive belt. Refer to **Drive Belt Replacement**.

REPAIR INSTRUCTIONS

ON-VEHICLE REPAIR INSTRUCTIONS

Drive Belt Replacement

Removal Procedure

1. Install a 3/8 inch drive breaker bar to the drive belt tensioner arm.
2. Rotate the drive belt tensioner (2) counterclockwise in order to relieve tension on the belt.
3. If equipped without air conditioning (A/C), remove the belt (1) from the pulleys and the drive belt tensioner.

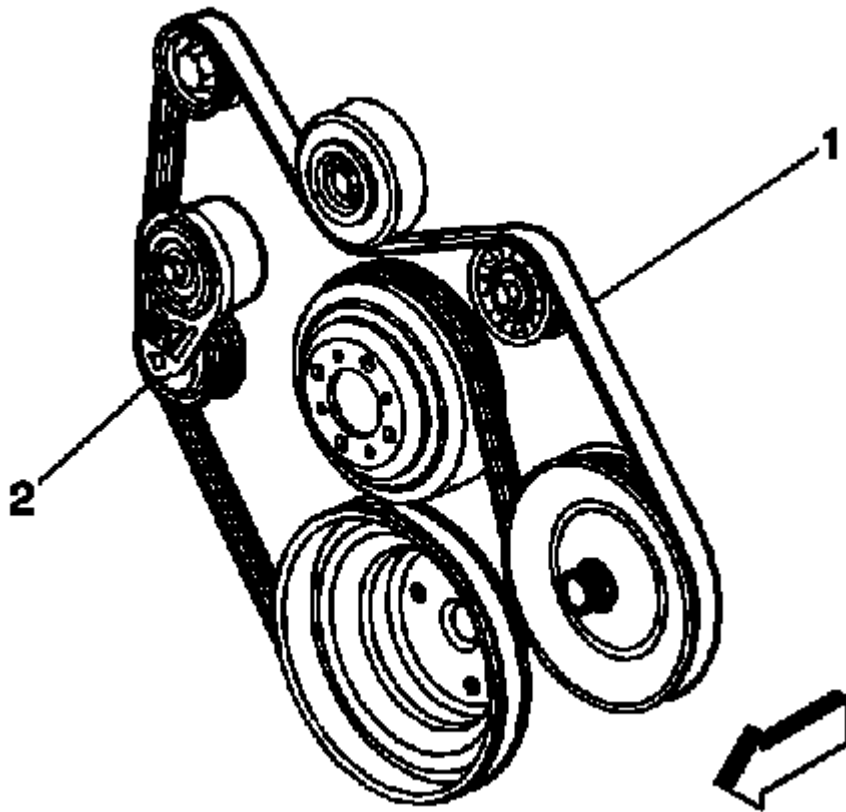


Fig. 9: Drive Belt Routing & Tensioner (W/O A/C)
Courtesy of GENERAL MOTORS CORP.

4. If equipped with A/C, remove the belt (1) from the pulleys and the drive belt tensioner.
5. Slowly release the tension on the drive belt tensioner (2).

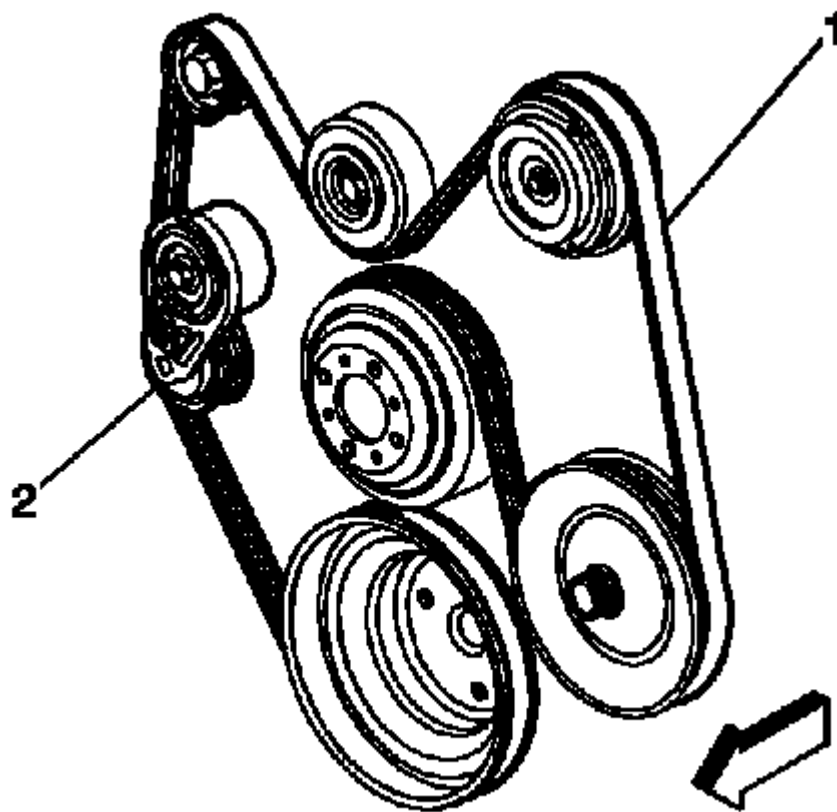


Fig. 10: Drive Belt Routing & Tensioner (W/ A/C)
Courtesy of GENERAL MOTORS CORP.

6. Remove the breaker bar from the drive belt tensioner.
7. Clean and inspect the belt surfaces of all the pulleys.

Installation Procedure

1. Route the belt (1) around all the pulleys except the flat idler pulley.
2. Install a 3/8 inch drive breaker bar to the drive belt tensioner arm.
3. Rotate the belt tensioner (2) counterclockwise in order to relieve the tension on the tensioner.

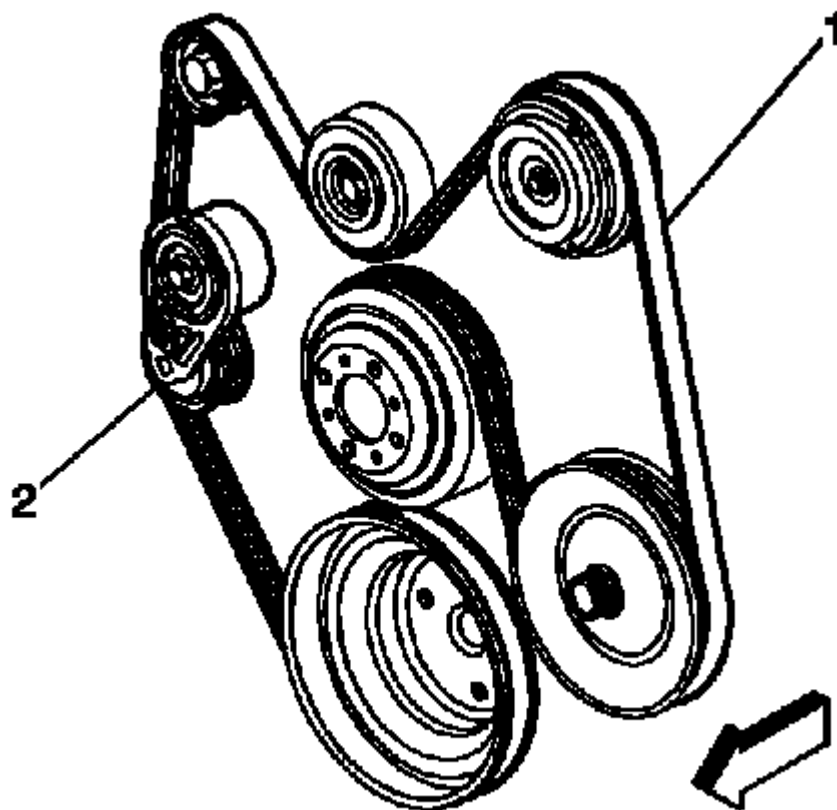


Fig. 11: Drive Belt Routing & Tensioner (W/ A/C)
Courtesy of GENERAL MOTORS CORP.

4. If equipped with A/C, install the belt under the flat idler pulley.
5. If equipped without A/C, install the belt (1) to the pulleys and the drive belt tensioner.
6. Slowly release the tension on the belt tensioner (2).

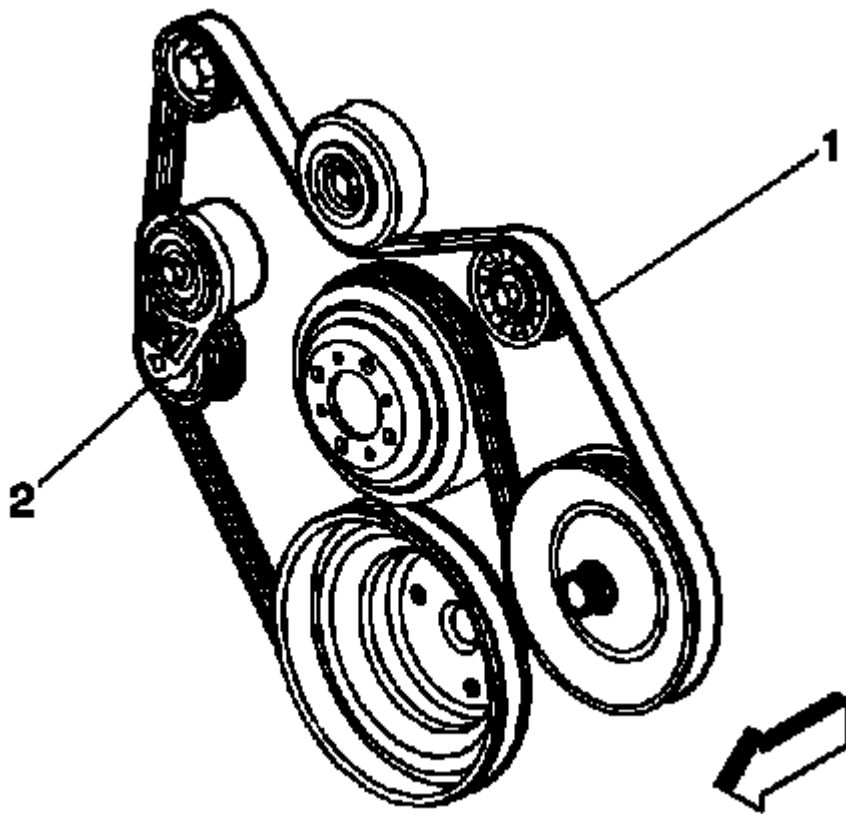


Fig. 12: Drive Belt Routing & Tensioner (W/O A/C)
Courtesy of GENERAL MOTORS CORP.

7. Remove the breaker bar from the drive belt tensioner.
8. Inspect the drive belt for proper installation and alignment.

Drive Belt Tensioner Replacement

Removal Procedure

1. Remove the drive belt. Refer to Drive Belt Replacement.
2. Remove the belt tensioner bolt.
3. Remove the belt tensioner.

Ensure that there is a locating pin (1) on the tensioner.

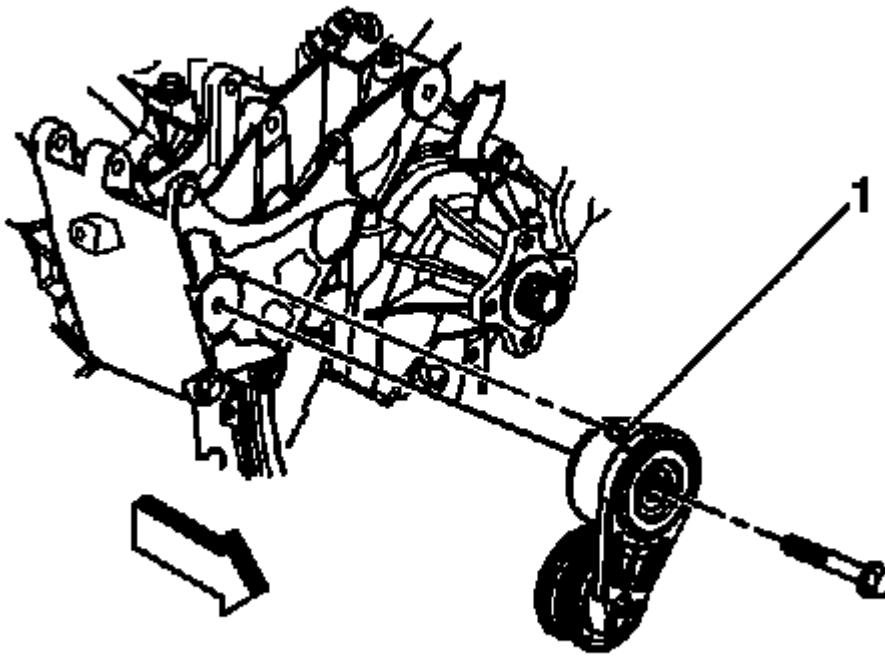


Fig. 13: Drive Belt Tensioner Locating Pin
Courtesy of GENERAL MOTORS CORP.

Installation Procedure

1. Install the belt tensioner. Position the locating pin (1) on the tensioner into the hole in the generator bracket.

NOTE: **Refer to Fastener Notice in Cautions and Notices.**

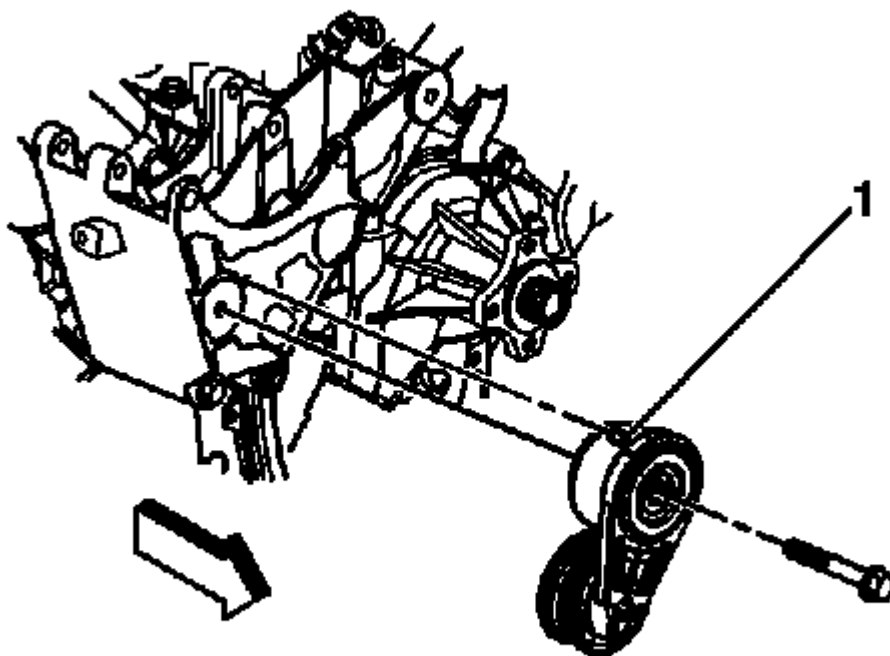


Fig. 14: Drive Belt Tensioner Locating Pin
Courtesy of GENERAL MOTORS CORP.

2. Install the belt tensioner bolt.

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

3. Install the drive belt. Refer to **Drive Belt Replacement**.

Drive Belt Idler Pulley Replacement - Right

Removal Procedure

1. Loosen the idler pulley bolt.
2. Remove the drive belt. Refer to **Drive Belt Replacement**.
3. Remove the idler pulley.

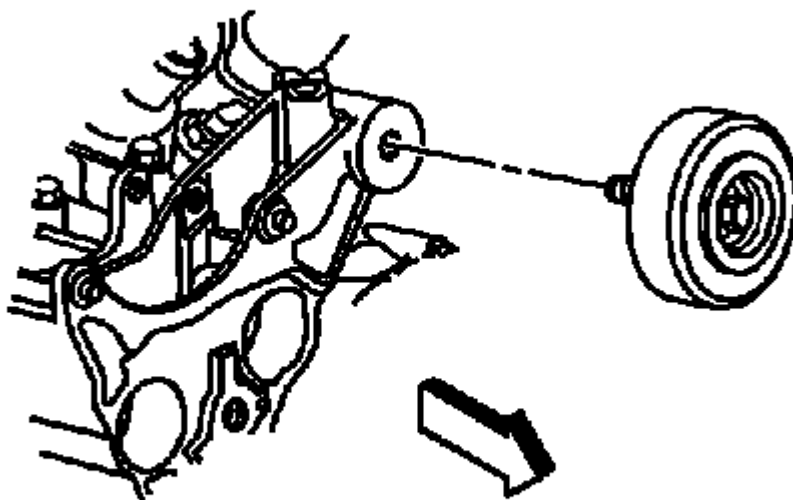


Fig. 15: Drive Belt Right Idler Pulley
Courtesy of GENERAL MOTORS CORP.

Installation Procedure

1. Install the idler pulley.
2. Install the idler pulley bolt until snug.
3. Install the drive belt. Refer to **Drive Belt Replacement**.

NOTE: Refer to Fastener Notice in Cautions and Notices.

4. Tighten the idler pulley bolt.

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

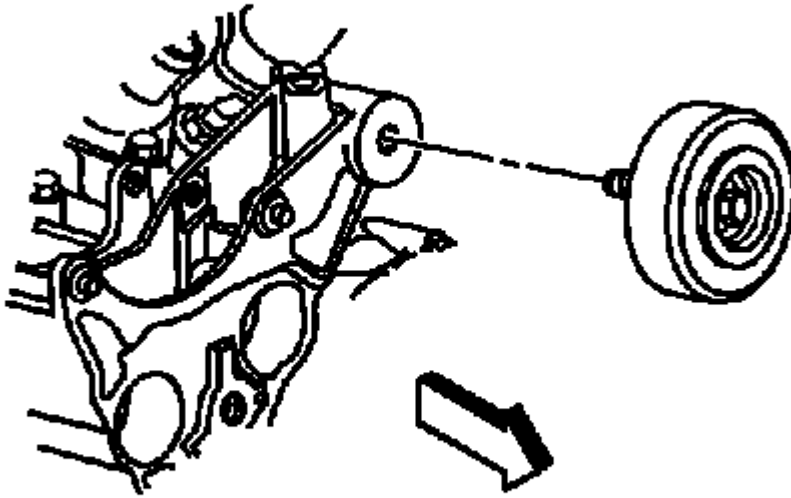


Fig. 16: Drive Belt Right Idler Pulley
Courtesy of GENERAL MOTORS CORP.

Drive Belt Idler Pulley Replacement - without Air Conditioning

Removal Procedure

1. Loosen the idler pulley bolt.
2. Remove the drive belt. Refer to **Drive Belt Replacement**.
3. Remove the idler pulley.

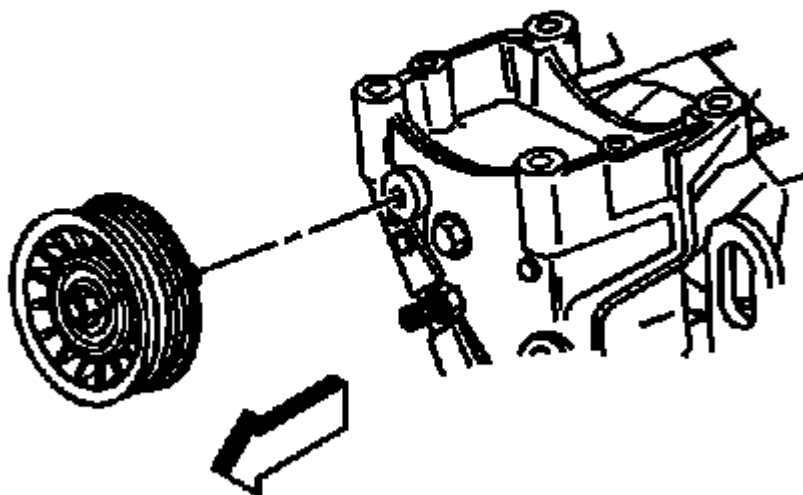


Fig. 17: Drive Belt Idler Pulley (W/O AC)
Courtesy of GENERAL MOTORS CORP.

Installation Procedure

1. Install the idler pulley.
2. Install the idler pulley bolt until snug.
3. Install the drive belt. Refer to **Drive Belt Replacement**.

NOTE: Refer to Fastener Notice in Cautions and Notices.

4. Tighten the idler pulley bolt.

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

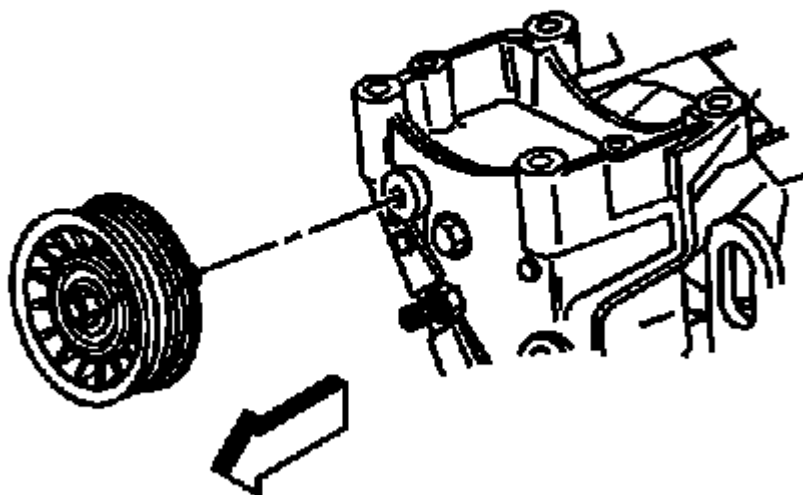


Fig. 18: Drive Belt Idler Pulley (W/O AC)
Courtesy of GENERAL MOTORS CORP.

Engine Mount Inspection

NOTE: **Refer to Engine Mounting Notice in Cautions and Notices.**

1. Raise and suitably support the vehicle. Refer to **Lifting and Jacking the Vehicle** in General Information.
2. Inspect for loose or missing bolts at the following locations:
 - Engine mount bracket to engine
 - Engine mount frame bracket to frame
 - Engine mount to engine mount bracket
 - Engine mount to engine mount frame bracket

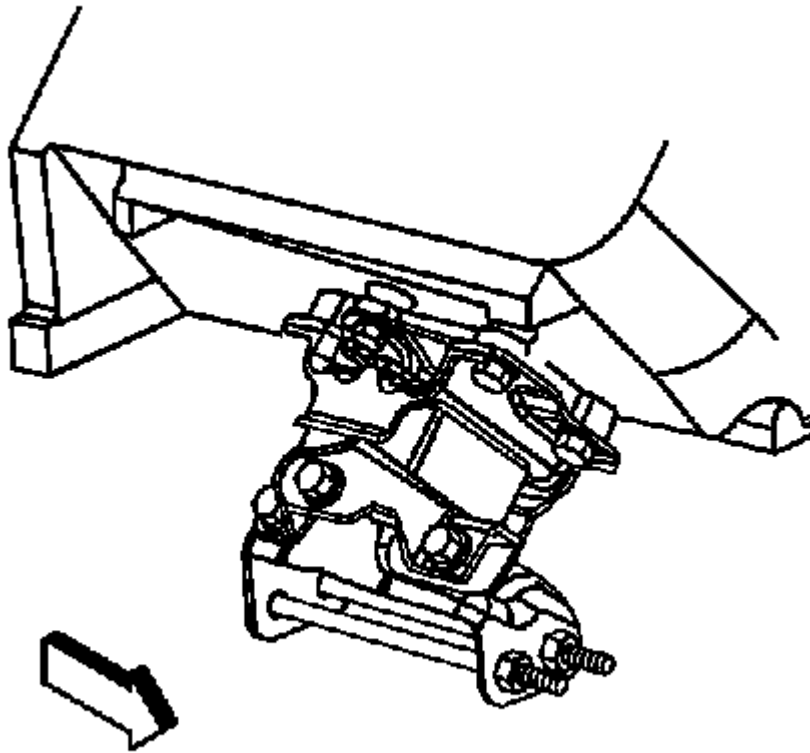


Fig. 19: Engine Mount
Courtesy of GENERAL MOTORS CORP.

3. Replace missing or loose bolts.

NOTE: Refer to Engine Lifting Notice in Cautions and Notices.

4. In order to access the square tab on the right side of the engine remove the starter. Refer to **Starter Motor Replacement (4.3L Engine)** in Engine Electrical.
5. Using a jack on the square tab at the rear of the engine block (left side shown) raise the engine in order to complete the following tasks:
 - Remove weight from the engine mount.
 - Place a slight tension on the rubber cushion.
 - Observe the engine mount while raising the engine.

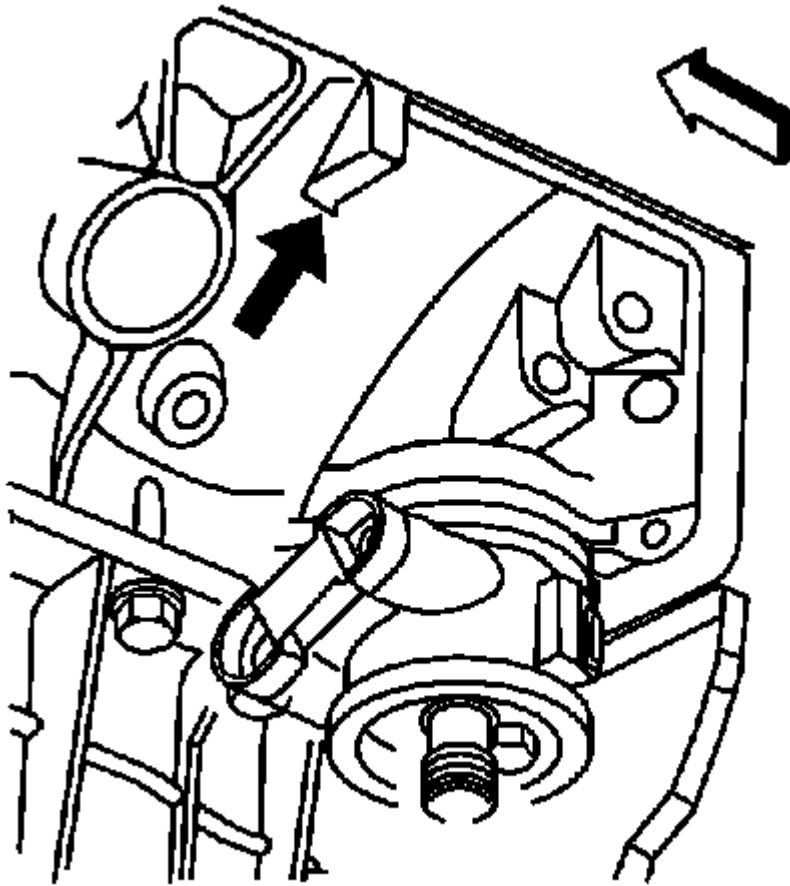


Fig. 20: View Of Square Tab At Rear Of Engine Block
Courtesy of GENERAL MOTORS CORP.

6. Replace the engine mount if the following conditions exist:
 - Heat check cracks cover the hard rubber surface.
 - The rubber cushion is separated from the metal plate of the engine mount.
 - There is a split through the rubber cushion.
7. Install the starter, if removed. Refer to **Starter Motor Replacement (4.3L Engine)** in Engine Electrical.

Engine Mount Replacement - Left

Removal Procedure

NOTE: Refer to Engine Mounting Notice in Cautions and Notices.

1. From under the hood, remove the engine mount to engine mount bracket bolts. (right side shown, left side similar).

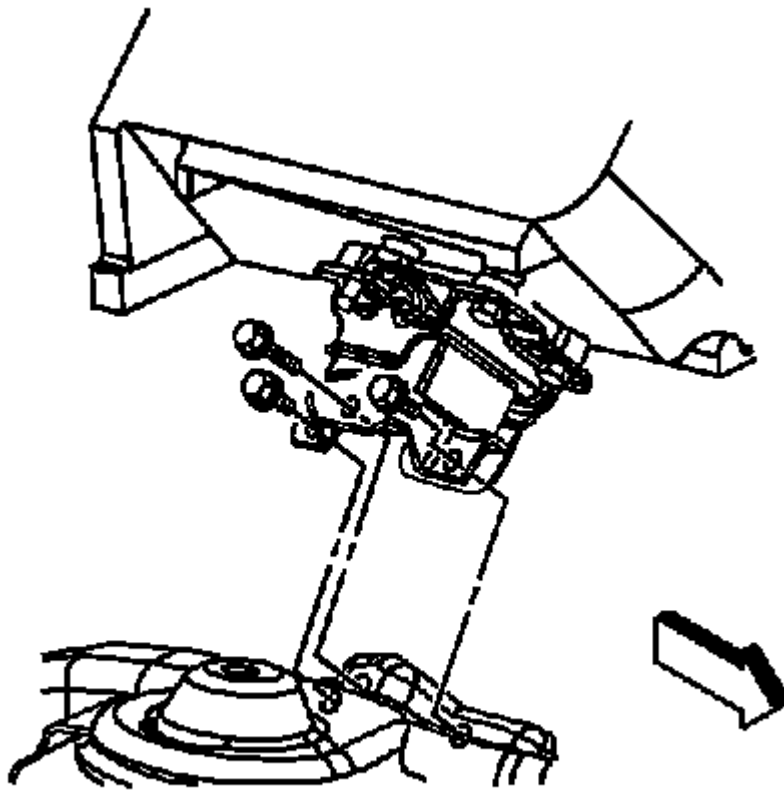


Fig. 21: Removing Engine Mount To Engine Mount Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

2. Raise and suitably support the vehicle. Refer to **Lifting and Jacking the Vehicle** in General Information.
3. Remove the oil pan skid plate bolts and plate.

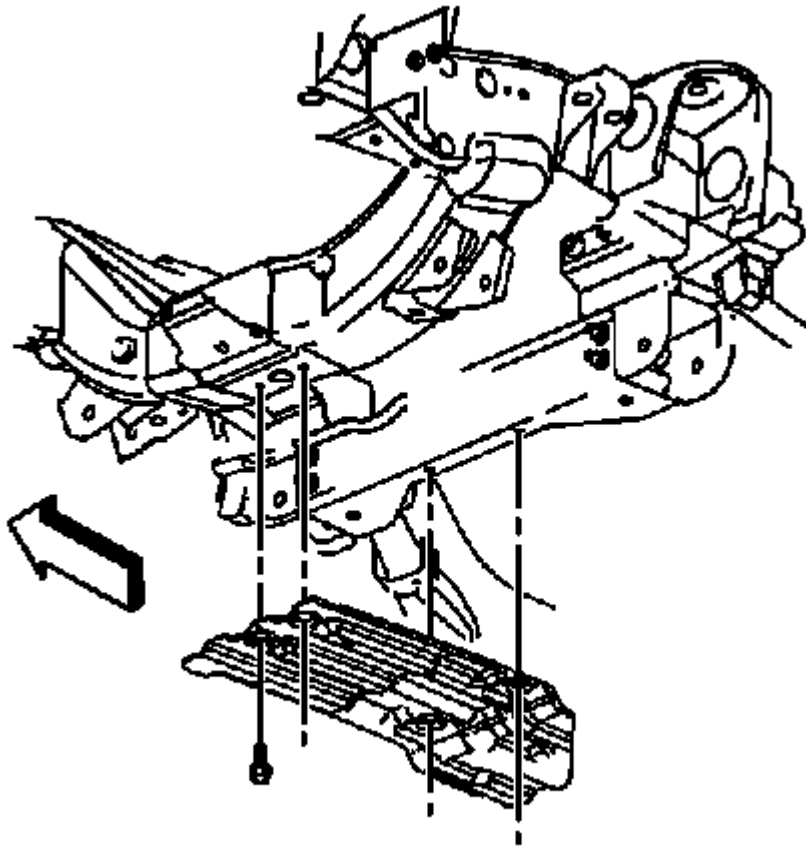


Fig. 22: Identifying Oil Pan Skid Plate
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Engine Lifting Notice in Cautions and Notices.

4. Using an adjustable jack on the square tab at the rear of the engine block, raise the engine.

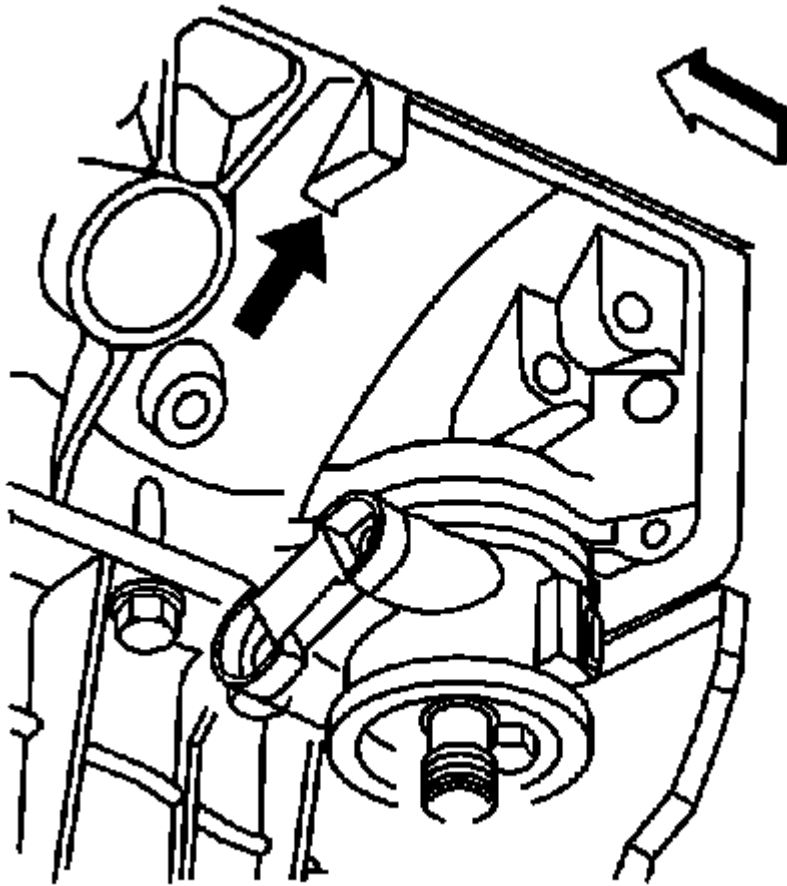


Fig. 23: View Of Square Tab At Rear Of Engine Block
Courtesy of GENERAL MOTORS CORP.

5. Remove the engine mount bolts. (right side shown, left side similar).

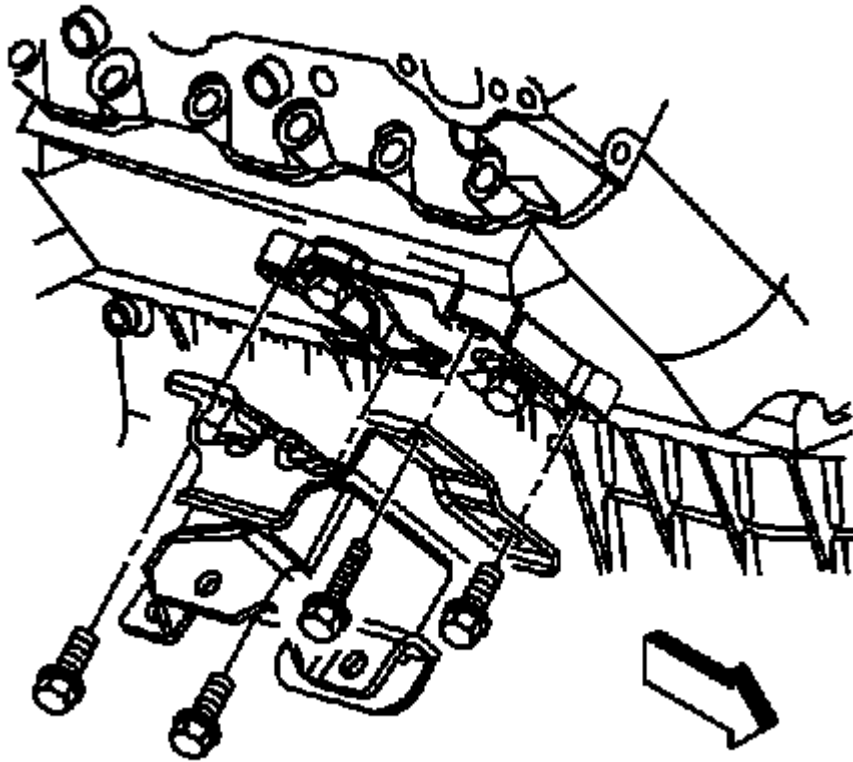


Fig. 24: Removing Engine Mount Bolts
Courtesy of GENERAL MOTORS CORP.

6. Remove the engine mount.
7. If equipped and necessary, remove the engine mount side bracket bolts and bracket. (right side shown, left side similar).

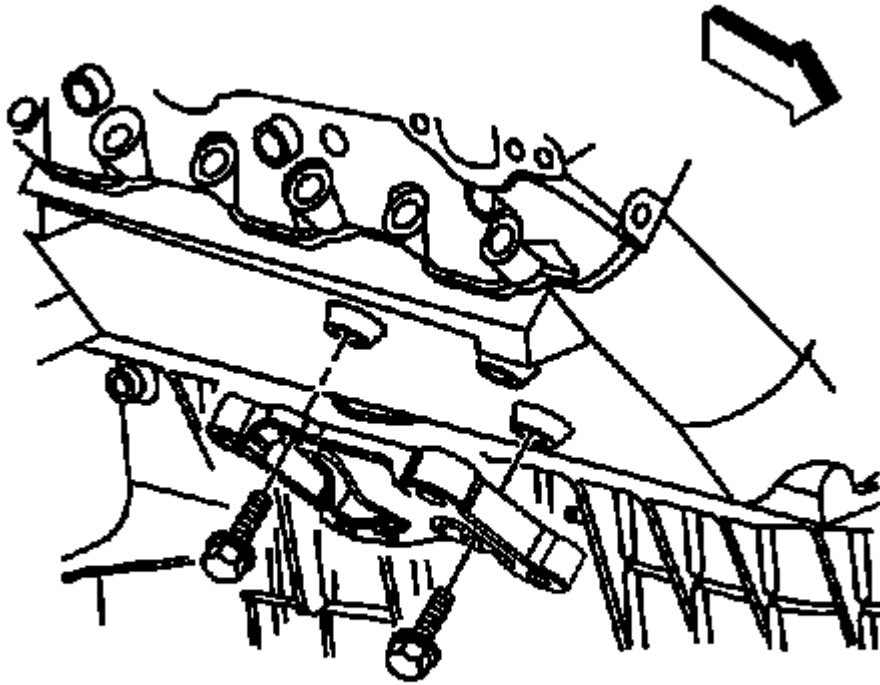


Fig. 25: Removing Engine Mount Side Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

8. Remove the engine mount bracket bolts.
9. Remove the engine mount bracket.

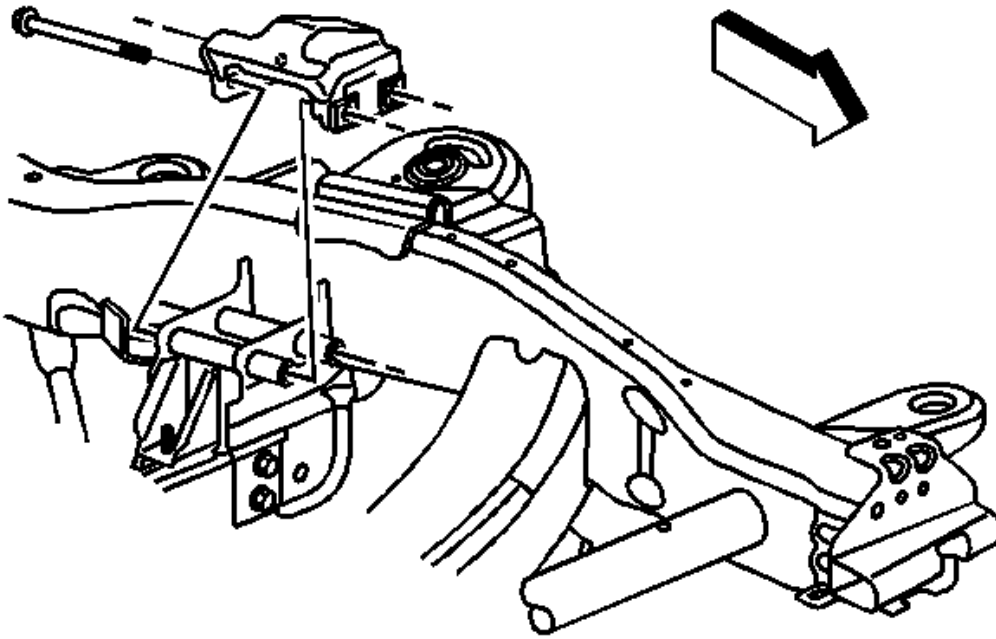


Fig. 26: Removing Engine Mount Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

Installation Procedure

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

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install the engine mount bracket bolts.

Tighten: Tighten the engine mount bracket bolts to 75 N.m (55 lb ft).

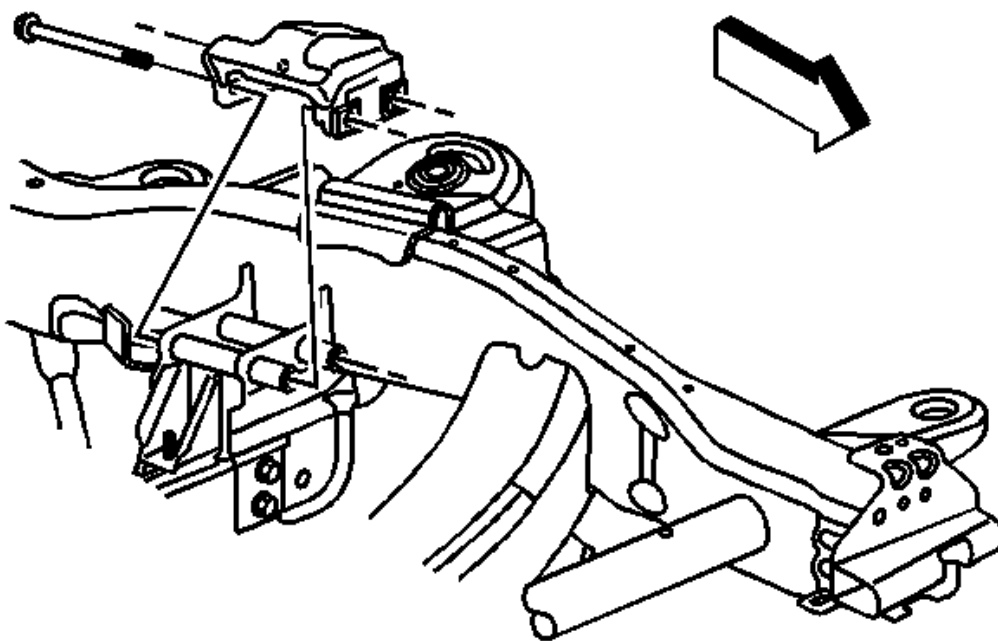


Fig. 27: Installing Engine Mount Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

4. Position the engine mount side bracket to the engine, if removed and equipped. (right side shown, left side similar).
5. Install the engine mount side bracket bolts.

Tighten: Tighten the engine mount side bracket bolts to 50 N.m (37 lb ft).

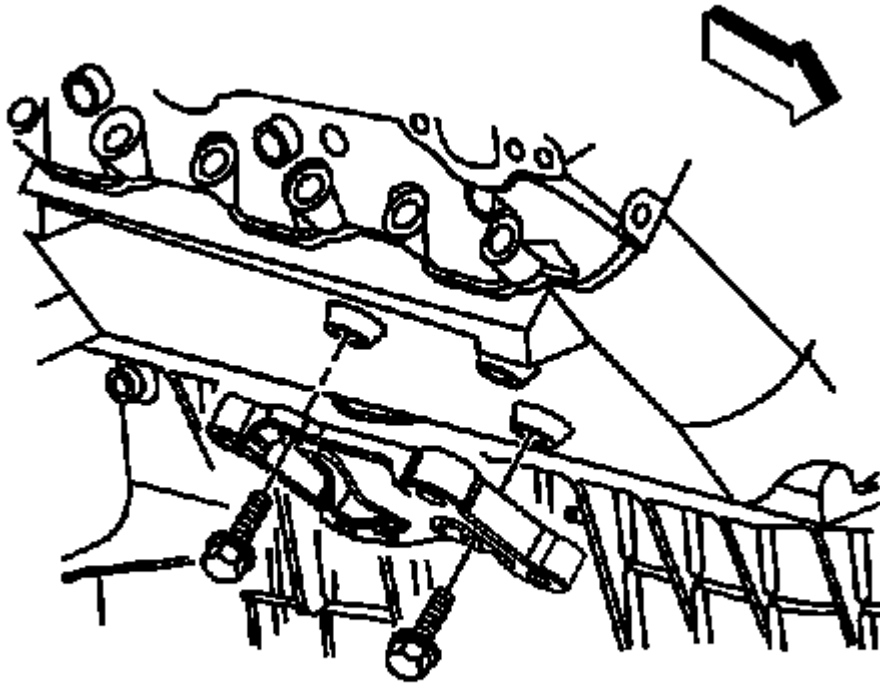


Fig. 28: Installing Engine Mount Side Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

6. Install the engine mount. (right side shown, left side similar).
7. Install the engine mount bolts.

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

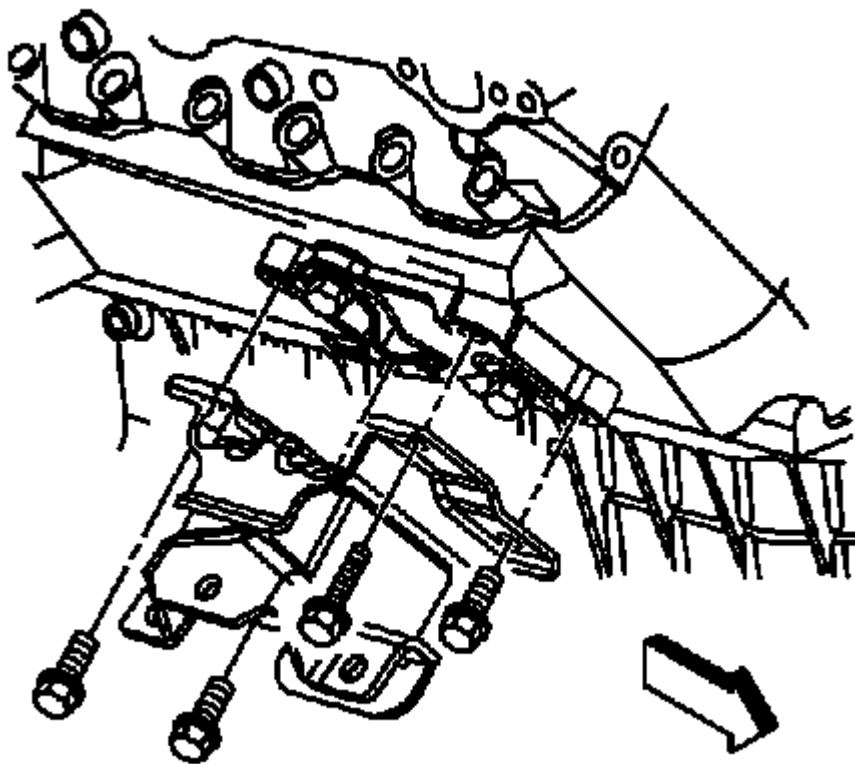


Fig. 29: Installing Engine Mount & Bolts
Courtesy of GENERAL MOTORS CORP.

8. Lower the engine.
9. Install the oil pan skid plate and bolts.

Tighten: Tighten the oil pan skid plate bolts to 20 N.m (15 lb ft).

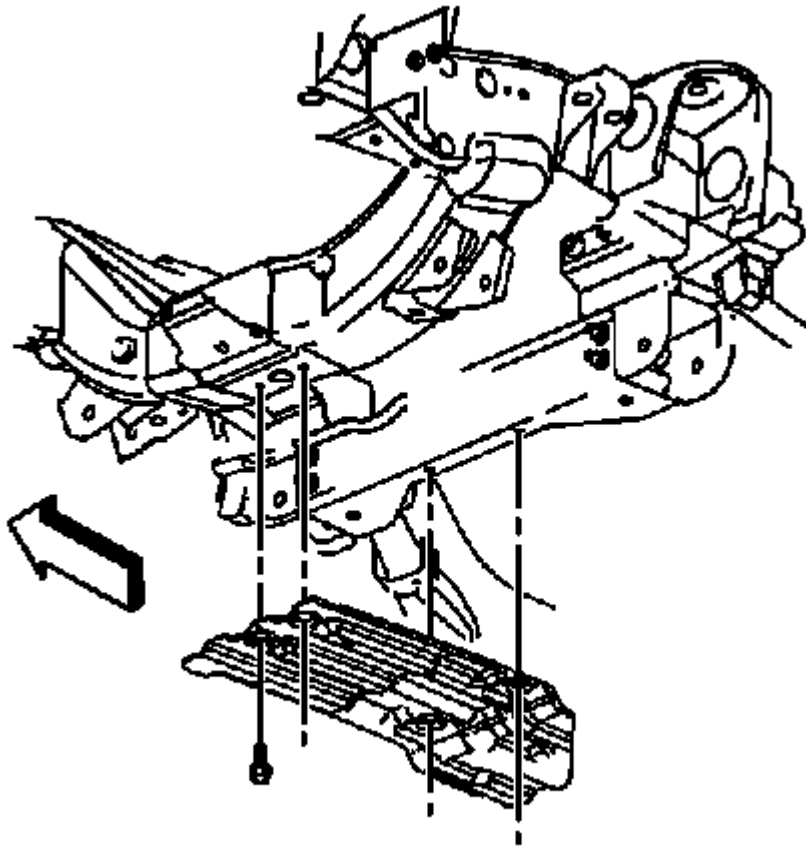


Fig. 30: Identifying Oil Pan Skid Plate
Courtesy of GENERAL MOTORS CORP.

10. Lower the vehicle.
11. Install the engine mount to engine mount bracket bolts. (right side shown, left side similar).

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

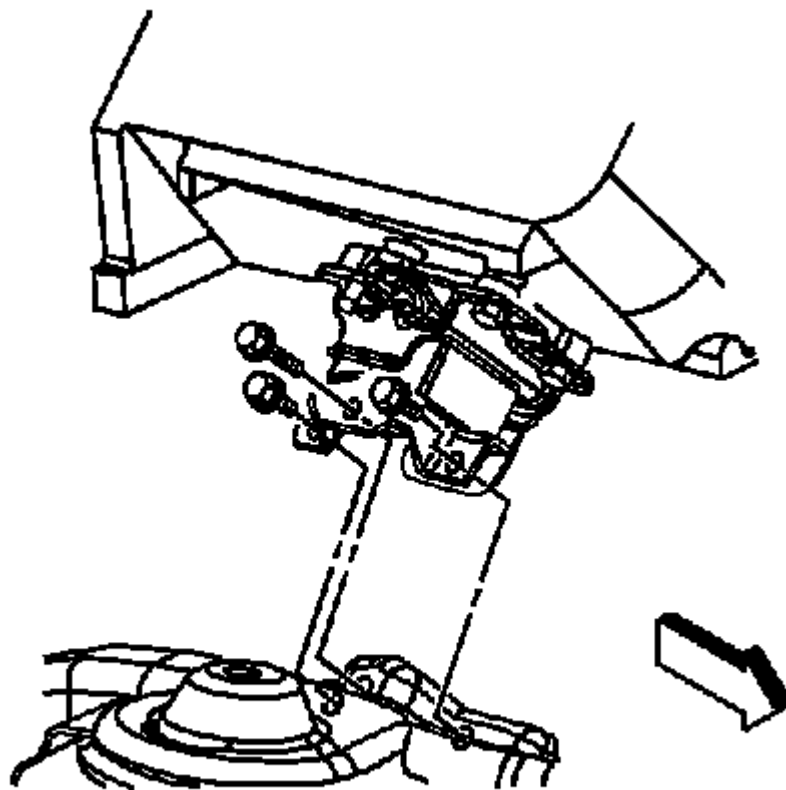


Fig. 31: Installing Engine Mount To Engine Mount Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

Engine Mount Replacement - Right

Removal Procedure

NOTE: Refer to Engine Mounting Notice in Cautions and Notices.

1. From under the hood, remove the engine mount to engine mount bracket bolts. (left side shown, right side similar).

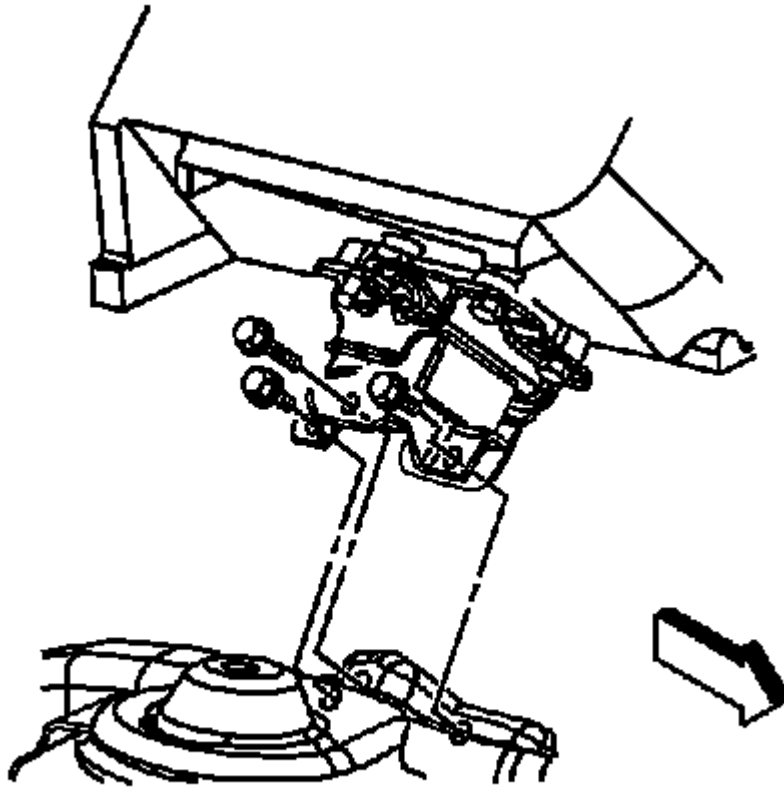


Fig. 32: Removing Engine Mount To Engine Mount Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

2. Raise and suitably support the vehicle. Refer to **Lifting and Jacking the Vehicle** in General Information.
3. Remove the oil pan skid plate bolts and plate.

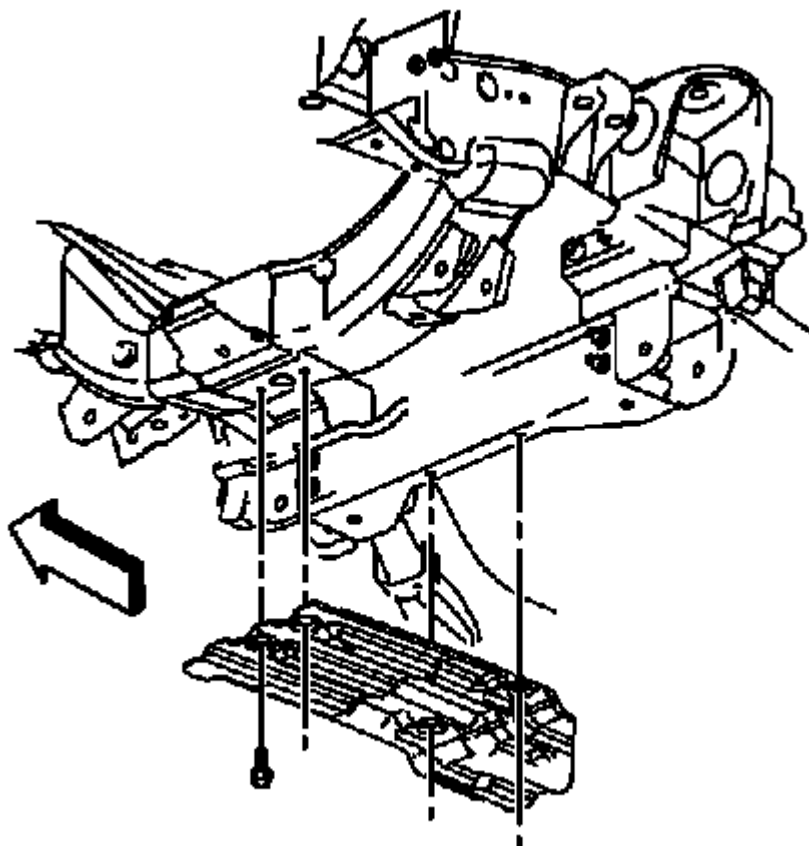


Fig. 33: Identifying Oil Pan Skid Plate
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Engine Lifting Notice in Cautions and Notices.

4. Using an adjustable jack on the square tab (left side shown) at the rear of the engine block, raise the engine. In order to access the square tab, remove the starter. (left side shown, right side similar). Refer to **Starter Motor Replacement (4.3L Engine)** in Engine Electrical.

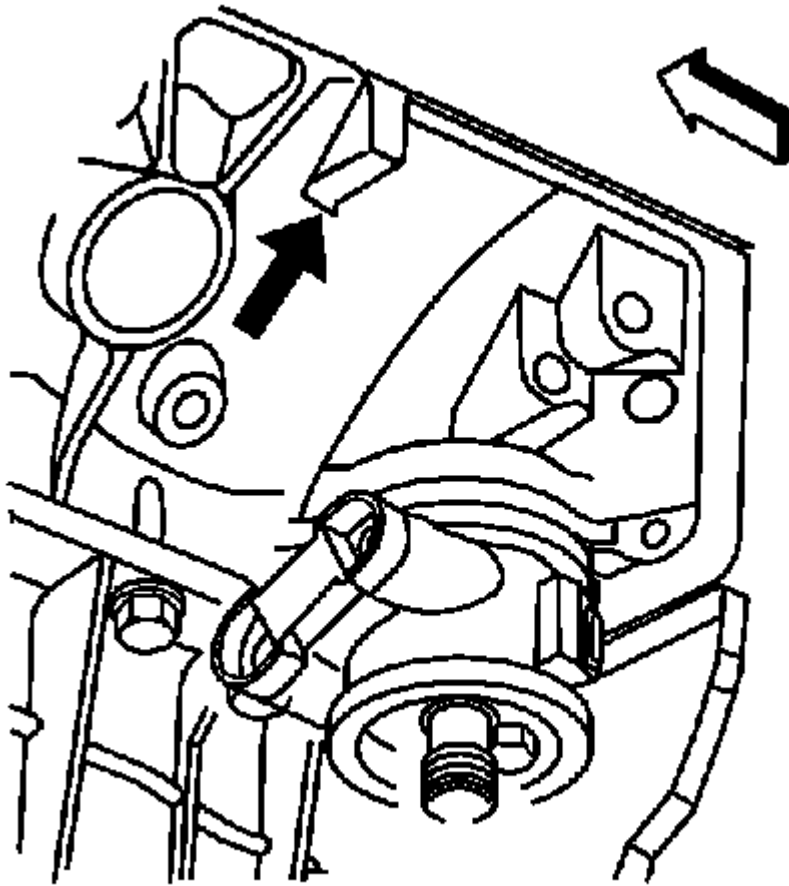


Fig. 34: View Of Square Tab At Rear Of Engine Block
Courtesy of GENERAL MOTORS CORP.

5. Remove the engine mount bolts.
6. Remove the engine mount.

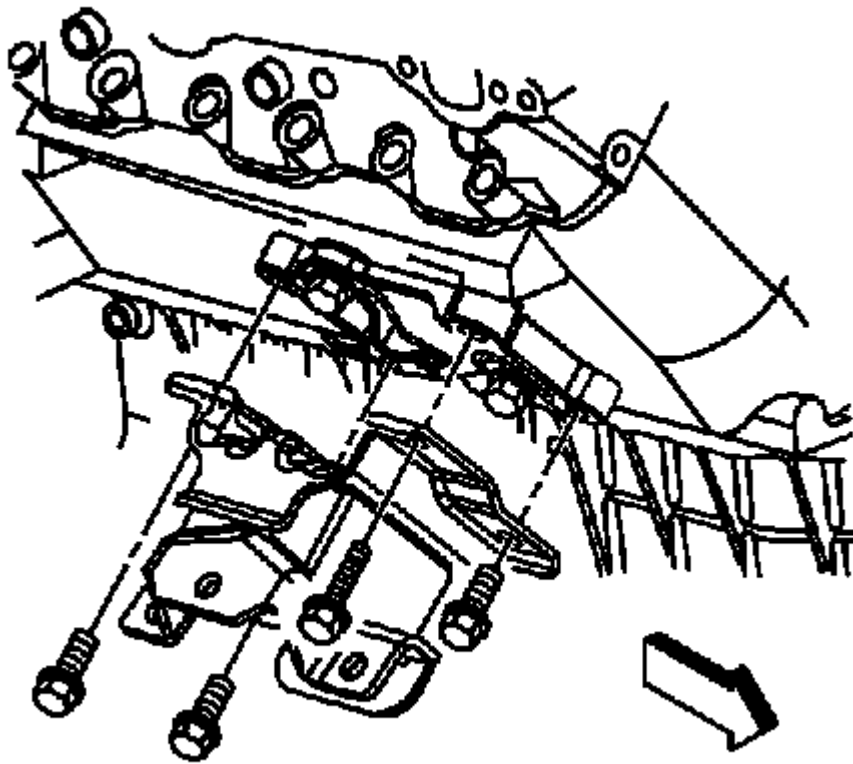


Fig. 35: Removing Engine Mount & Bolts
Courtesy of GENERAL MOTORS CORP.

7. If necessary, remove the engine mount side bracket bolts and bracket.

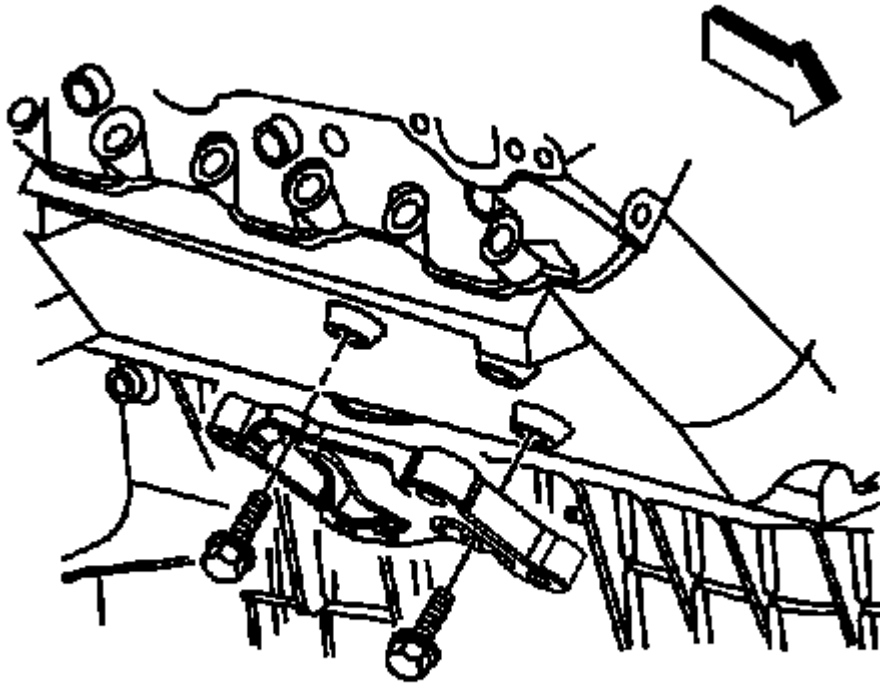


Fig. 36: Removing Engine Mount Side Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

8. Remove the engine mount bracket bolts.
9. Remove the engine mount bracket.

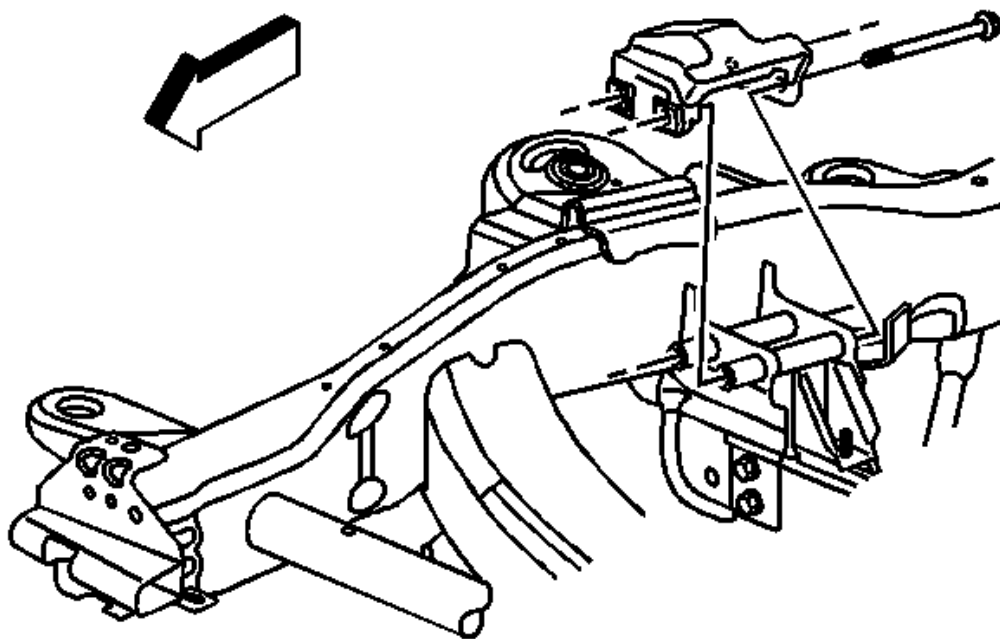


Fig. 37: Removing Engine Mount Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

Installation Procedure

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

NOTE: Refer to **Fastener Notice** in Cautions and Notices.

3. Install the engine mount bracket bolts.

Tighten: Tighten the engine mount bracket bolts to 75 N.m (55 lb ft).

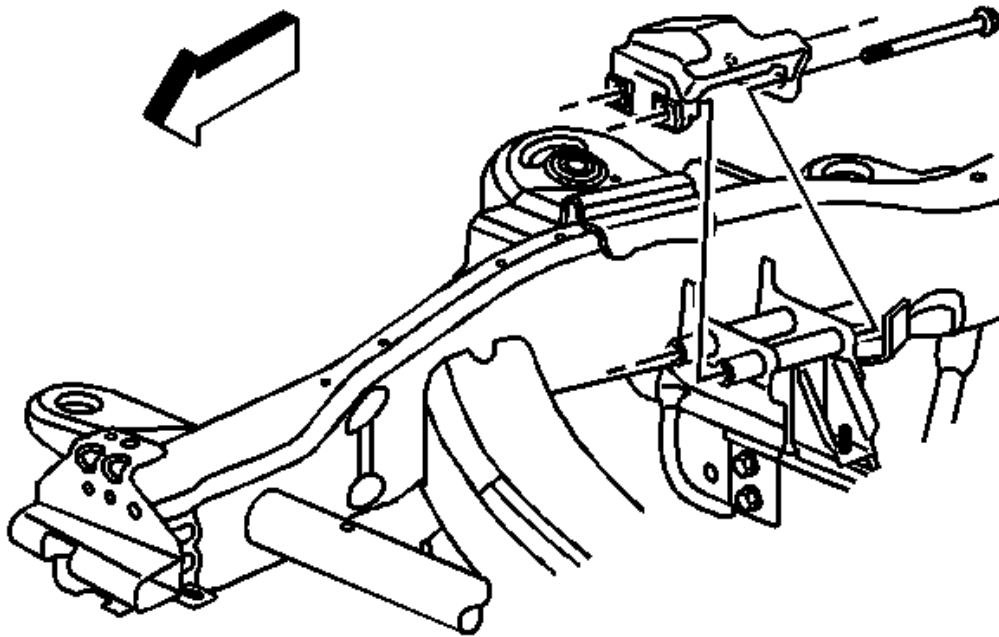


Fig. 38: Installing Engine Mount Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

4. Position the engine mount side bracket to the engine, if removed.
5. Install the engine mount side bracket bolts.

Tighten: Tighten the engine mount side bracket bolts to 50 N.m (37 lb ft).

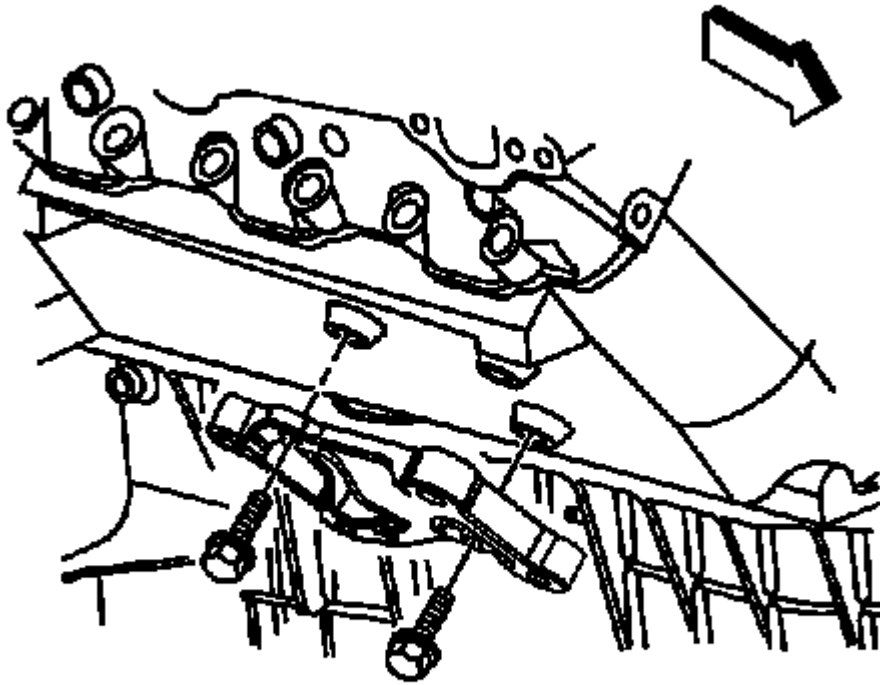


Fig. 39: Installing Engine Mount Side Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

6. Install the engine mount.
7. Install the engine mount bolts.

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

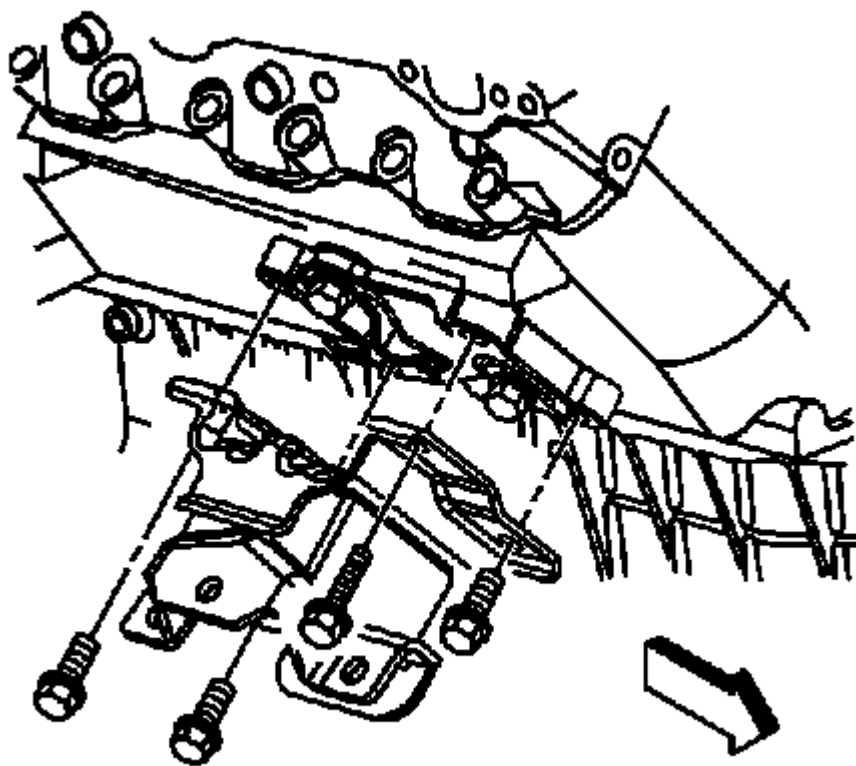


Fig. 40: Installing Engine Mount & Bolts
Courtesy of GENERAL MOTORS CORP.

8. Lower the engine.
9. Install the starter. Refer to **Starter Motor Replacement (4.3L Engine)** in Engine Electrical.
10. Install the oil pan skid plate and bolts.

Tighten: Tighten the oil pan skid plate bolts to 20 N.m (15 lb ft).

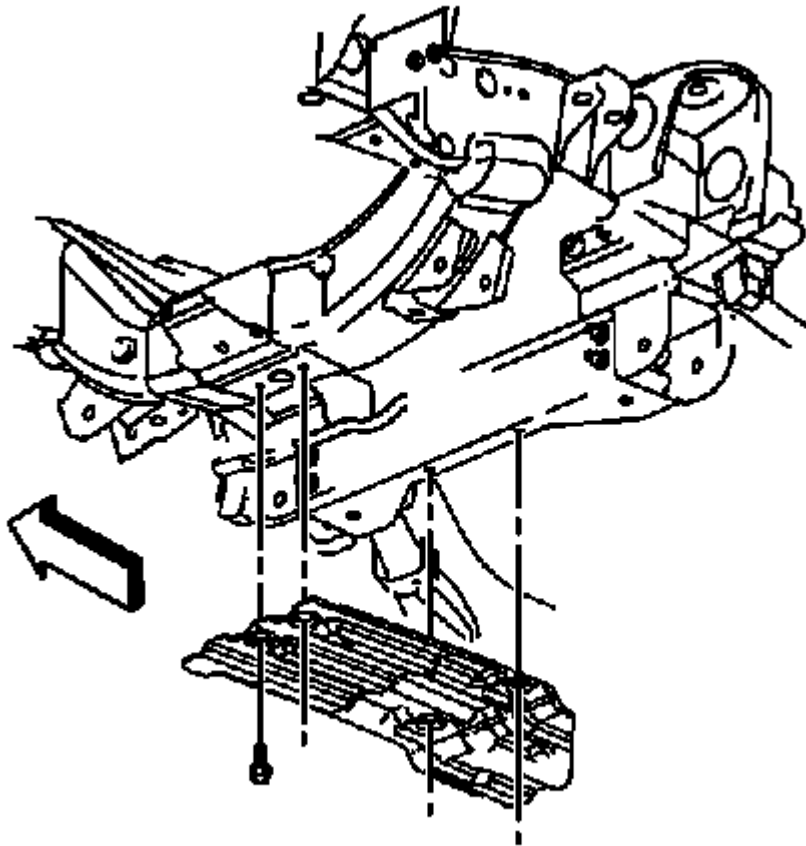


Fig. 41: Identifying Oil Pan Skid Plate
Courtesy of GENERAL MOTORS CORP.

11. Lower the vehicle.
12. Install the engine mount to engine mount bracket bolts.

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

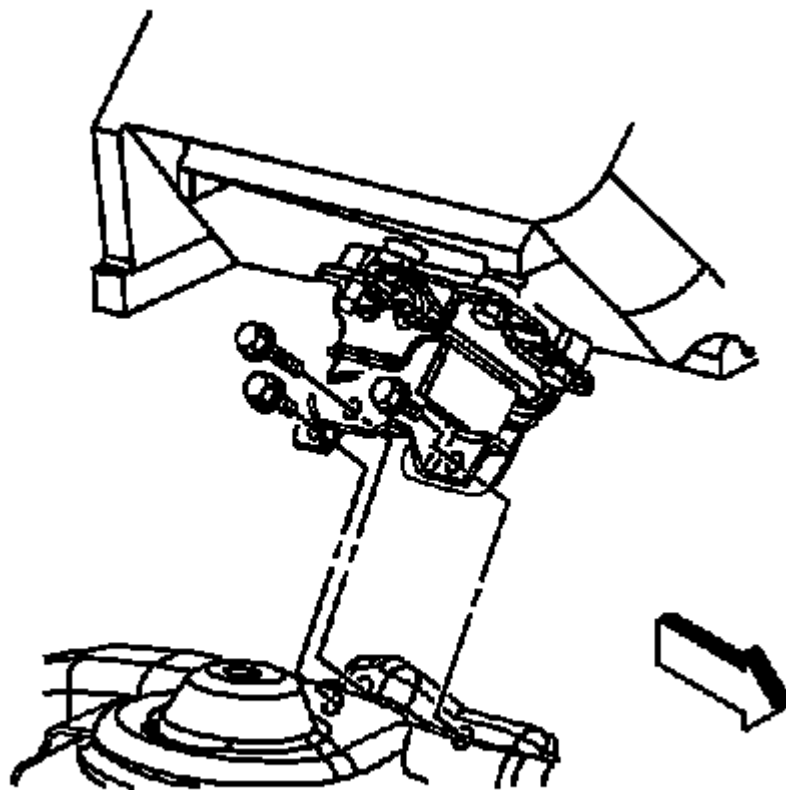


Fig. 42: Installing Engine Mount To Engine Mount Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

Intake Manifold Replacement - Upper

Removal Procedure

1. Remove the fuel pipes/hoses. Refer to **Fuel Hose/Pipes Replacement - Engine Compartment** in Engine Controls - 4.3L.
2. Disconnect the cruise control cable from the throttle lever, if equipped.
3. Remove the cruise control cable from the accelerator control cable bracket, if equipped.

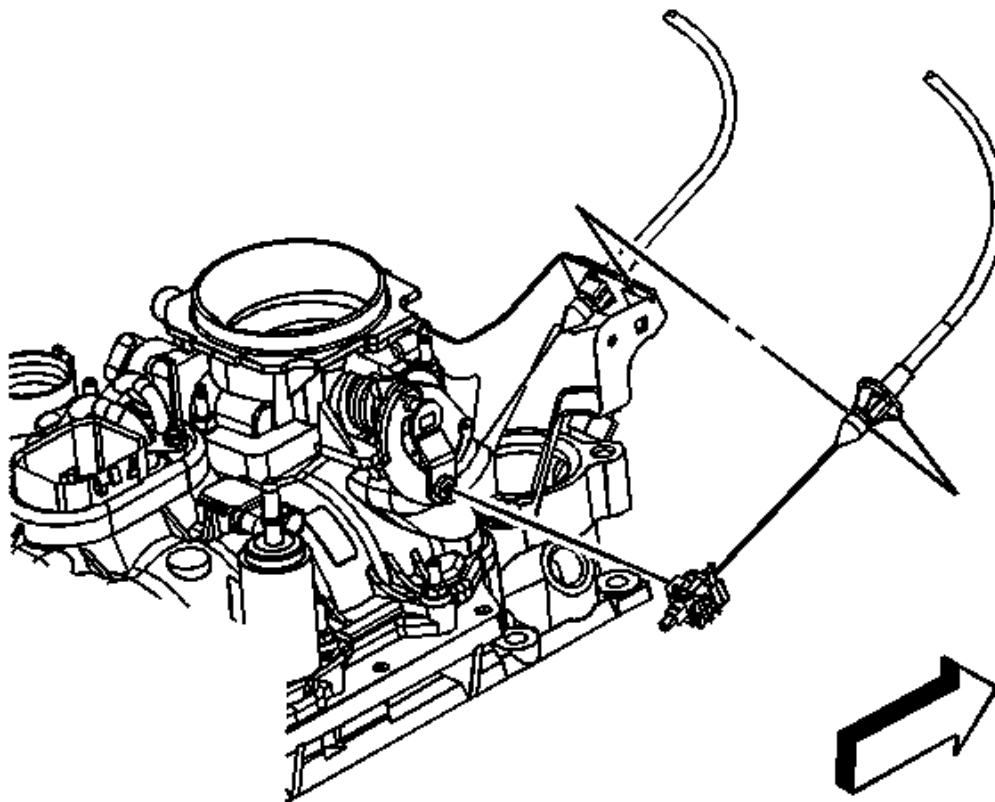


Fig. 43: Removing Cruise Control Cable
Courtesy of GENERAL MOTORS CORP.

4. Remove the accelerator cable from the throttle body lever.

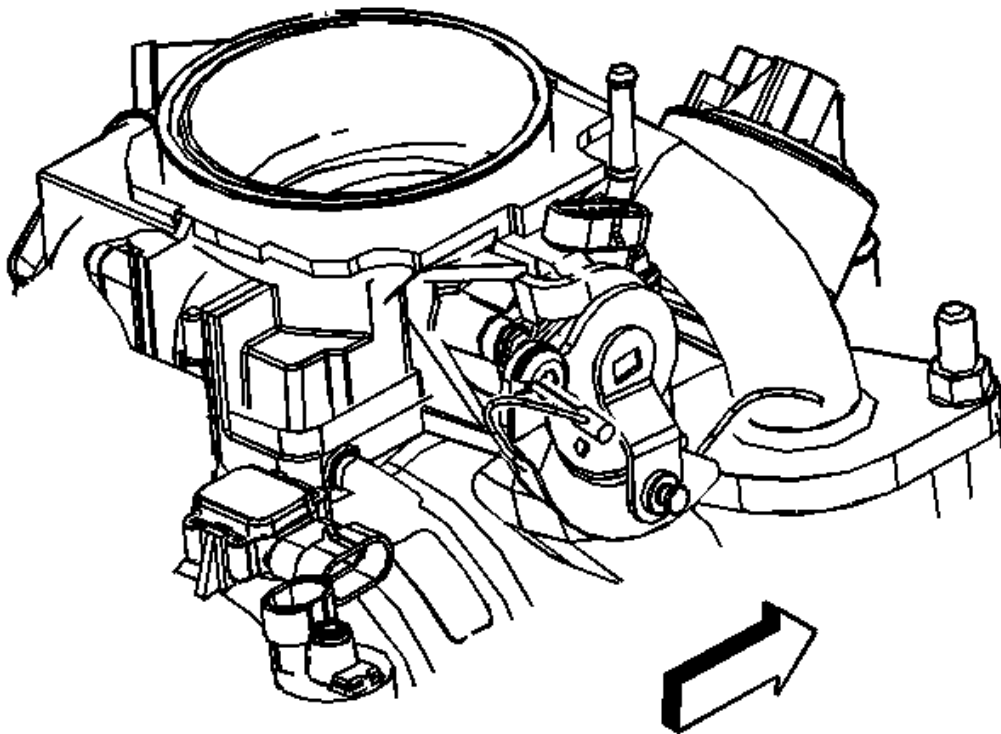


Fig. 44: Removing Accelerator Cable From Throttle Body Lever
Courtesy of GENERAL MOTORS CORP.

5. Remove the accelerator cable from the accelerator control cable bracket.

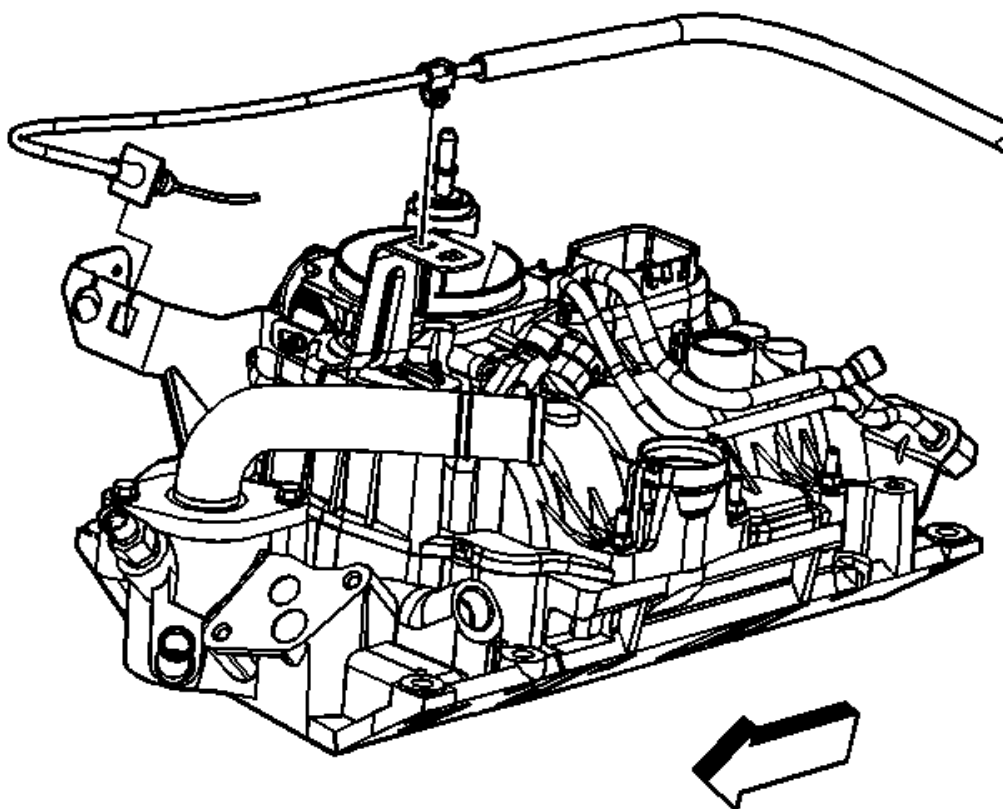


Fig. 45: View Of Accelerator Cable To Accelerator Control Cable Bracket
Courtesy of GENERAL MOTORS CORP.

6. Disconnect the following electrical connectors:
 - The air conditioning (A/C) compressor clutch (1), if equipped
 - The A/C pressure switch (4), if equipped
7. Remove the engine wiring harness clip (3) from the accelerator control cable bracket.

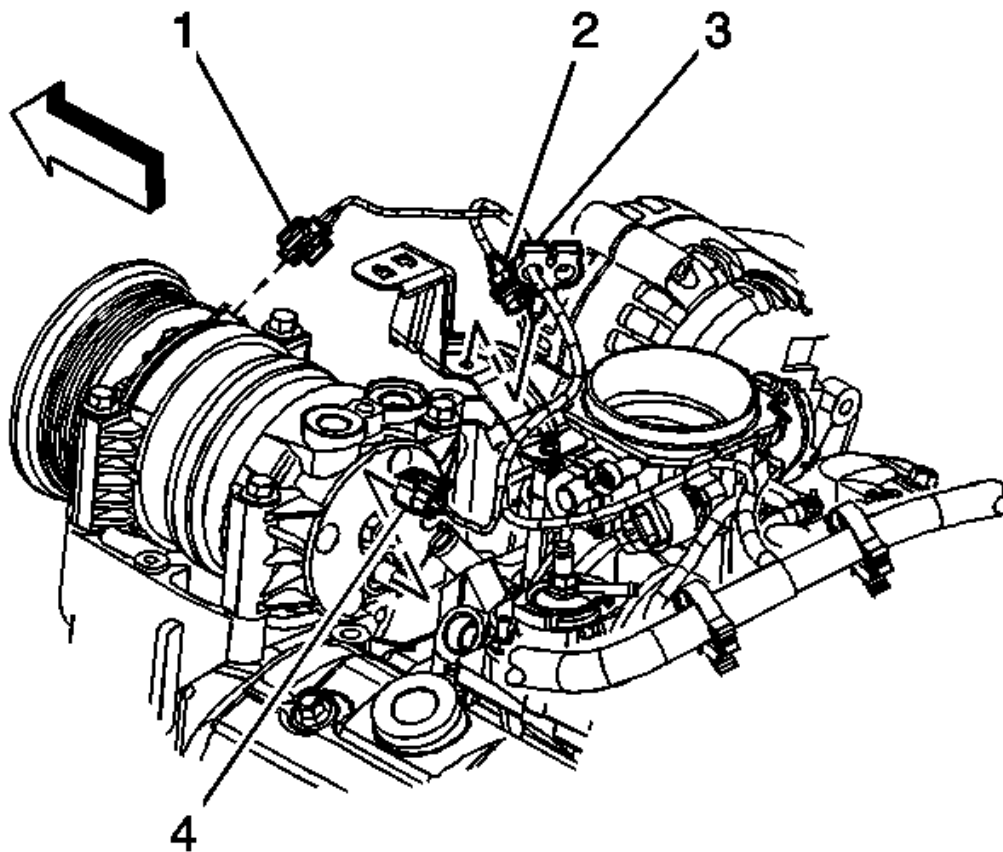


Fig. 46: A/C Compressor Clutch, Engine Wiring Harness & A/C Pressure Switch
Courtesy of GENERAL MOTORS CORP.

8. Remove the accelerator control cable bracket nuts.
9. Remove the accelerator control cable bracket with the cables attached, from the throttle body.

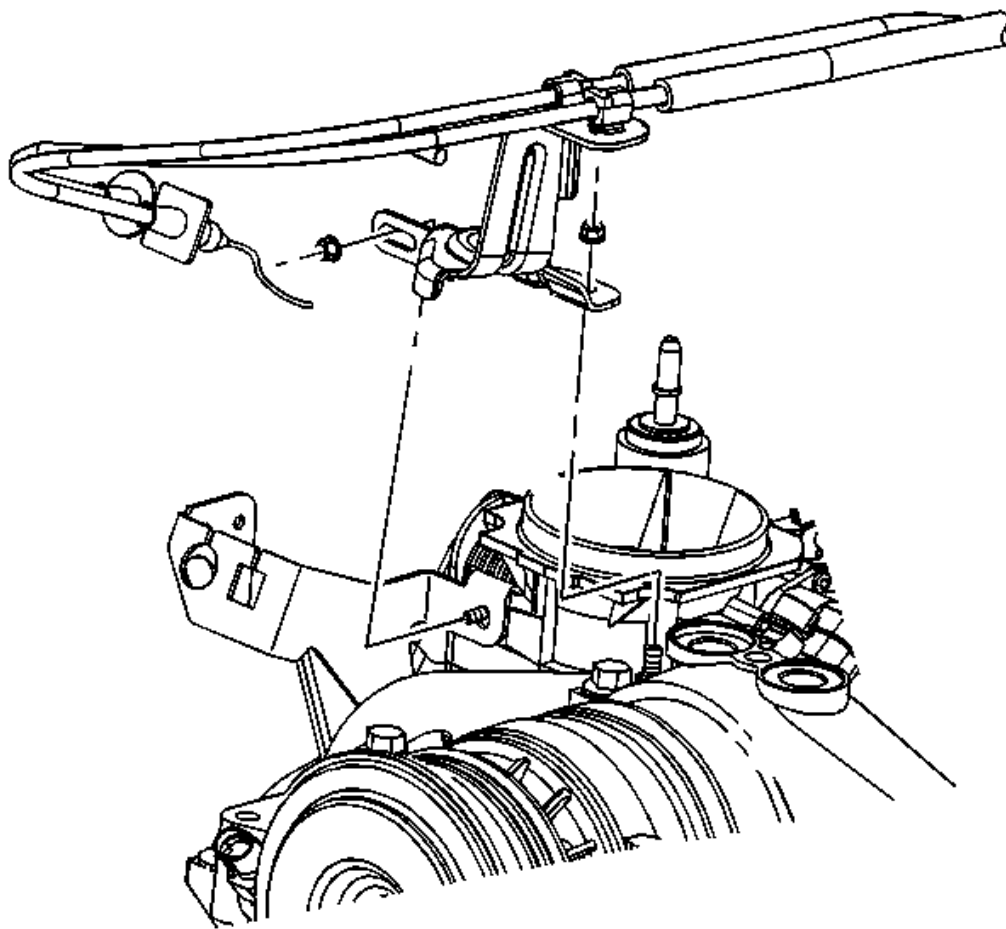


Fig. 47: View Of Accelerator Control Cable Bracket
Courtesy of GENERAL MOTORS CORP.

10. Reposition and secure the bracket and cables out of the way.
11. Disconnect the following electrical connectors:
 - The throttle position (TP) sensor (1)
 - The idle air control (IAC) motor (2)
 - The control port injector module (3)
12. Remove the engine wiring harness clip bolt (4).

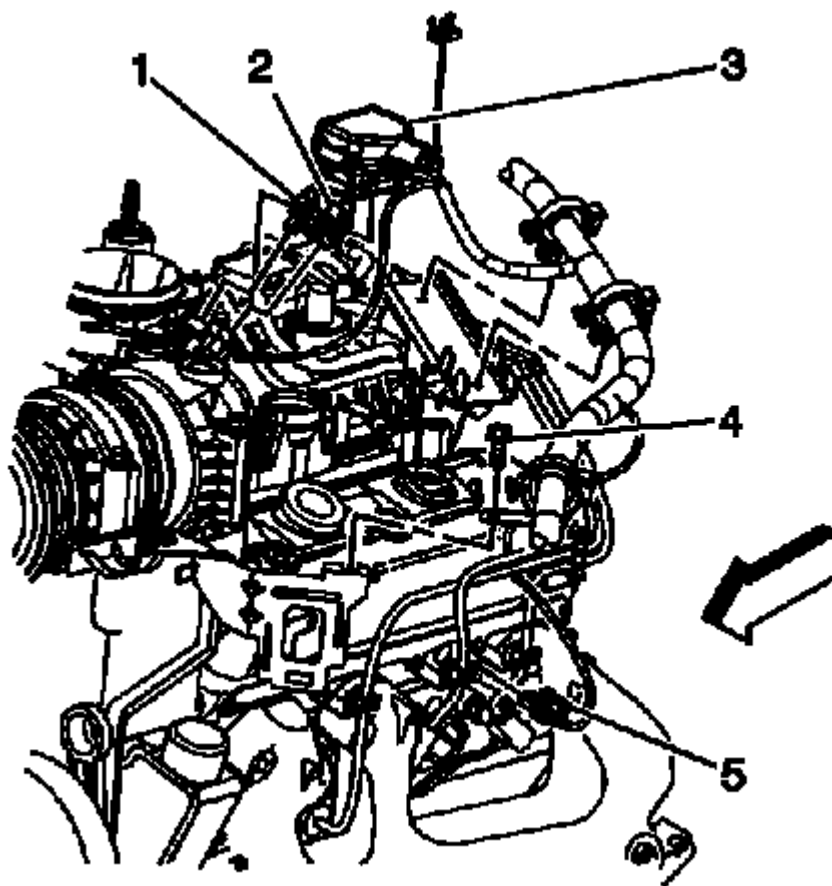


Fig. 48: View Of TP Sensor, IAC Motor, ECT Sensor, Control Port Injector Module & Engine Harness Clip Bolt
Courtesy of GENERAL MOTORS CORP.

13. Disconnect the following electrical connectors:
- The evaporative emission (EVAP) canister purge solenoid valve (1)
 - The manifold absolute pressure (MAP) sensor (2)

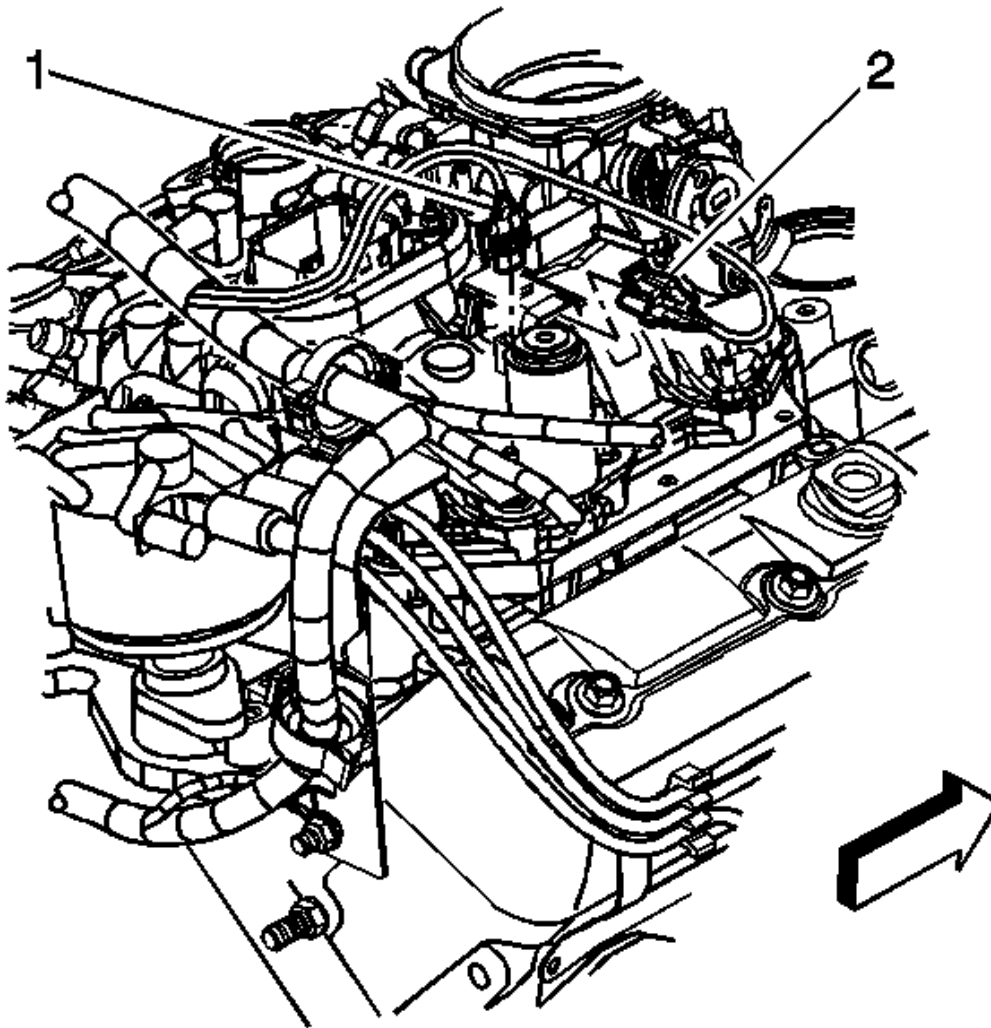


Fig. 49: EVAP Canister Purge Solenoid Valve & MAP Sensor
Courtesy of GENERAL MOTORS CORP.

14. Disconnect the EVAP canister harness from the purge solenoid valve.

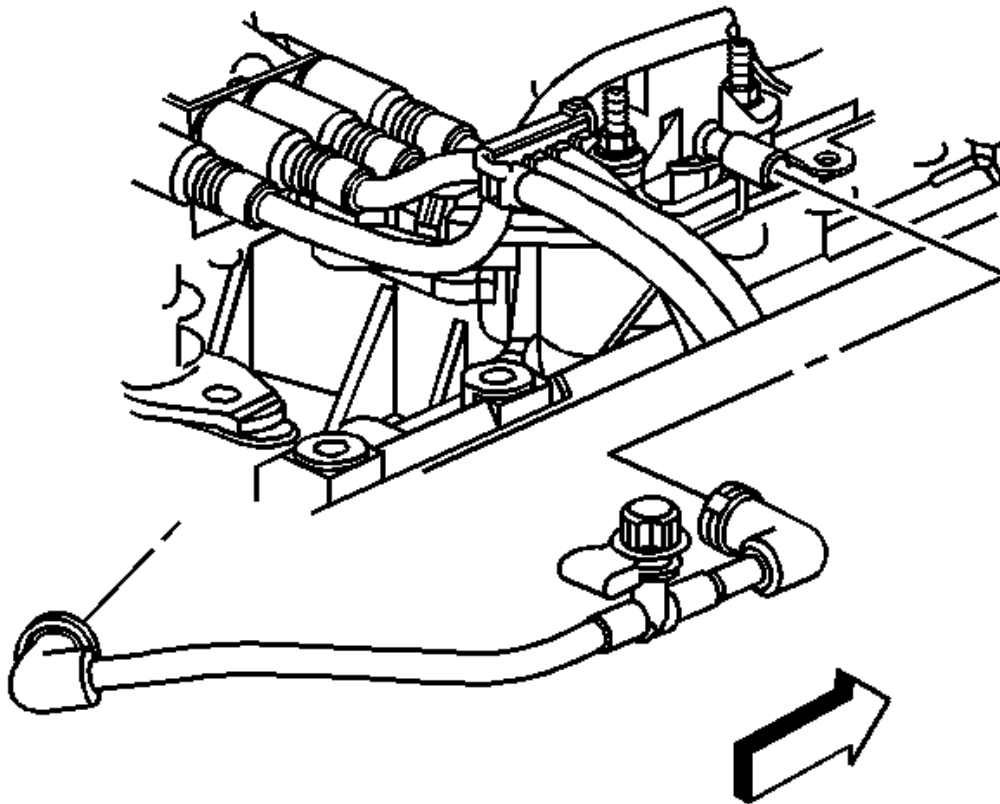


Fig. 50: Disconnecting EVAP Canister Harness
Courtesy of GENERAL MOTORS CORP.

15. Remove the engine wiring harness bracket nuts.
16. Remove the engine wiring harness bracket.

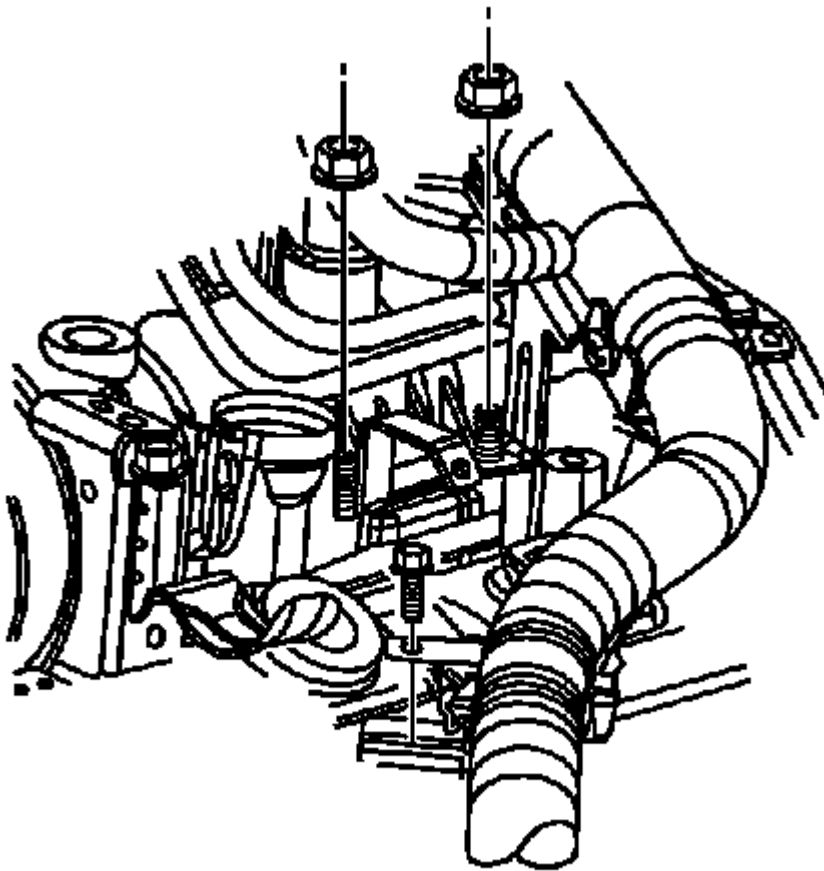


Fig. 51: Removing Engine Wiring Harness Bracket & Nuts
Courtesy of GENERAL MOTORS CORP.

17. Remove the engine wiring harness ground nut and ground wire (4) from the rear of the right cylinder head.

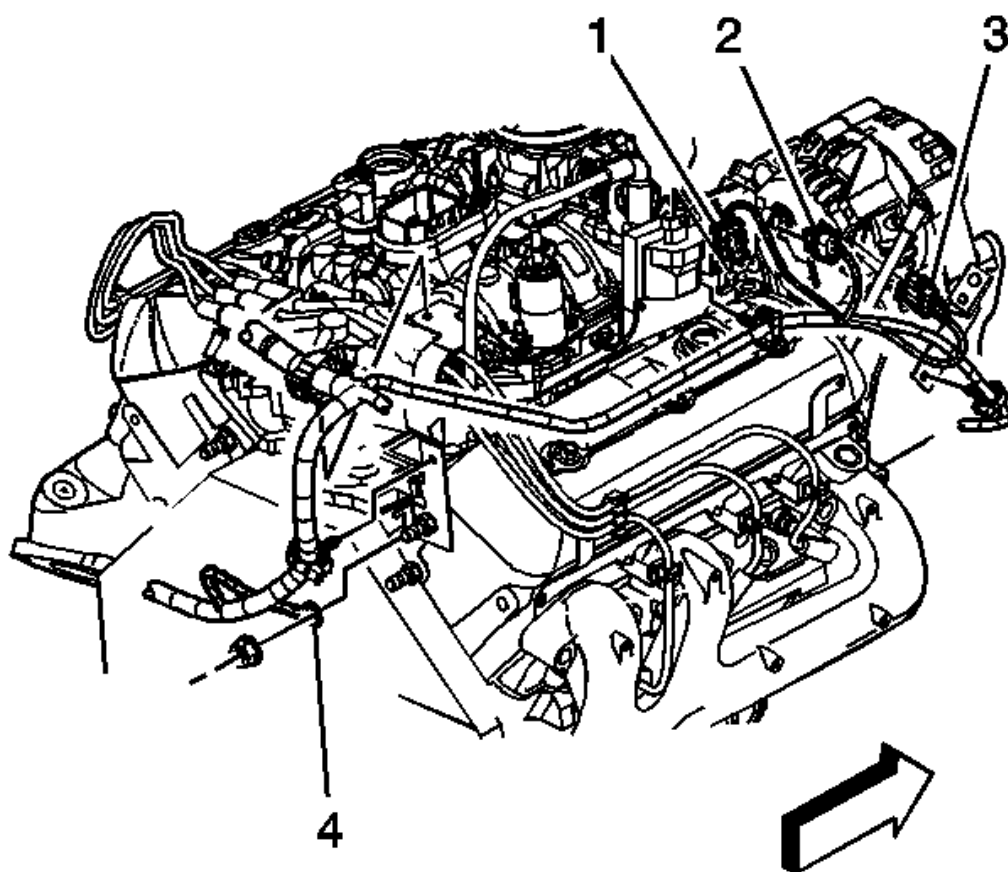


Fig. 52: Ignition Coil, Ignition Coil Driver, Ground Nut/Cable & Generator Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

18. Remove the engine wiring harness rear bracket nut at the EVAP canister purge solenoid valve.
19. Remove the stud holding the engine wiring harness bracket.

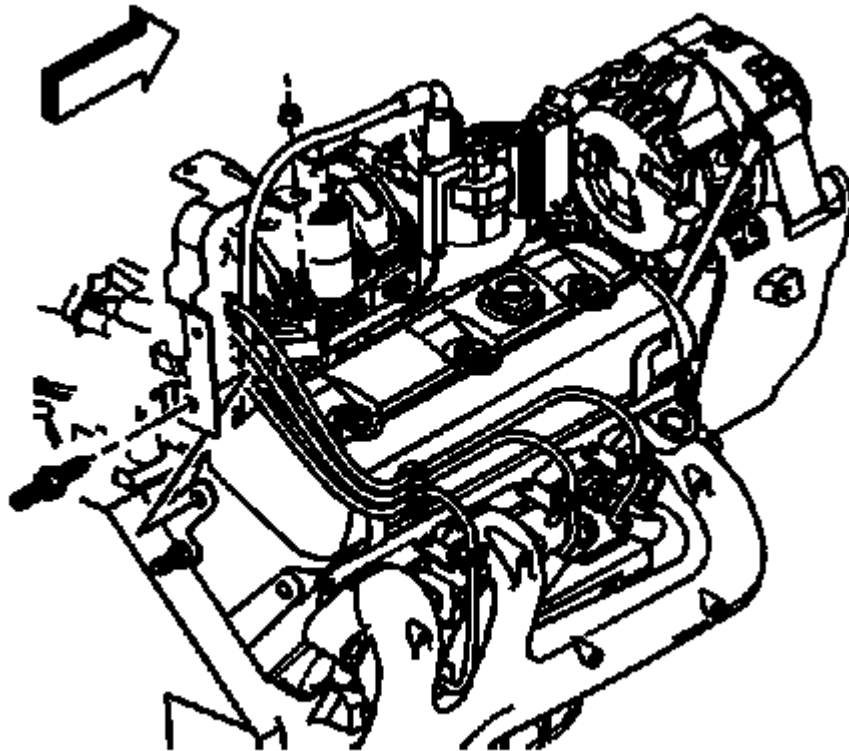


Fig. 53: Removing Engine Wiring Harness Rear Bracket Nut & Stud Holding Engine Wiring Harness Bracket
Courtesy of GENERAL MOTORS CORP.

20. Reposition the engine wiring harness with the bracket aside.
21. Remove the PCV valve hose from the valve and rocker cover.

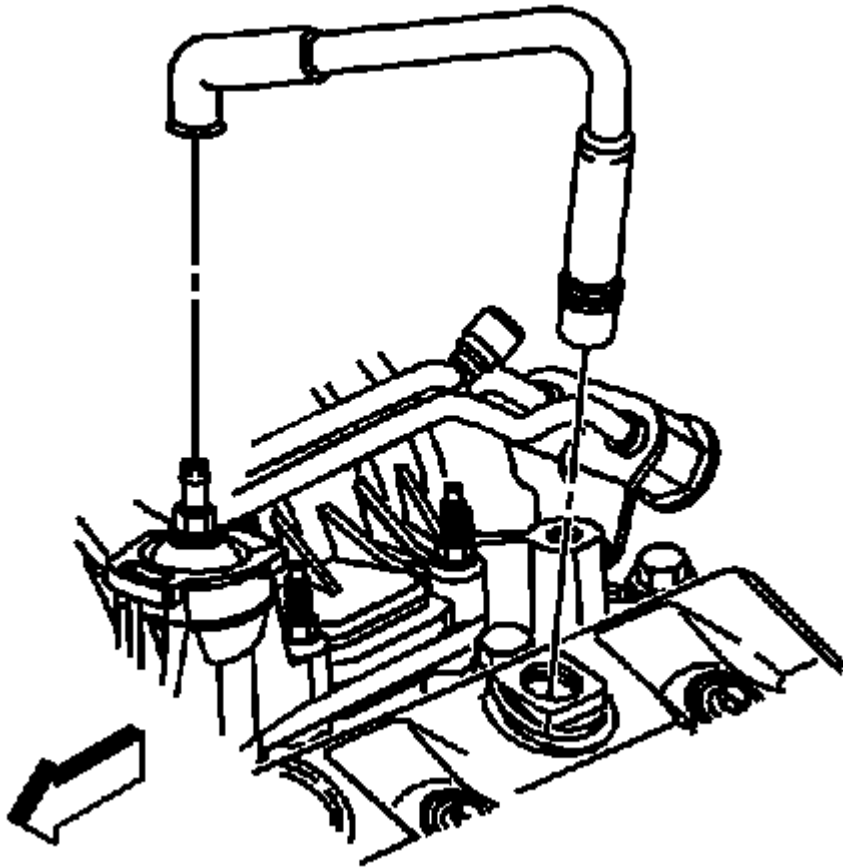


Fig. 54: Removing PCV Valve Hose From Valve & Rocker Cover
Courtesy of GENERAL MOTORS CORP.

22. Disconnect the power brake booster vacuum hose from the vacuum fitting.

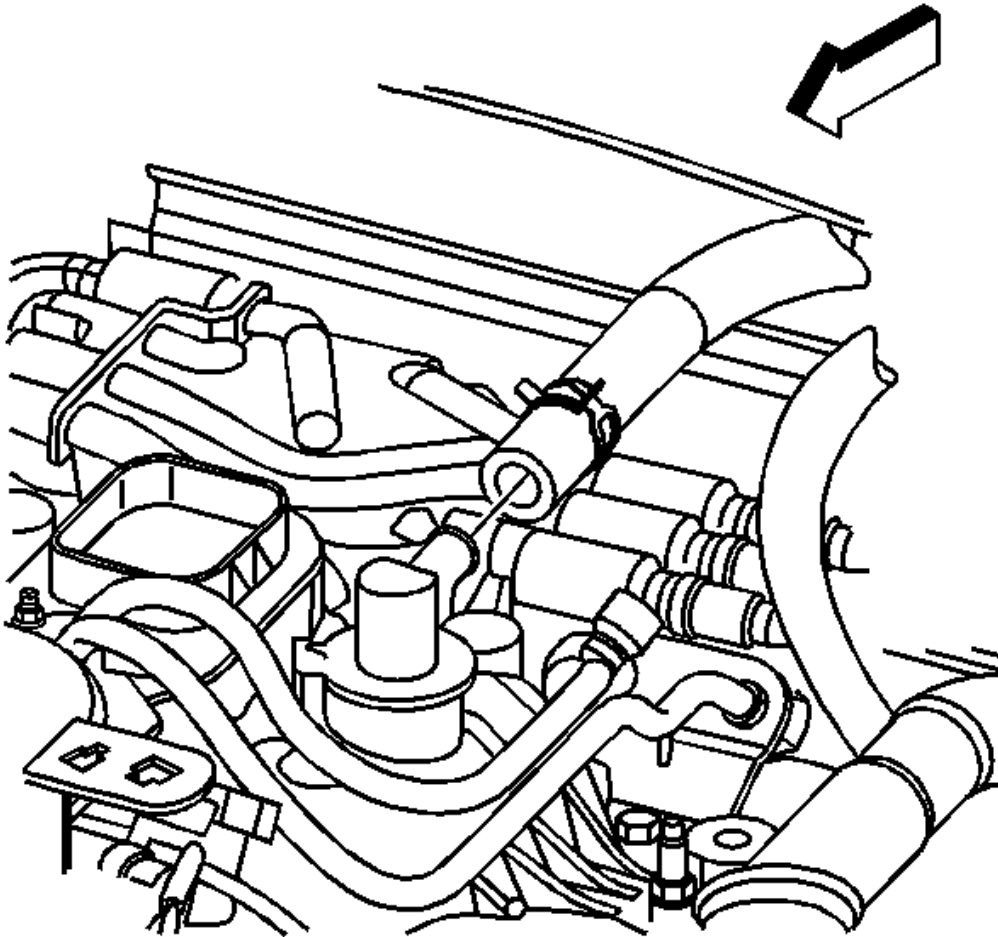


Fig. 55: Disconnecting Power Brake Booster Vacuum Hose
Courtesy of GENERAL MOTORS CORP.

23. Remove the accelerator cable bracket nuts.
24. Remove the accelerator cable bracket.

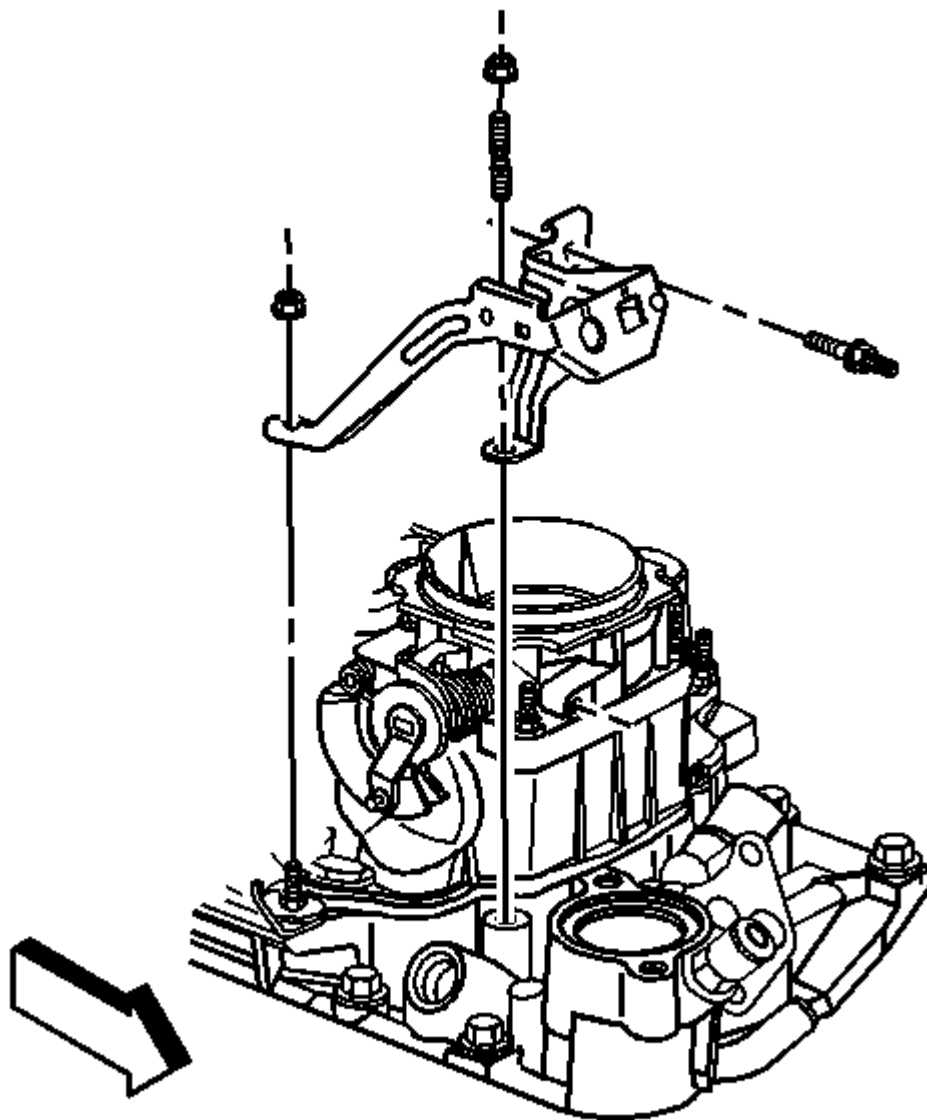


Fig. 56: Removing Accelerator Cable Bracket & Nuts
Courtesy of GENERAL MOTORS CORP.

25. Remove the intake manifold - upper studs.
26. Remove the front two throttle body studs.
27. Remove the intake manifold - upper.

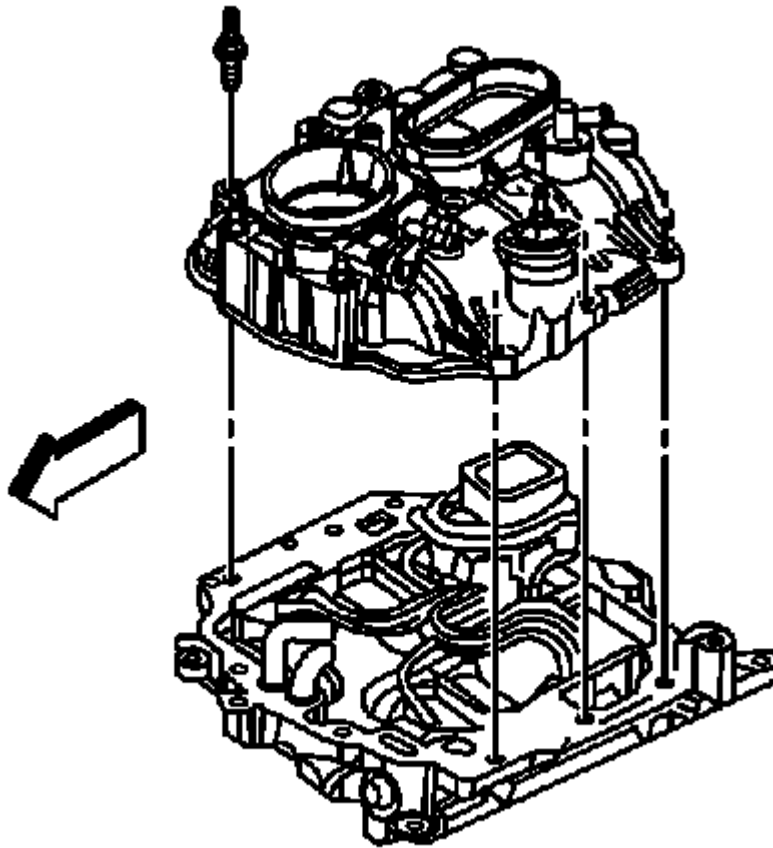


Fig. 57: Removing Upper Intake Manifold
Courtesy of GENERAL MOTORS CORP.

28. Remove and discard the intake manifold - upper gasket.

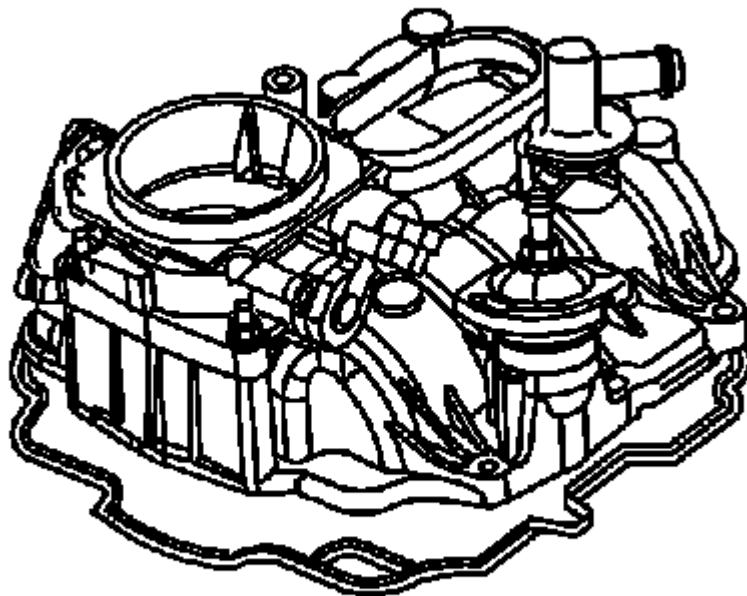


Fig. 58: Removing Intake Manifold Upper Gasket
Courtesy of GENERAL MOTORS CORP.

29. Remove and discard the O-ring seal from the fuel meter body.

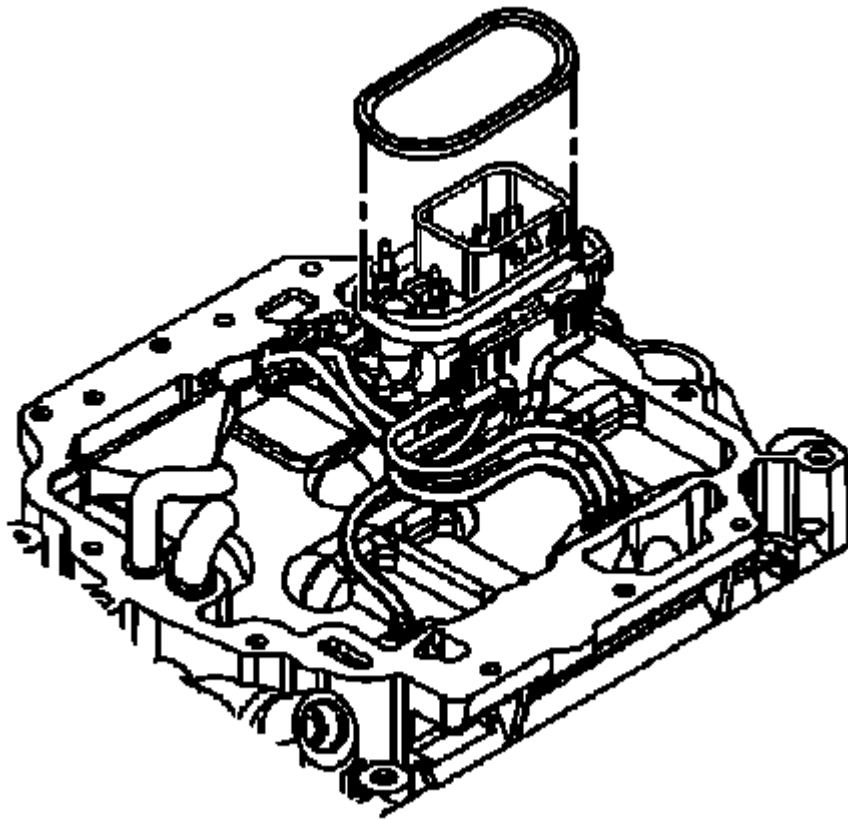


Fig. 59: Removing Fuel Meter Body O-Ring Seal
Courtesy of GENERAL MOTORS CORP.

30. If required, remove the power brake booster vacuum fitting.

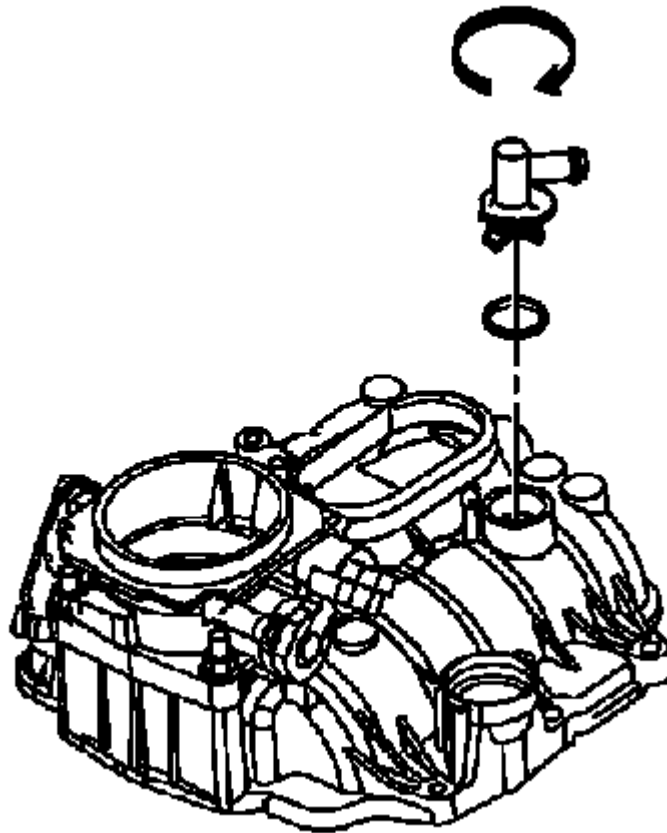


Fig. 60: Removing Power Brake Booster Vacuum Fitting
Courtesy of GENERAL MOTORS CORP.

31. Remove and discard the O-ring seal.
32. If required, remove the PCV valve cover.

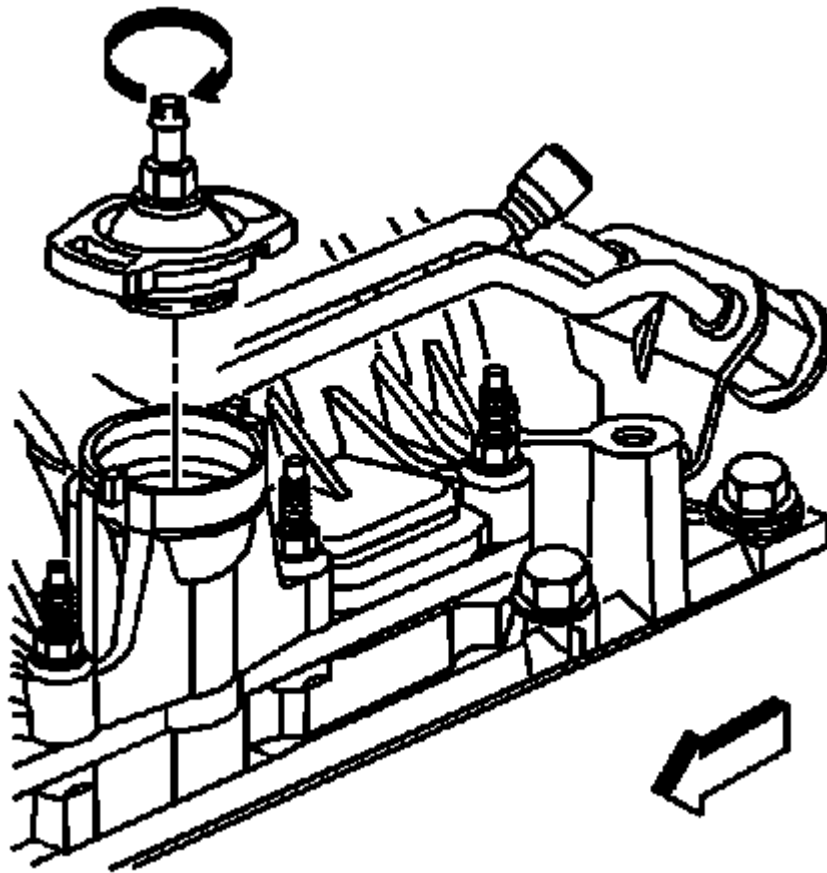


Fig. 61: Removing PCV Valve Cover
Courtesy of GENERAL MOTORS CORP.

33. Remove and discard the O-ring seal.
34. If required, remove the rear throttle body stud.
35. Remove the throttle body.

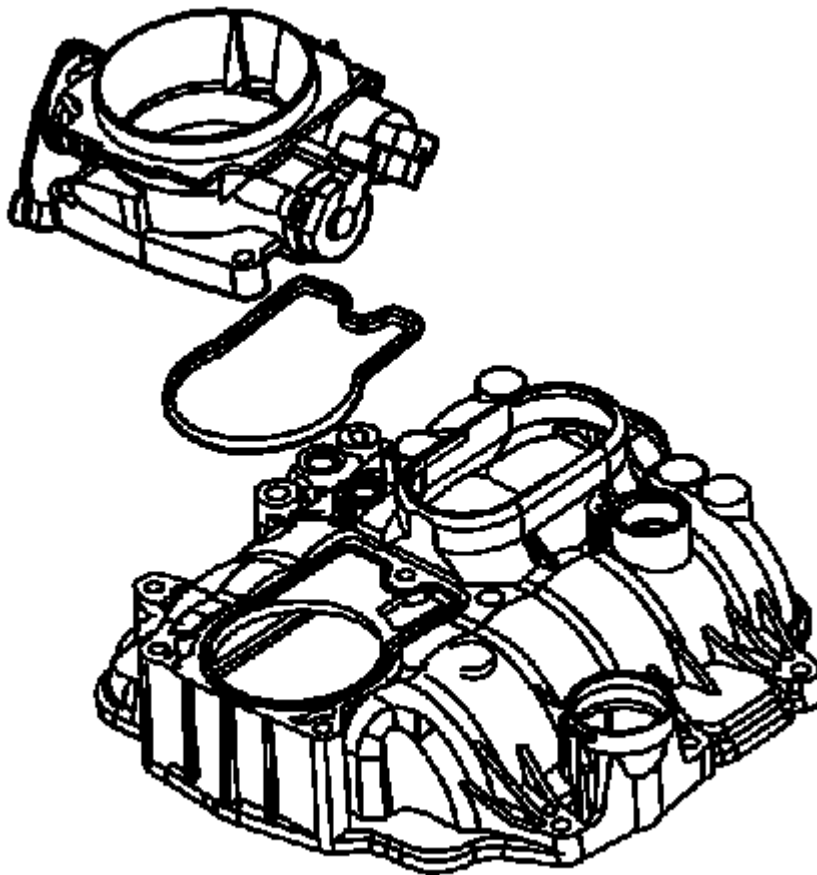


Fig. 62: View Of Throttle Body & Gasket
Courtesy of GENERAL MOTORS CORP.

36. Remove and discard the throttle body gasket.
37. If required, remove the MAP sensor.

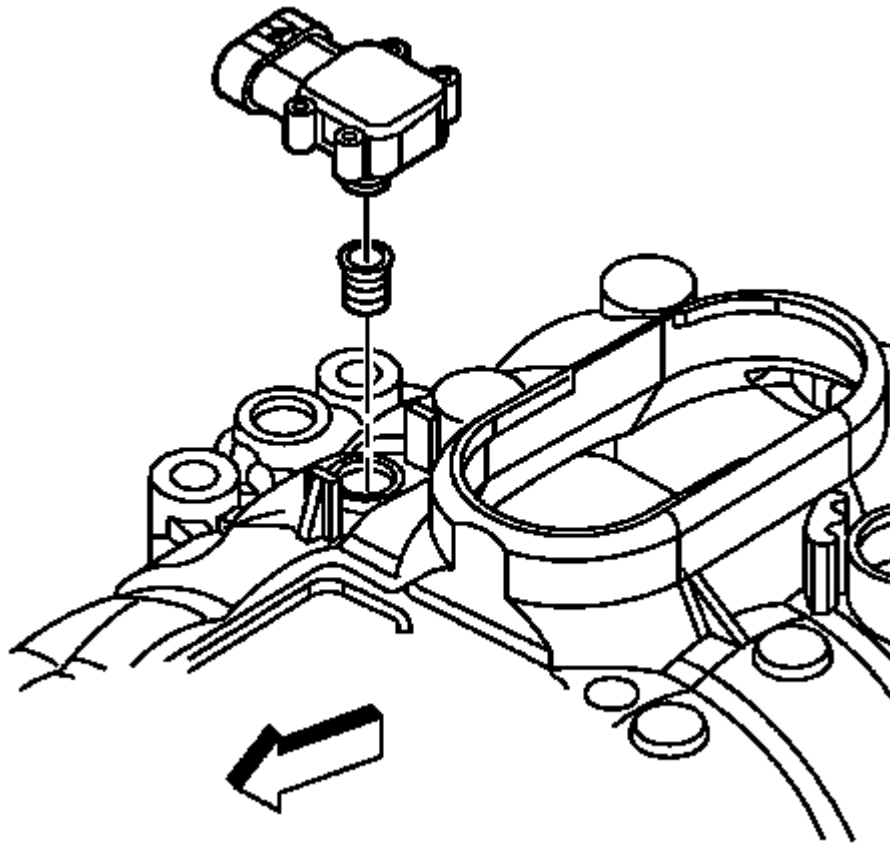


Fig. 63: Removing MAP Sensor
Courtesy of GENERAL MOTORS CORP.

38. Remove and discard the MAP sensor seal.
39. If required, remove the EVAP canister purge solenoid valve studs.
40. Remove the purge solenoid valve.

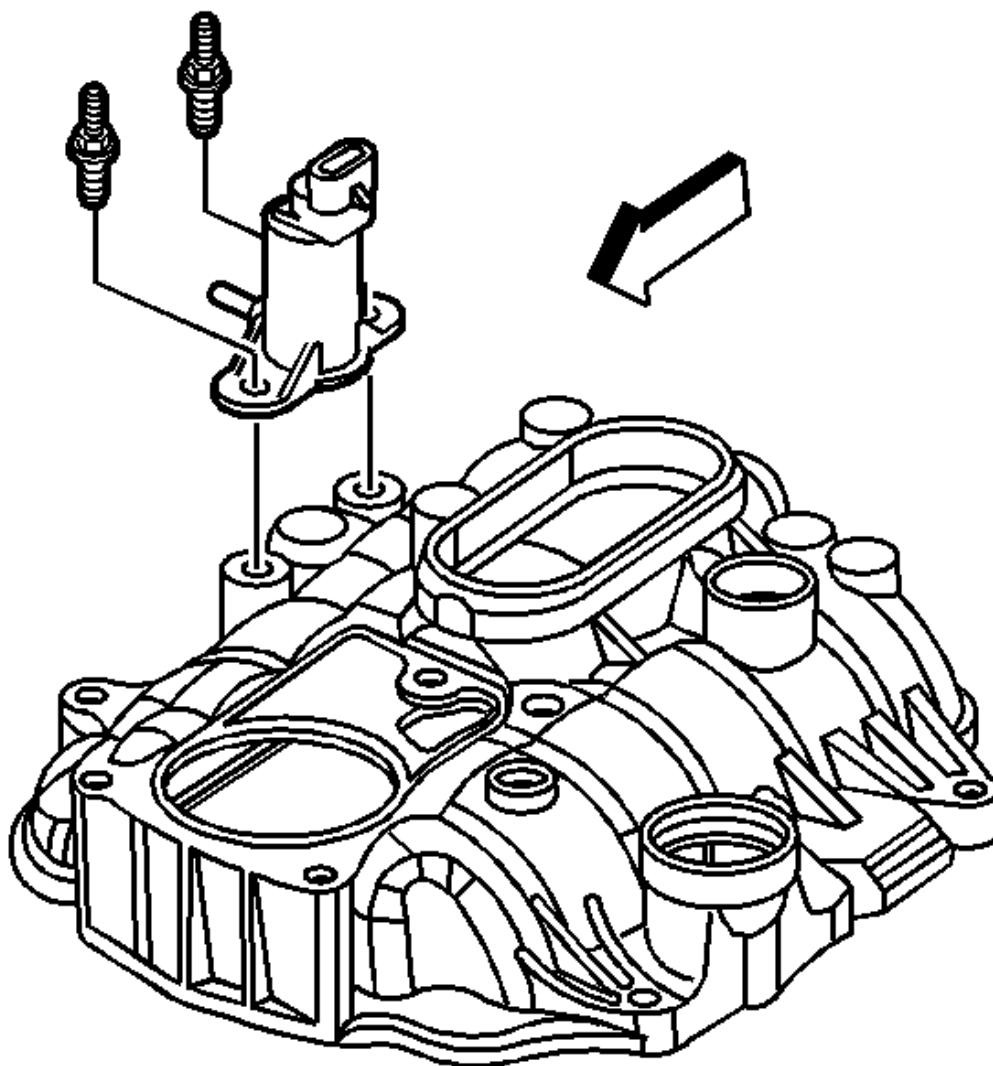


Fig. 64: Removing EVAP Canister Purge Solenoid Valve
Courtesy of GENERAL MOTORS CORP.

41. Clean and inspect the intake manifold - upper, if necessary. Refer to **Intake Manifold Cleaning and Inspection**.

Installation Procedure

1. If required, install the purge solenoid valve.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the EVAP canister purge solenoid valve studs. If reusing the old studs, apply threadlock GM P/N 12345382, (Canadian P/N 10953489), or equivalent to the threads.

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

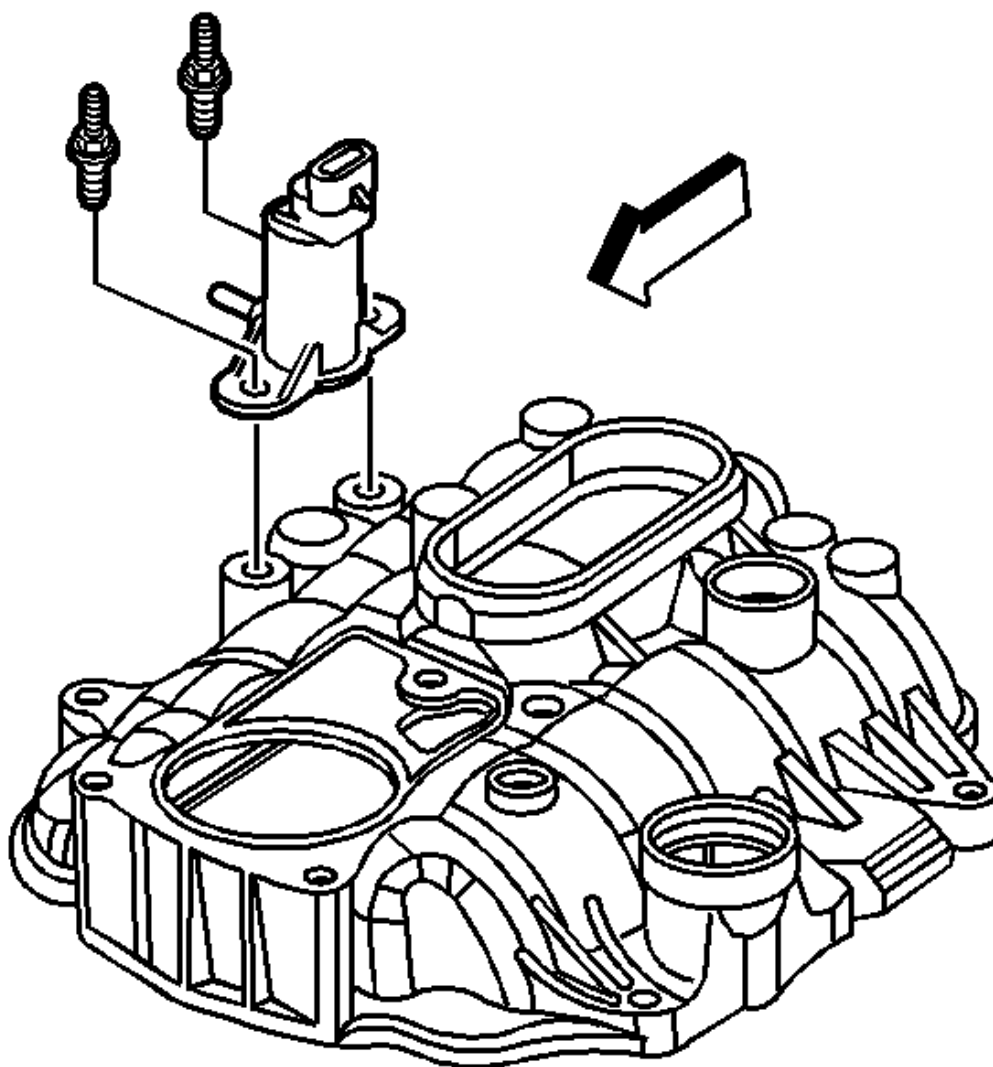


Fig. 65: Installing EVAP Canister Purge Solenoid Valve
Courtesy of GENERAL MOTORS CORP.

3. If required, install a NEW MAP sensor seal. Apply a small drop of clean engine oil to the seal.
4. Install the MAP sensor.

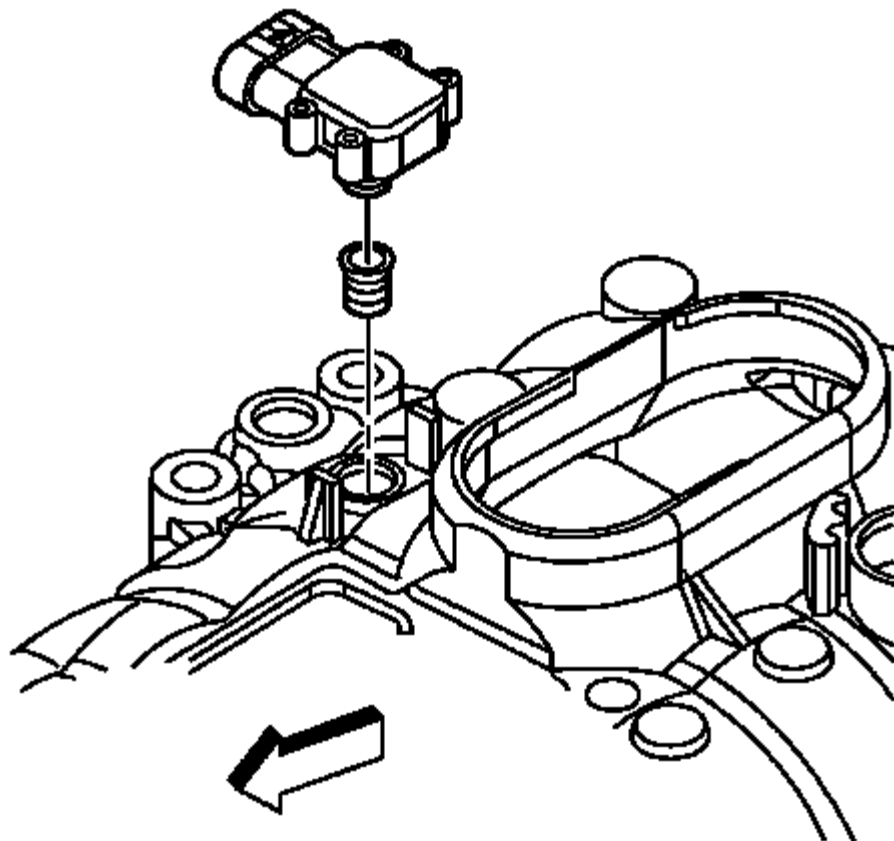


Fig. 66: Installing MAP Sensor
Courtesy of GENERAL MOTORS CORP.

5. If required, install a NEW throttle body gasket.
6. Install the throttle body.

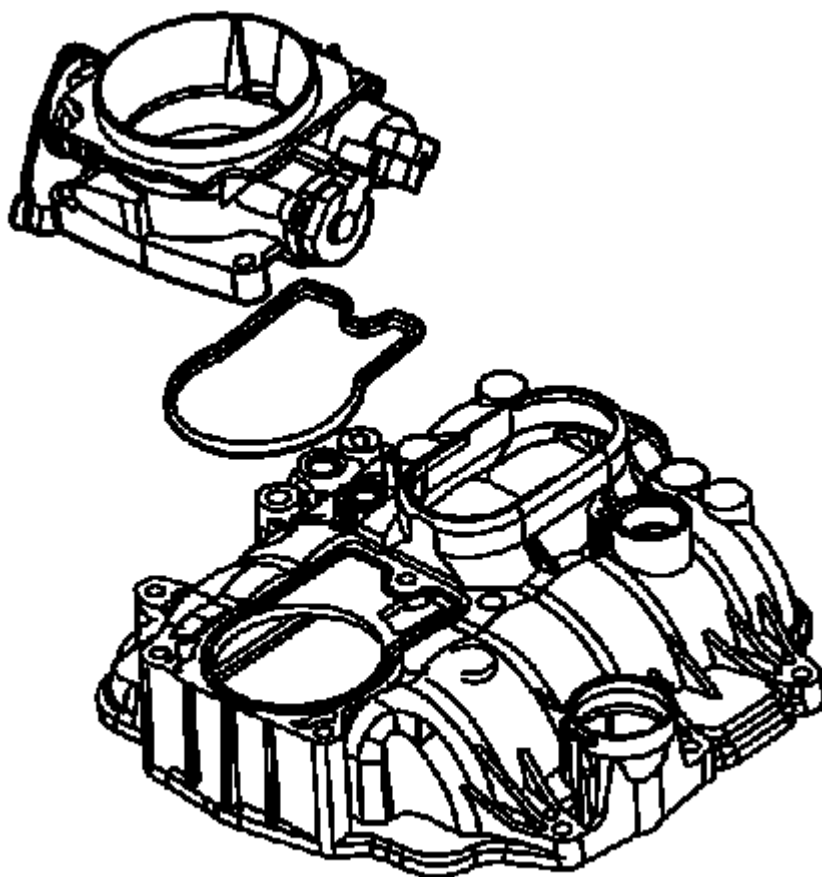


Fig. 67: View Of Throttle Body & Gasket
Courtesy of GENERAL MOTORS CORP.

7. Install the rear throttle body stud. If reusing the old stud, apply threadlock GM P/N 12345382, (Canadian P/N 10953489), or equivalent to the threads.

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

8. If required, install a NEW O-ring seal to the PCV cover. Apply clean engine oil to the seal.
9. Install the PCV valve cover.

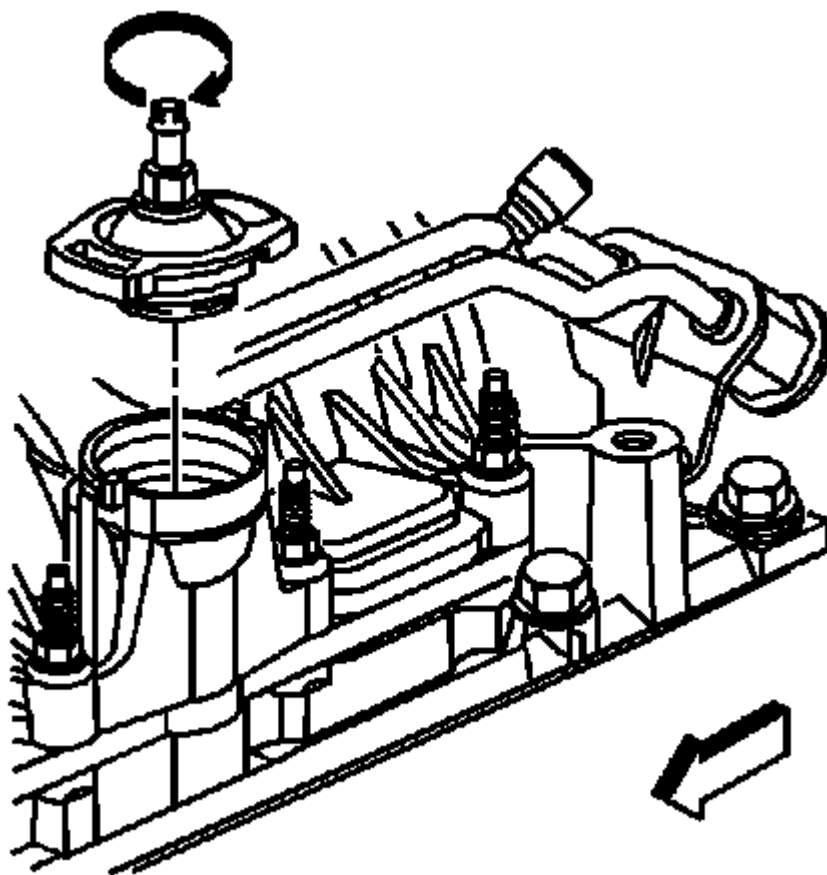


Fig. 68: Installing PCV Valve Cover
Courtesy of GENERAL MOTORS CORP.

10. If required, install a NEW O-ring seal. Apply clean engine oil to the seal.
11. Install the power brake booster vacuum fitting.

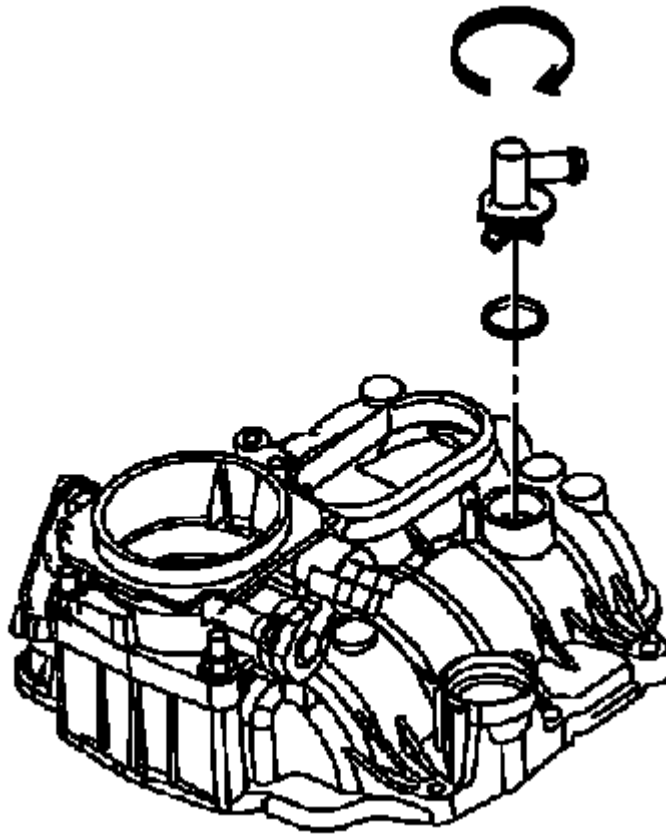


Fig. 69: Installing Power Brake Booster Vacuum Fitting
Courtesy of GENERAL MOTORS CORP.

12. Install a NEW O-ring seal to the fuel meter body.

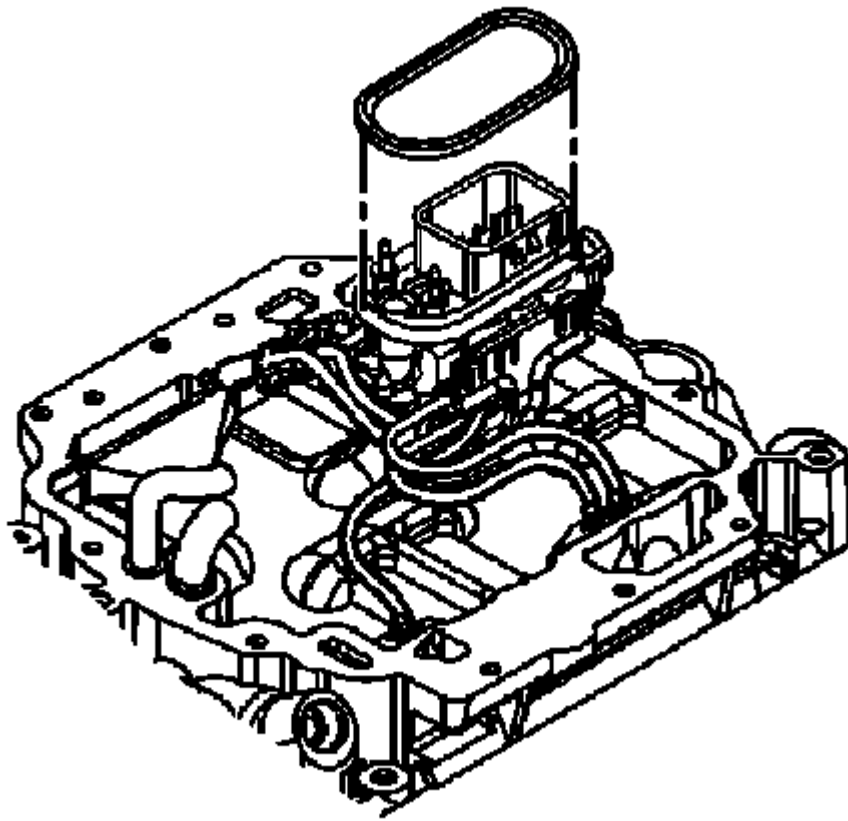


Fig. 70: Installing Fuel Meter Body O-Ring Seal
Courtesy of GENERAL MOTORS CORP.

13. Install a NEW upper intake manifold gasket.

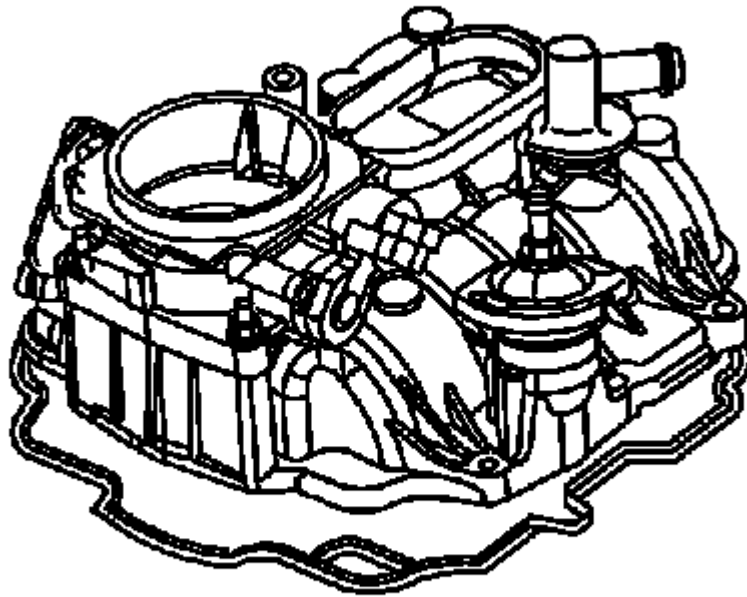


Fig. 71: Installing Upper Intake Manifold Gasket
Courtesy of GENERAL MOTORS CORP.

14. Install the intake manifold - upper.

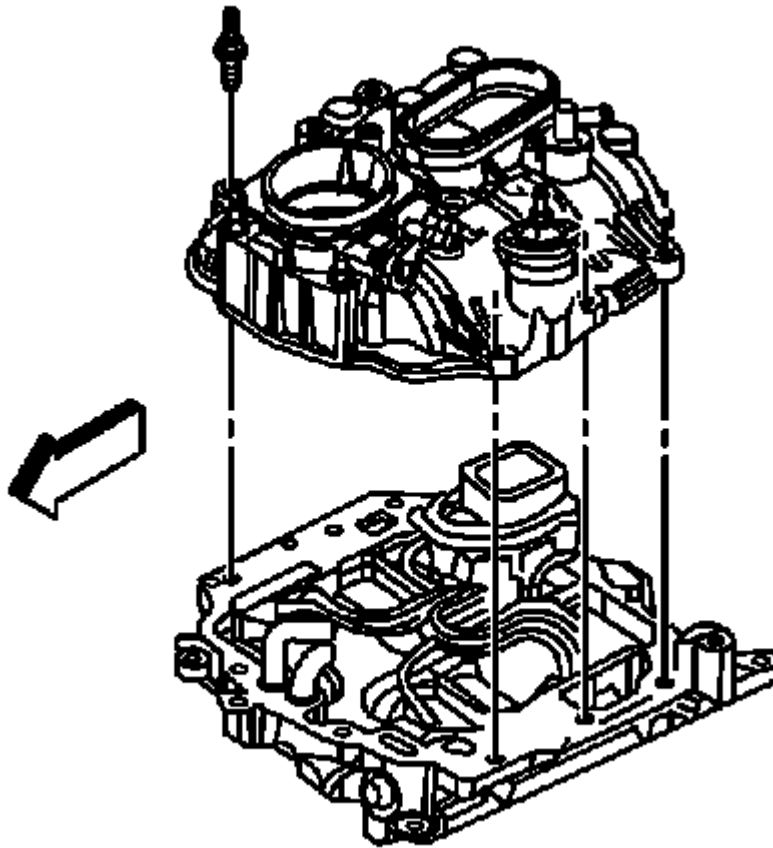


Fig. 72: Installing Upper Intake Manifold
Courtesy of GENERAL MOTORS CORP.

15. If reusing the old throttle body/intake manifold studs, apply threadlock GM P/N 12345382, (Canadian P/N 10953489), or equivalent to the threads.
16. Install the front two throttle body studs.
17. Install the intake manifold - upper studs.

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

18. Install the accelerator cable bracket.
19. Install the accelerator cable bracket nuts.

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

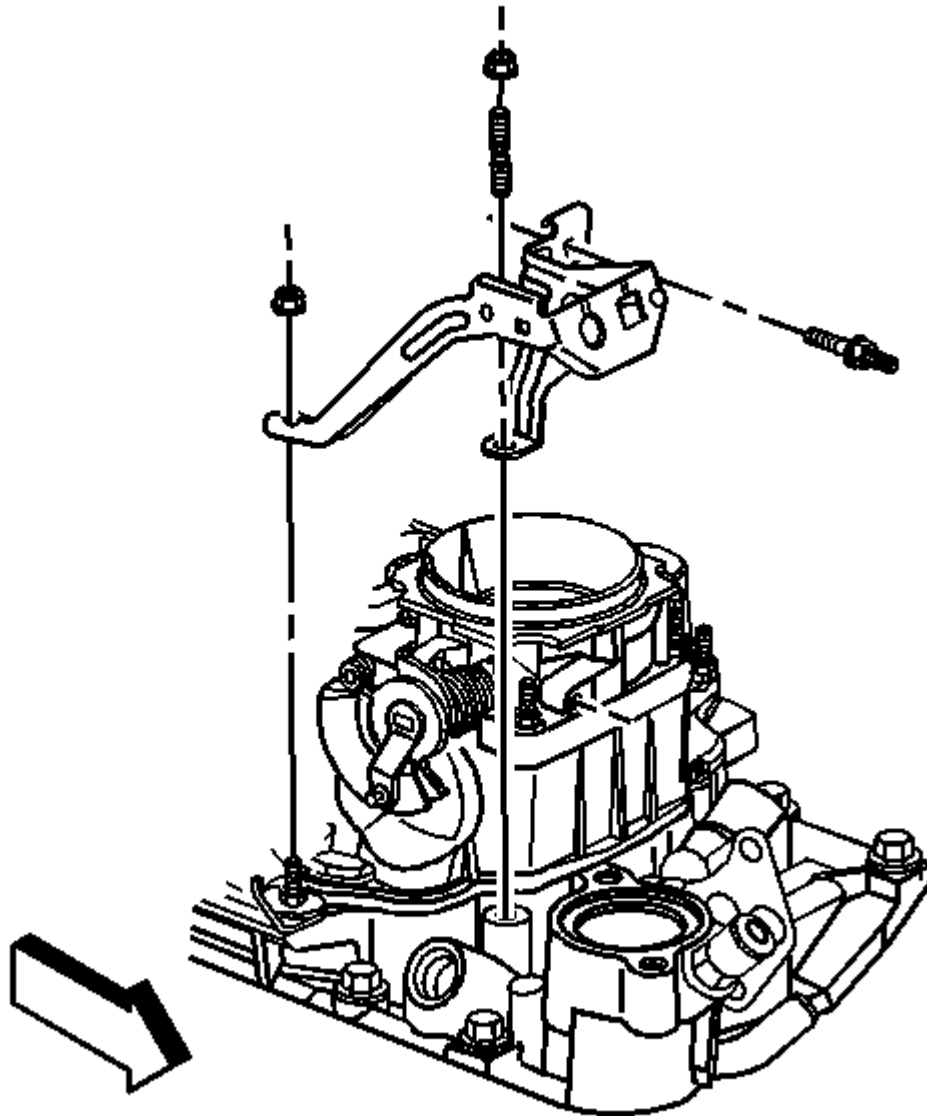


Fig. 73: Installing Accelerator Cable Bracket & Nuts
Courtesy of GENERAL MOTORS CORP.

20. Connect the power brake booster vacuum hose to the vacuum fitting.

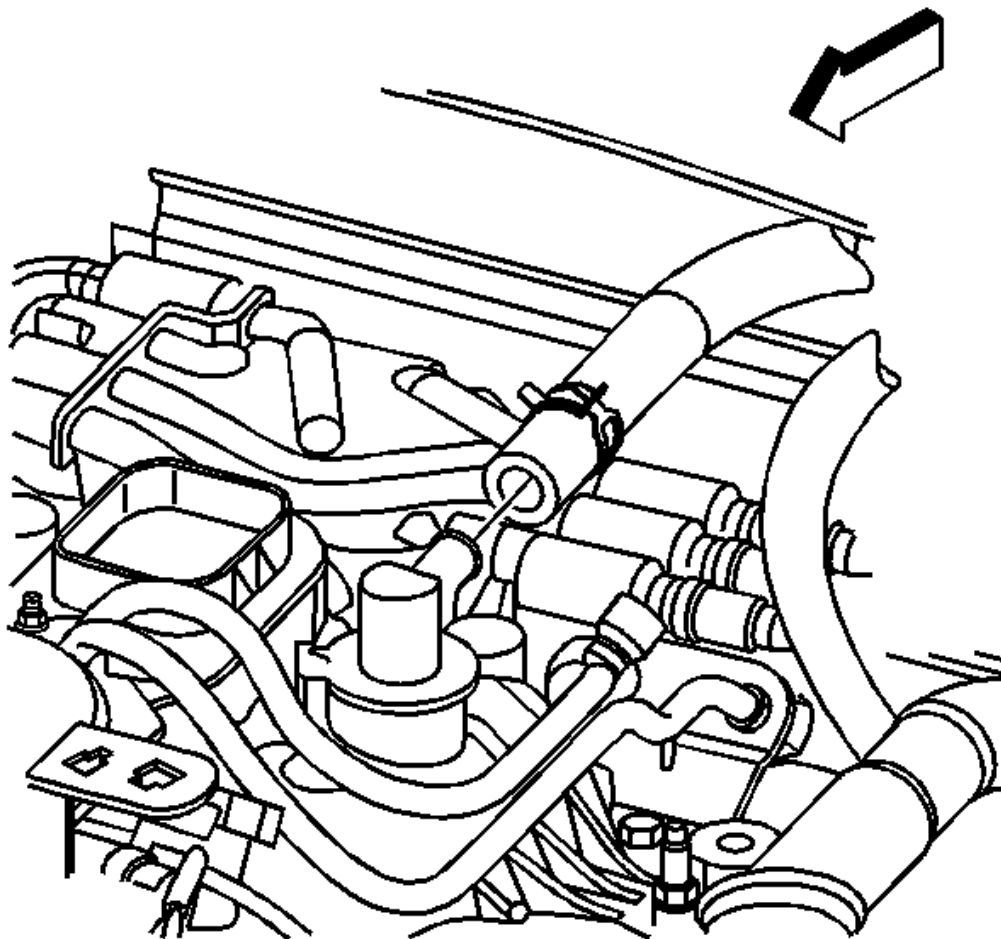


Fig. 74: Connecting Power Brake Booster Vacuum Hose
Courtesy of GENERAL MOTORS CORP.

21. Install the PCV valve hose to the valve cover and rocker cover.

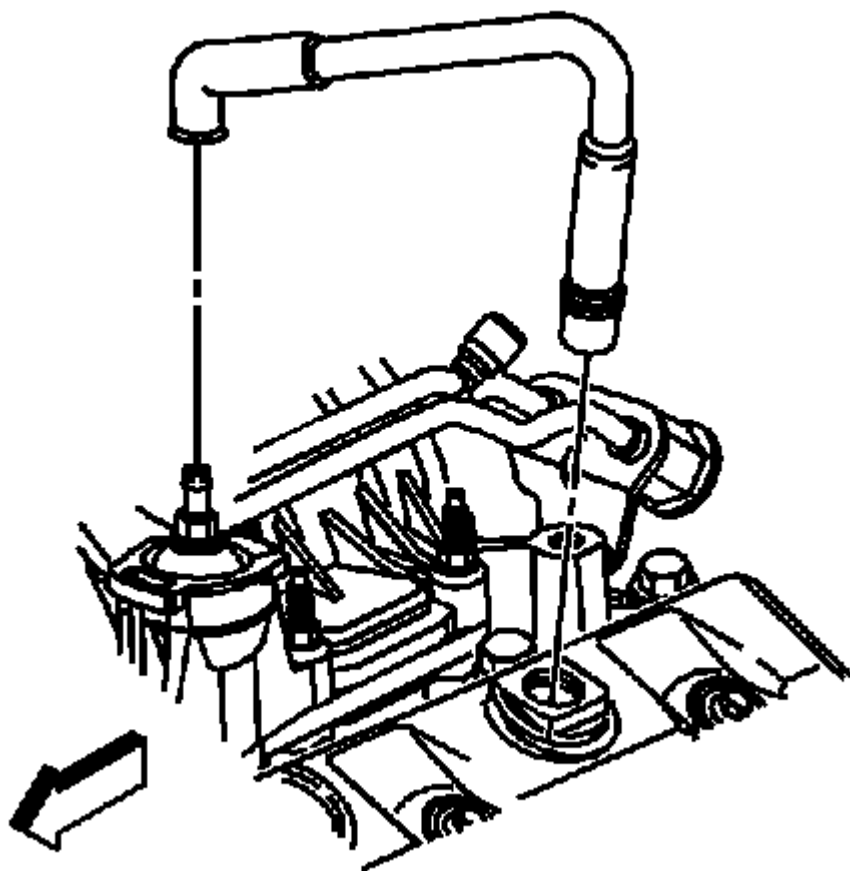


Fig. 75: Installing PCV Valve Hose
Courtesy of GENERAL MOTORS CORP.

22. Position the engine wiring harness and bracket.
23. Install the engine wiring harness bracket stud.

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

24. Install the engine wiring harness rear bracket nut at the EVAP canister purge solenoid valve.

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

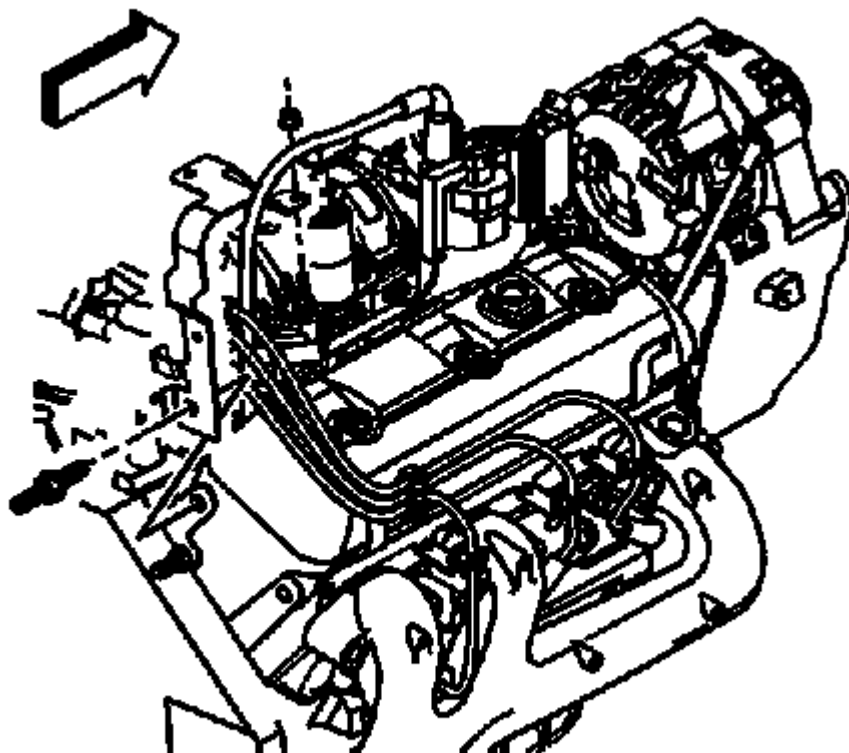


Fig. 76: Engine Wiring Harness Bracket Stud & Rear Bracket Nut
Courtesy of GENERAL MOTORS CORP.

25. Install the engine wiring harness ground nut and ground wire (4) to the rear of the right cylinder head.

Tighten: Tighten the nut to 16 N.m (12 lb ft).

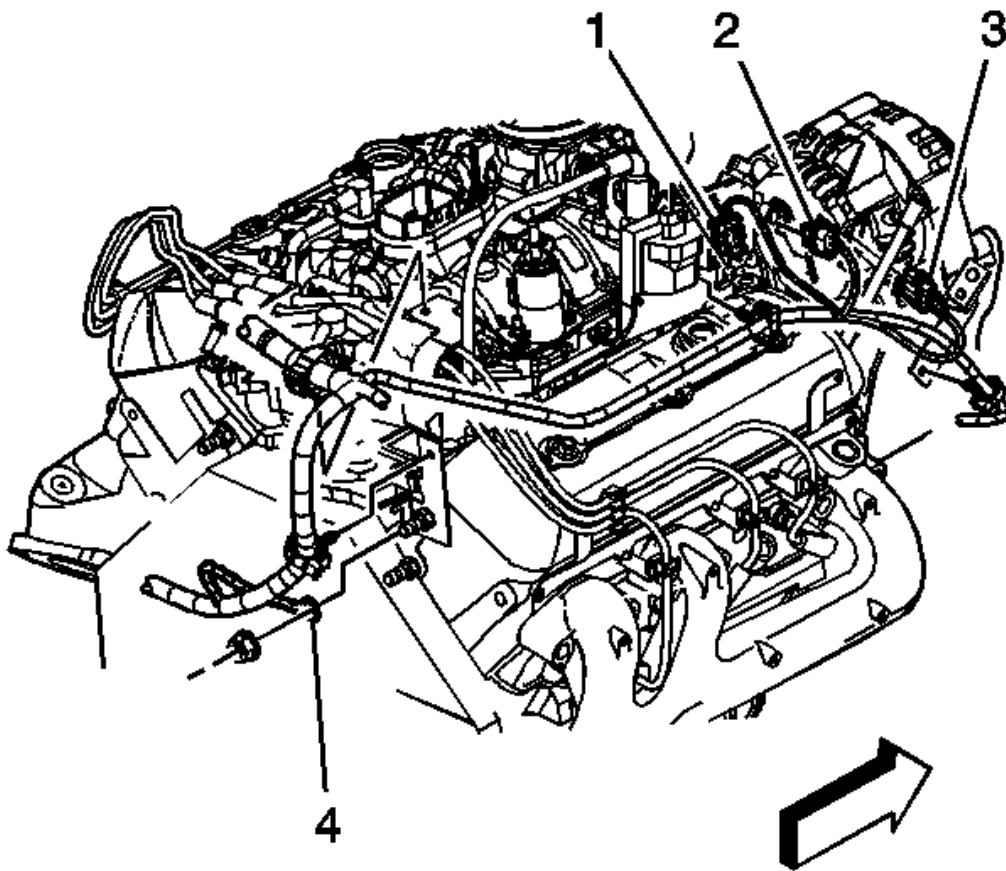


Fig. 77: Ignition Coil, Ignition Coil Driver, Ground Nut/Cable & Generator Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

26. Install the engine wiring harness bracket.
27. Install the engine wiring harness bracket nuts.

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

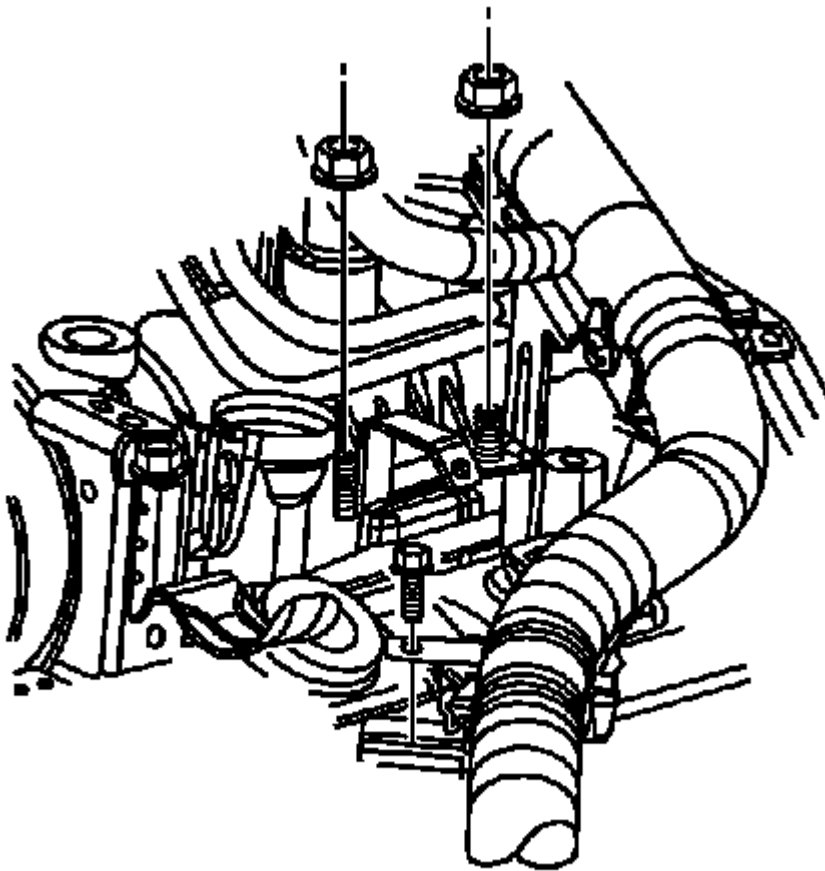


Fig. 78: Installing Engine Wiring Harness Bracket Nuts
Courtesy of GENERAL MOTORS CORP.

28. Connect the EVAP canister harness to the purge solenoid valve.

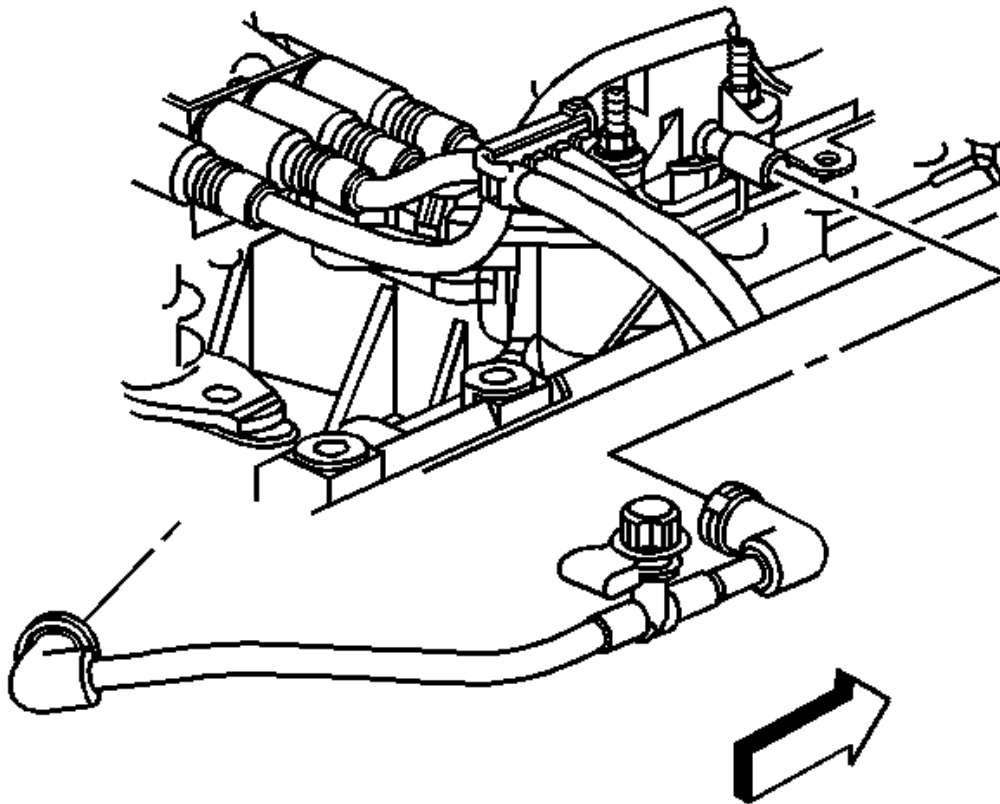


Fig. 79: Connecting EVAP Canister Harness
Courtesy of GENERAL MOTORS CORP.

29. Connect the following electrical connectors:
- The EVAP canister purge solenoid valve (1)
 - The MAP sensor (2)

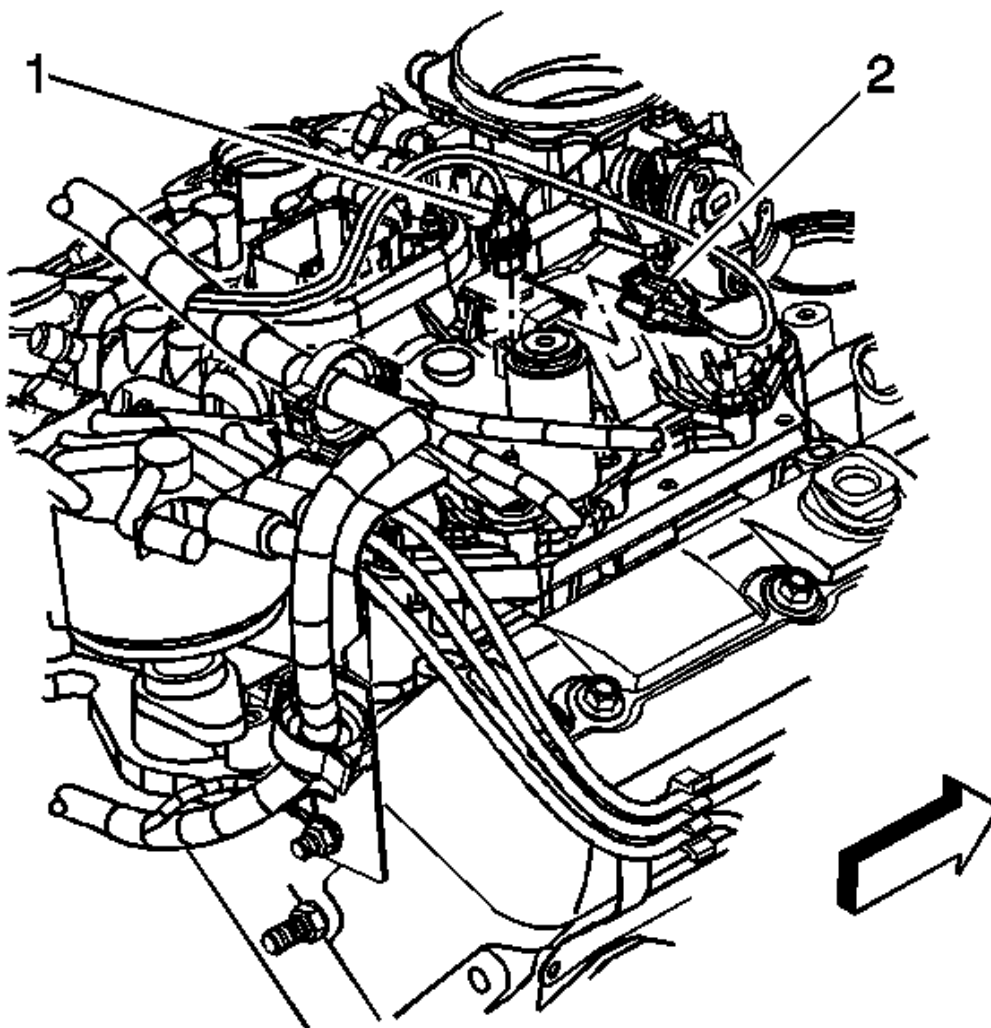


Fig. 80: EVAP Canister Purge Solenoid Valve & MAP Sensor Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

30. Connect the following electrical connectors:
- The TP sensor (1)
 - The IAC motor (2)
 - The control port injector module (3)

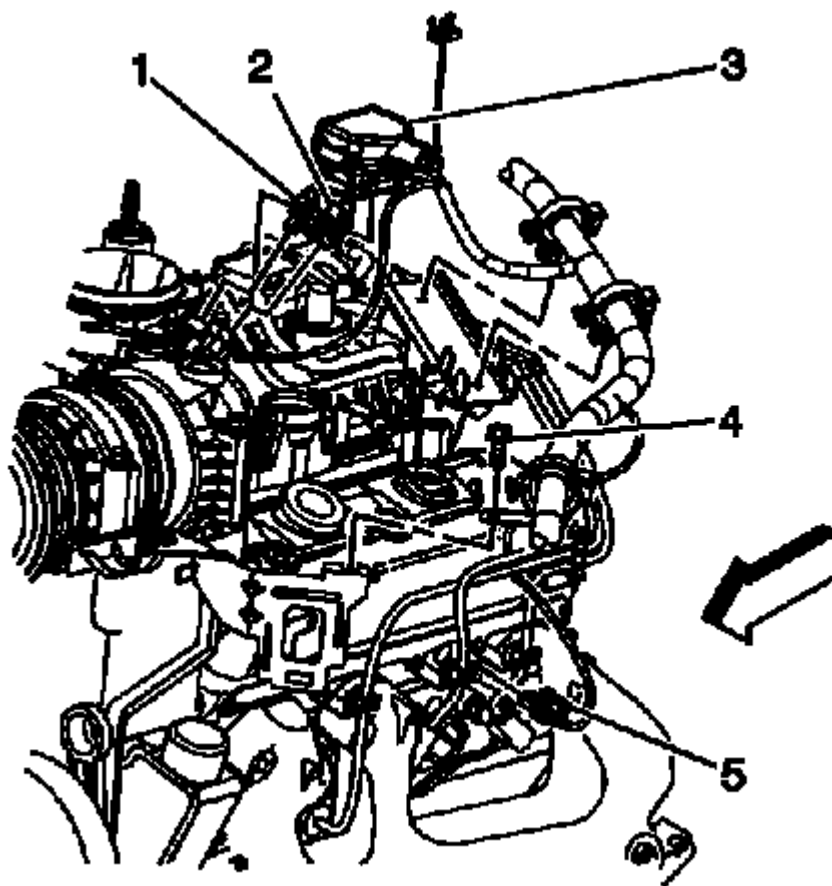


Fig. 81: View Of TP Sensor, IAC Motor, ECT Sensor, Control Port Injector Module & Engine Harness Clip Bolt

Courtesy of GENERAL MOTORS CORP.

31. Install the engine wiring harness clip bolt (4).

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

32. Position the bracket and cables.
33. Install the accelerator control cable bracket with the cables attached, to the throttle body.
34. Install the accelerator control cable bracket nuts.

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

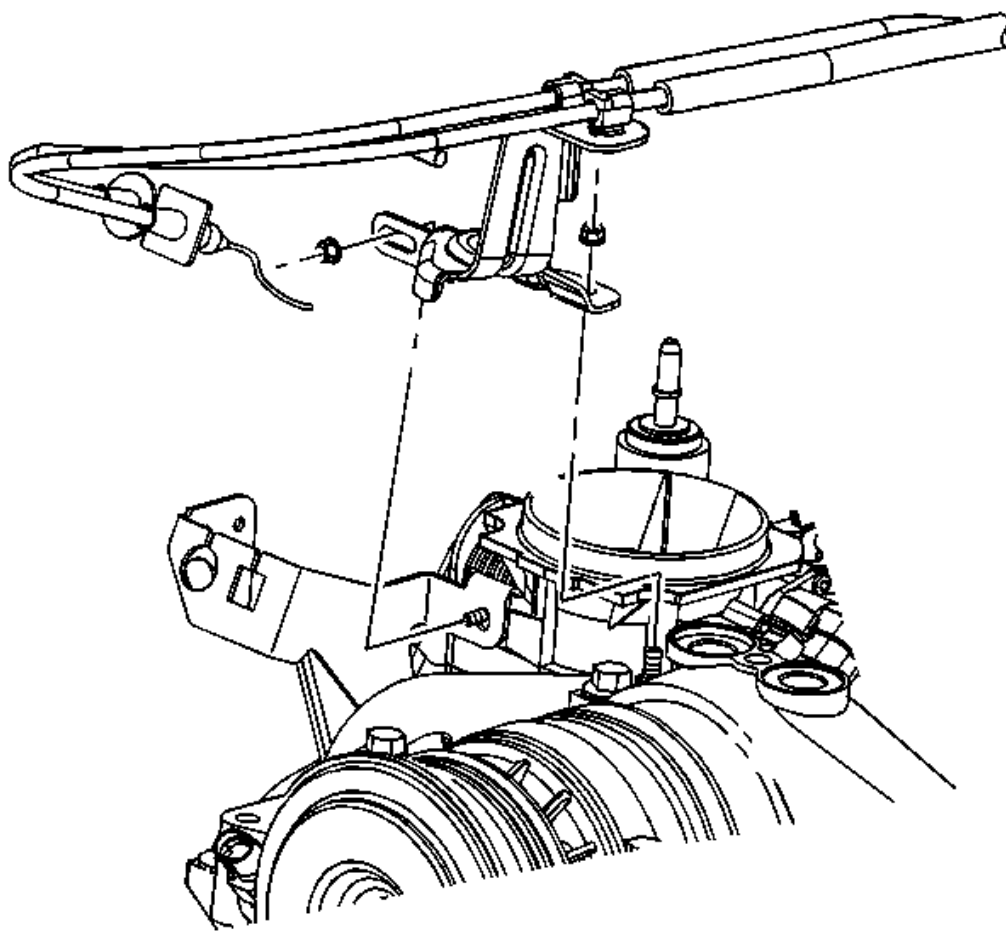


Fig. 82: View Of Accelerator Control Cable Bracket
Courtesy of GENERAL MOTORS CORP.

35. Connect the following electrical connectors:
 - The A/C compressor clutch (1), if equipped
 - The A/C pressure switch (4), if equipped
36. Install the engine wiring harness clip (3) to the accelerator control cable bracket.

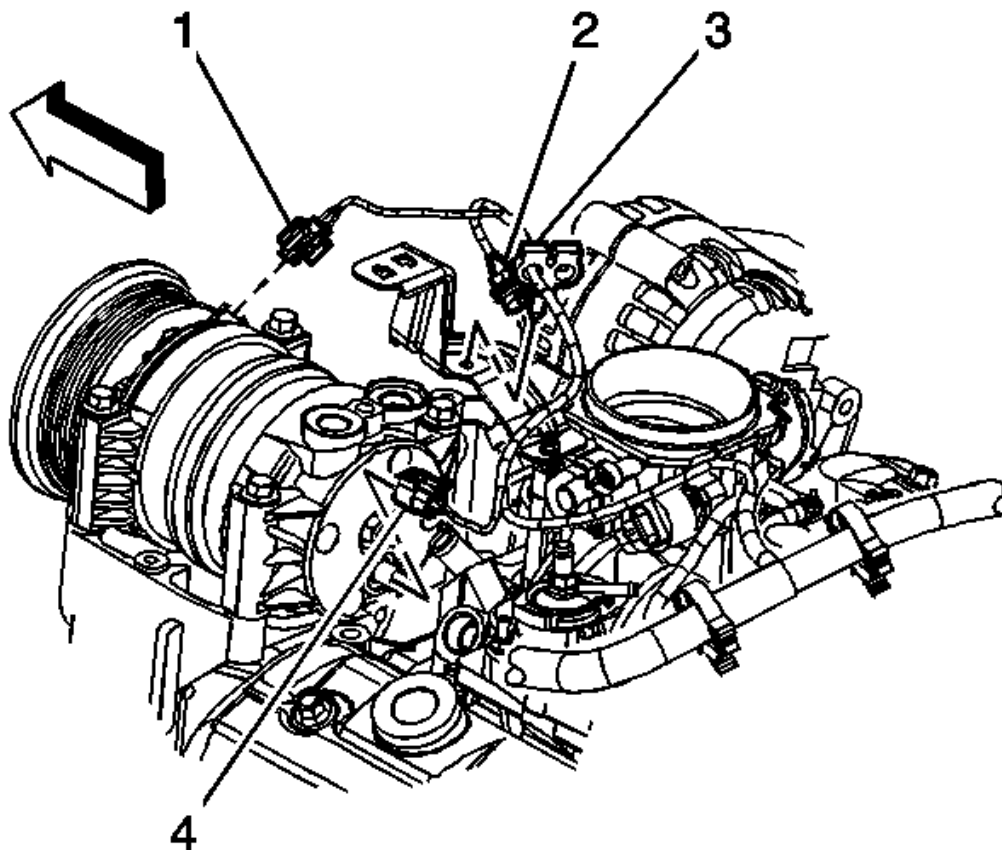


Fig. 83: A/C Compressor Clutch, Pressure Switch & Engine Wiring Harness Clip
Courtesy of GENERAL MOTORS CORP.

37. Install the accelerator cable to the accelerator control cable bracket.

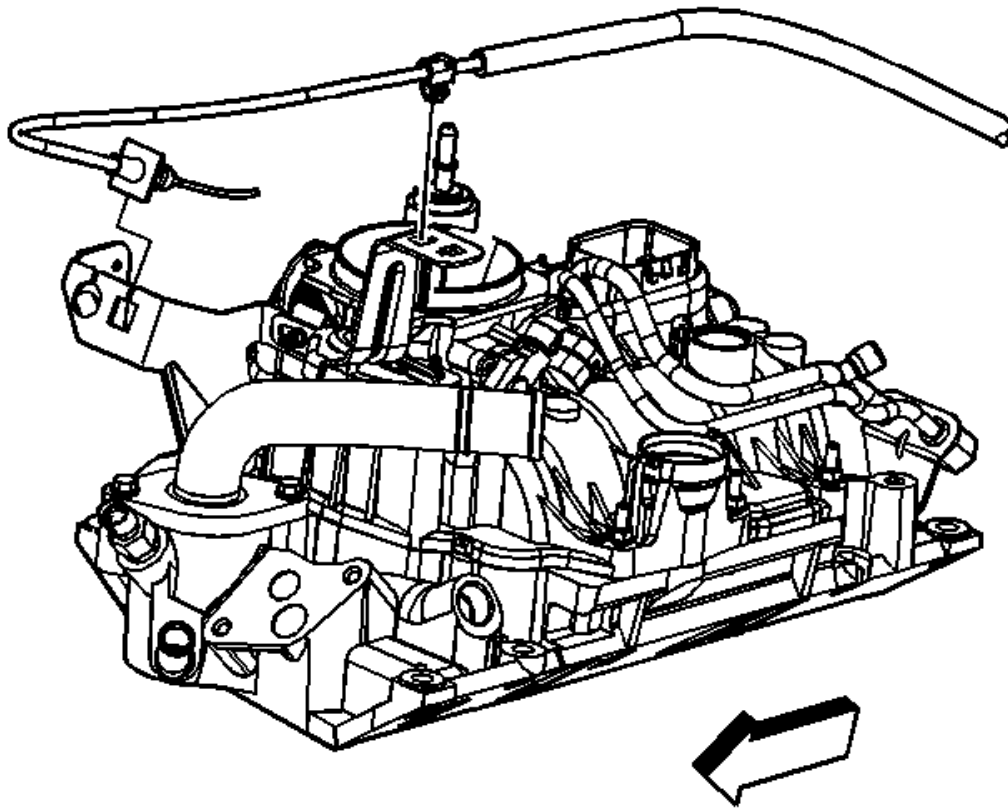


Fig. 84: View Of Accelerator Cable To Accelerator Control Cable Bracket
Courtesy of GENERAL MOTORS CORP.

38. Install the accelerator cable to the throttle body lever.

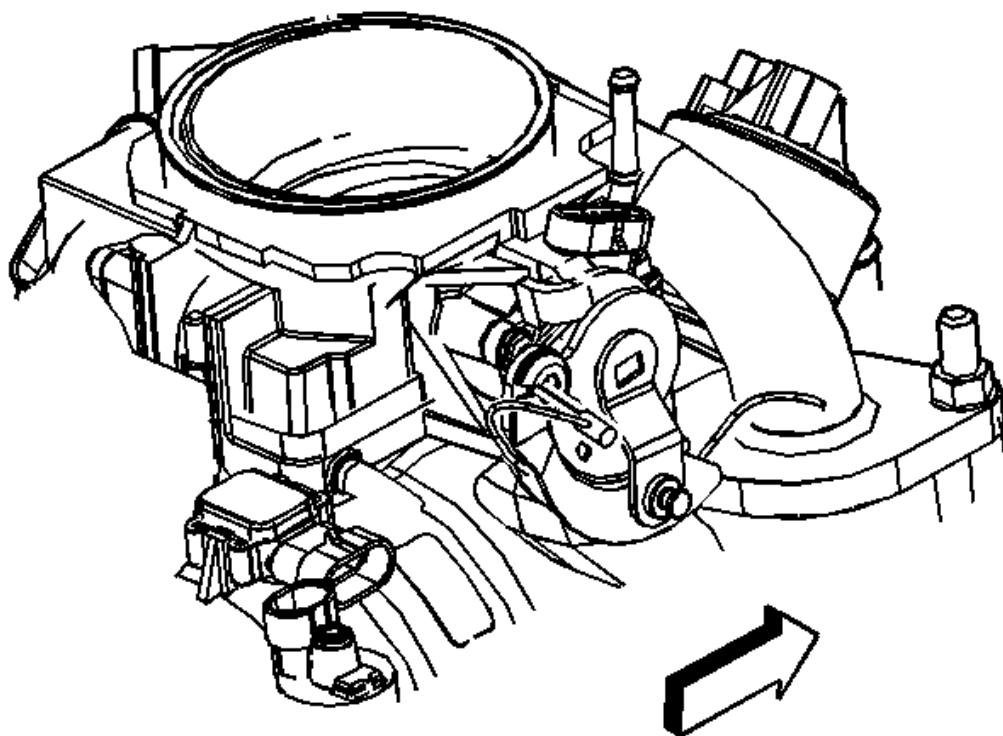


Fig. 85: Installing Accelerator Cable To Throttle Body Lever
Courtesy of GENERAL MOTORS CORP.

39. Install the cruise control cable to the accelerator control cable bracket, if equipped.
40. Connect the cruise control cable to the throttle lever, if equipped.

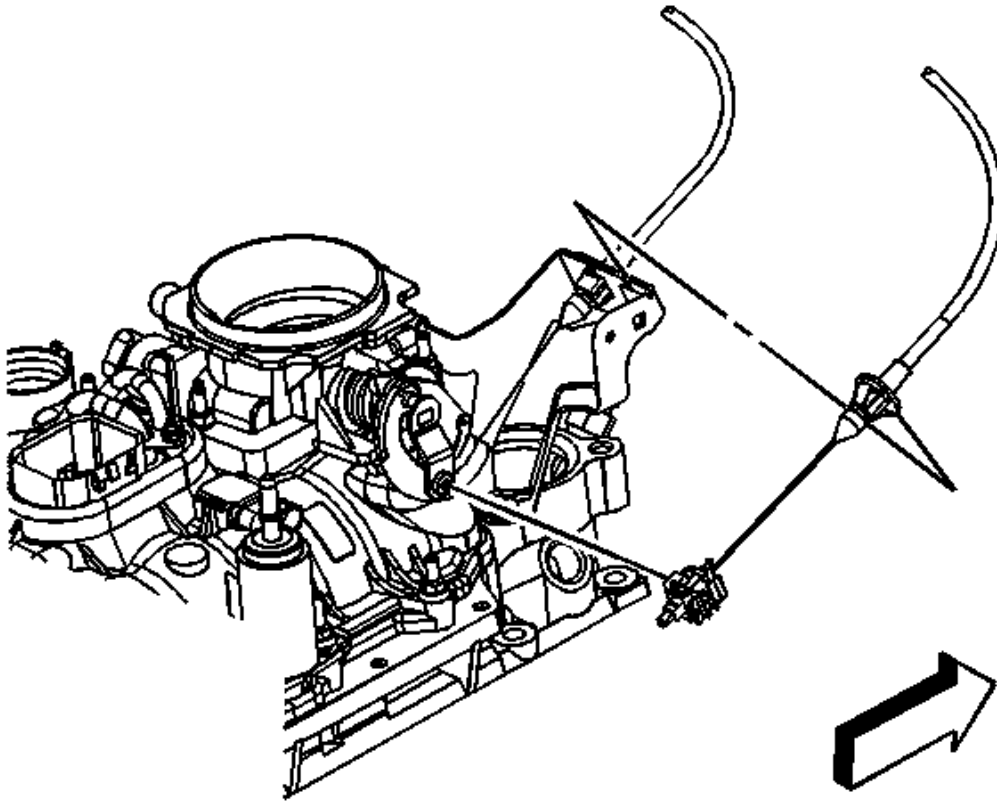


Fig. 86: Installing Cruise Control Cable
Courtesy of GENERAL MOTORS CORP.

41. Install the fuel pipes/hoses. Refer to **Fuel Hose/Pipes Replacement - Engine Compartment** in Engine Controls-4.3L.

Intake Manifold Replacement - Lower

Removal Procedure

IMPORTANT:

- The intake manifold may be removed as an assembly. Do not remove the specific intake manifold components unless component service is required.
- It is not necessary to remove the upper intake manifold in order to remove the lower intake manifold.
- Do not allow dirt or debris to enter the fuel system. Ensure that the ends of the fuel system are properly sealed.

- **Do not disassemble the central sequential fuel injection (SFI) unit, unless service is required.**

1. Drain the cooling system. Refer to **Draining and Filling Cooling System (without HP2)** in Engine Cooling.
2. Remove the fuel pipes/hoses. Refer to **Fuel Hose/Pipes Replacement - Engine Compartment** in Engine Controls - 4.3L.
3. Remove the distributor. Refer to **Distributor Replacement** in Engine Controls - 4.3L.
4. Disconnect the evaporative emission (EVAP) canister harness from the purge solenoid valve.

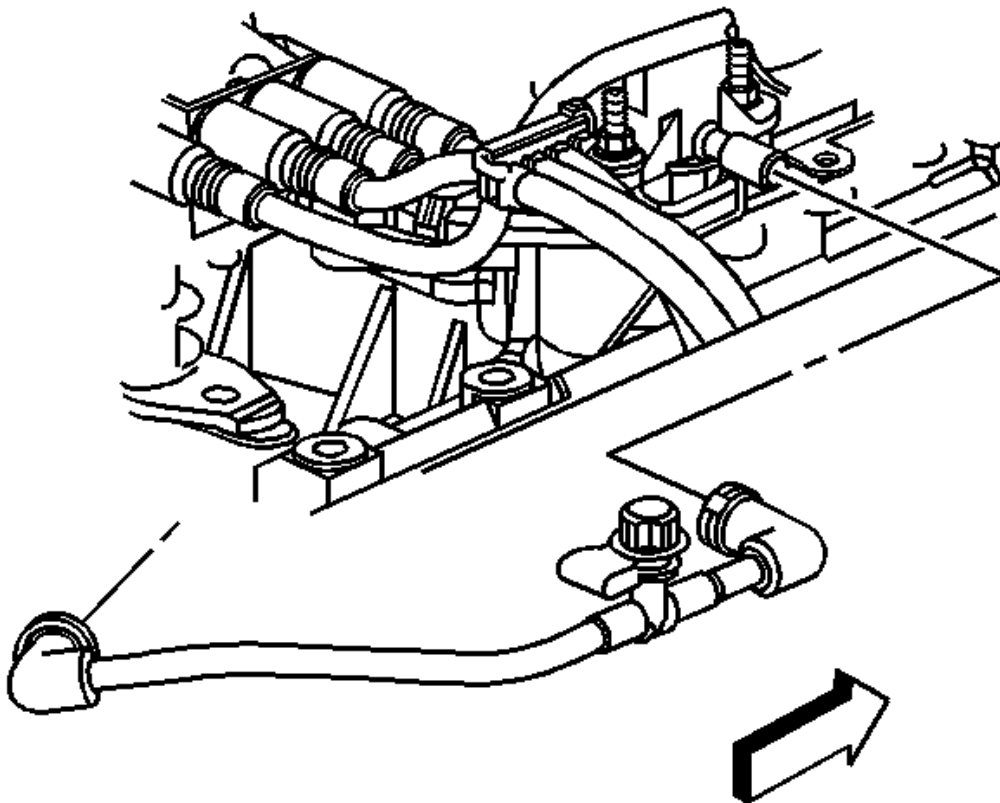


Fig. 87: Disconnecting EVAP Canister Harness
Courtesy of GENERAL MOTORS CORP.

5. Remove the heater hose clamp (1).

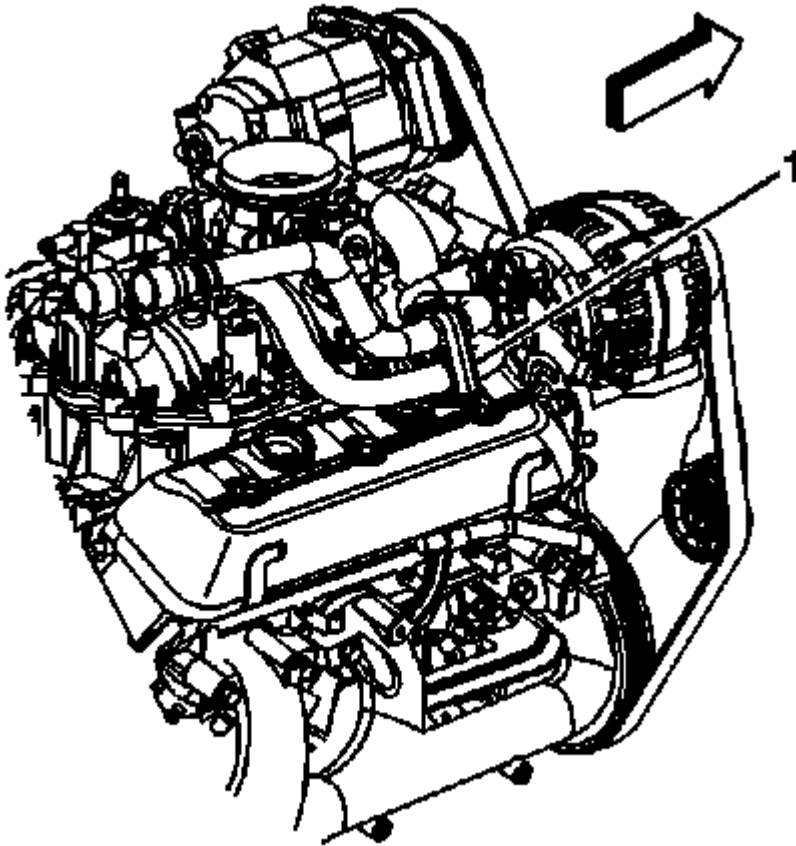


Fig. 88: Removing Heater Hose Clamp
Courtesy of GENERAL MOTORS CORP.

6. Open the heater outlet hose clamp and remove the hose from the intake manifold.

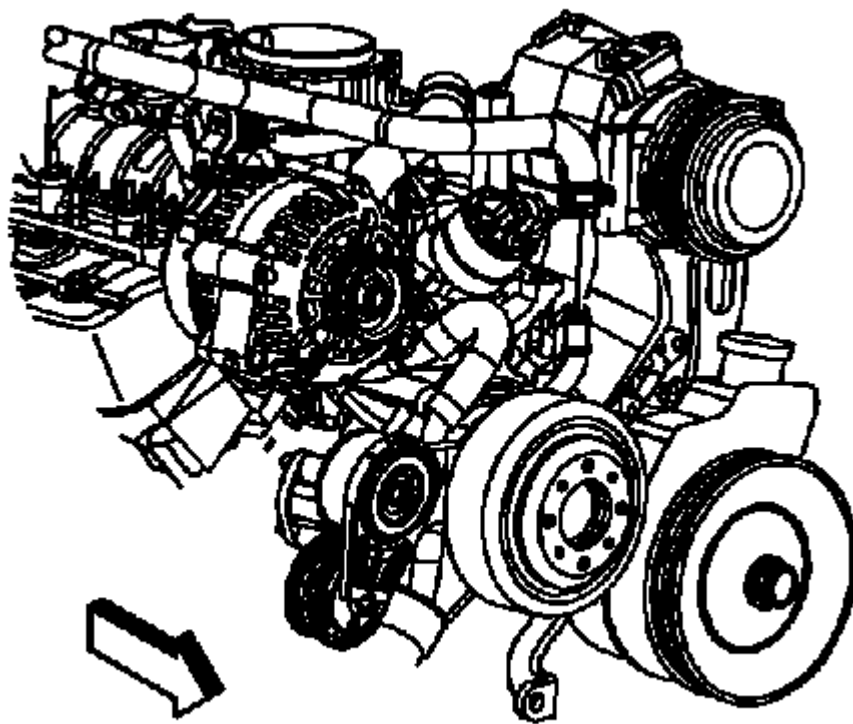


Fig. 89: Removing Intake Manifold Hose
Courtesy of GENERAL MOTORS CORP.

7. Open the heater inlet hose clamp and remove the hose from the water pump.

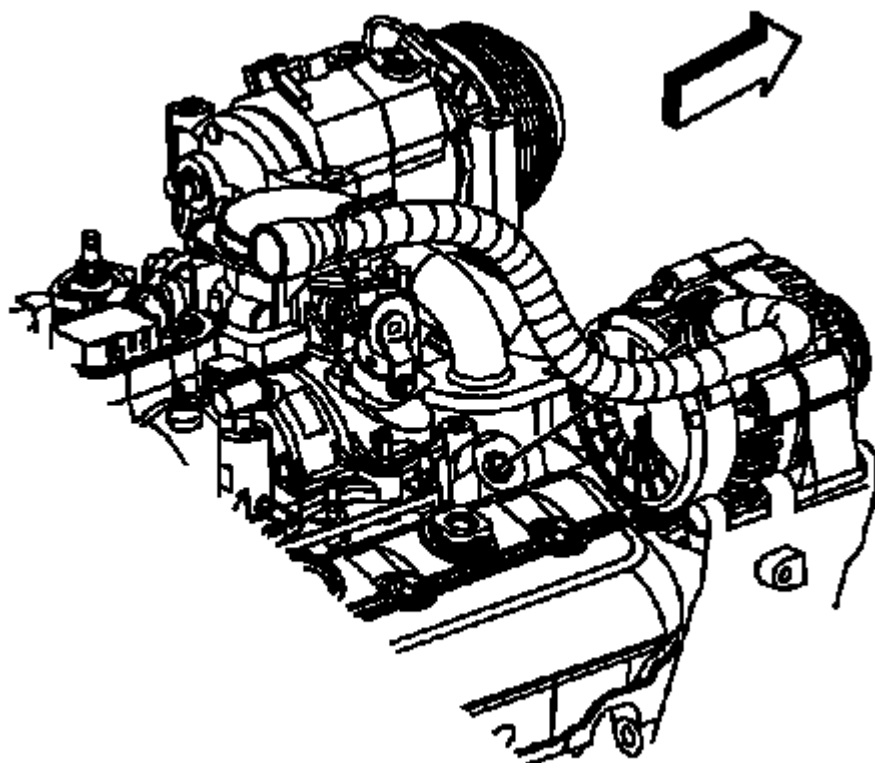


Fig. 90: Removing Heater Inlet Hose From Water Pump
Courtesy of GENERAL MOTORS CORP.

8. Reposition the heater inlet and outlet hoses.
9. Disconnect the cruise control cable from the throttle body lever, if equipped.
10. Remove the cruise control cable from the accelerator control cable bracket, if equipped.

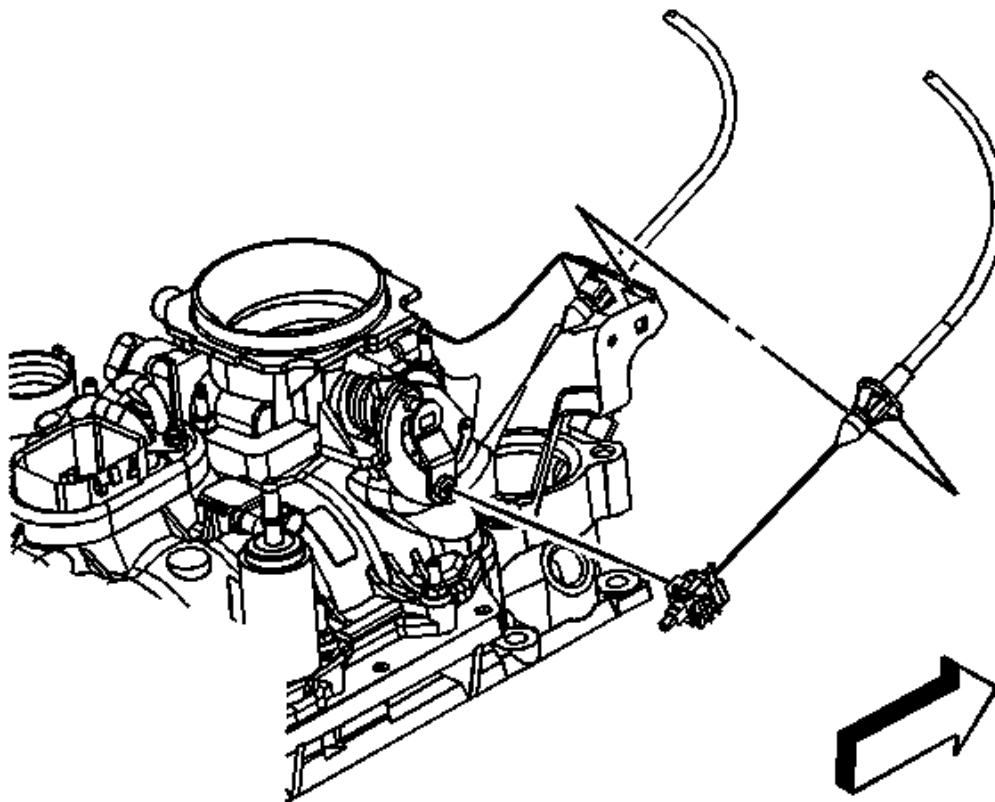


Fig. 91: Removing Cruise Control Cable
Courtesy of GENERAL MOTORS CORP.

11. Remove the accelerator cable from the throttle body lever.

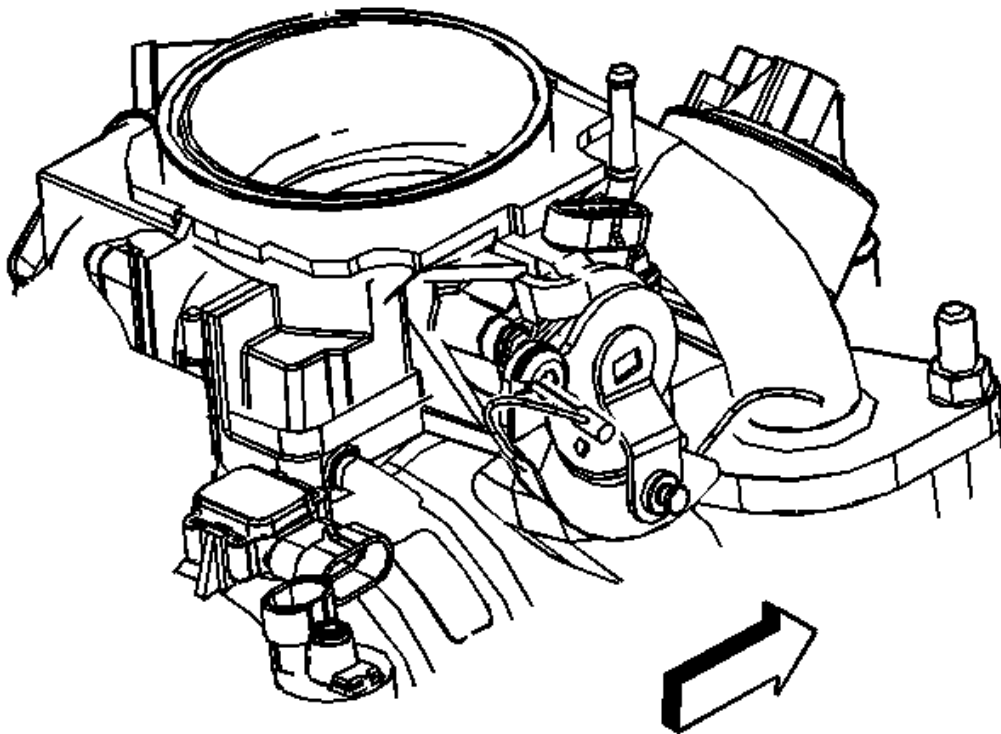


Fig. 92: Removing Accelerator Cable From Throttle Body Lever
Courtesy of GENERAL MOTORS CORP.

12. Remove the accelerator cable from the accelerator control cable bracket.

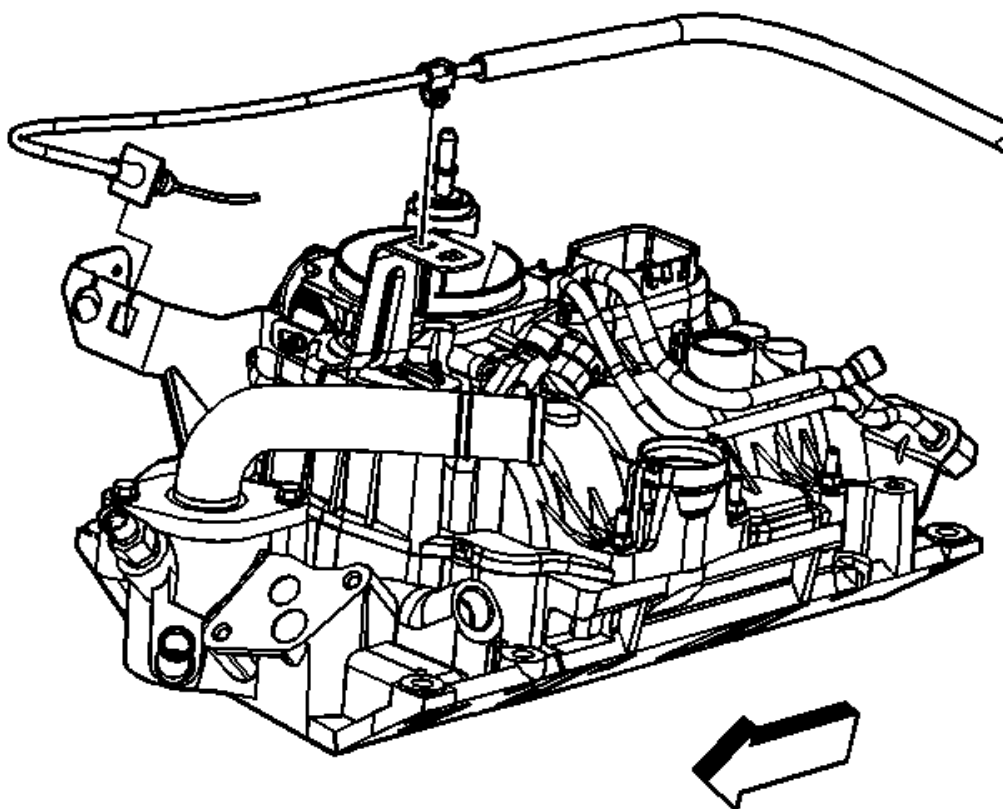


Fig. 93: View Of Accelerator Cable To Accelerator Control Cable Bracket
Courtesy of GENERAL MOTORS CORP.

13. Disconnect the following electrical connectors:
 - The air conditioning (A/C) compressor clutch (1), if equipped
 - The A/C pressure switch (4), if equipped
14. Remove the engine wiring harness clip (3) from the accelerator control cable bracket.

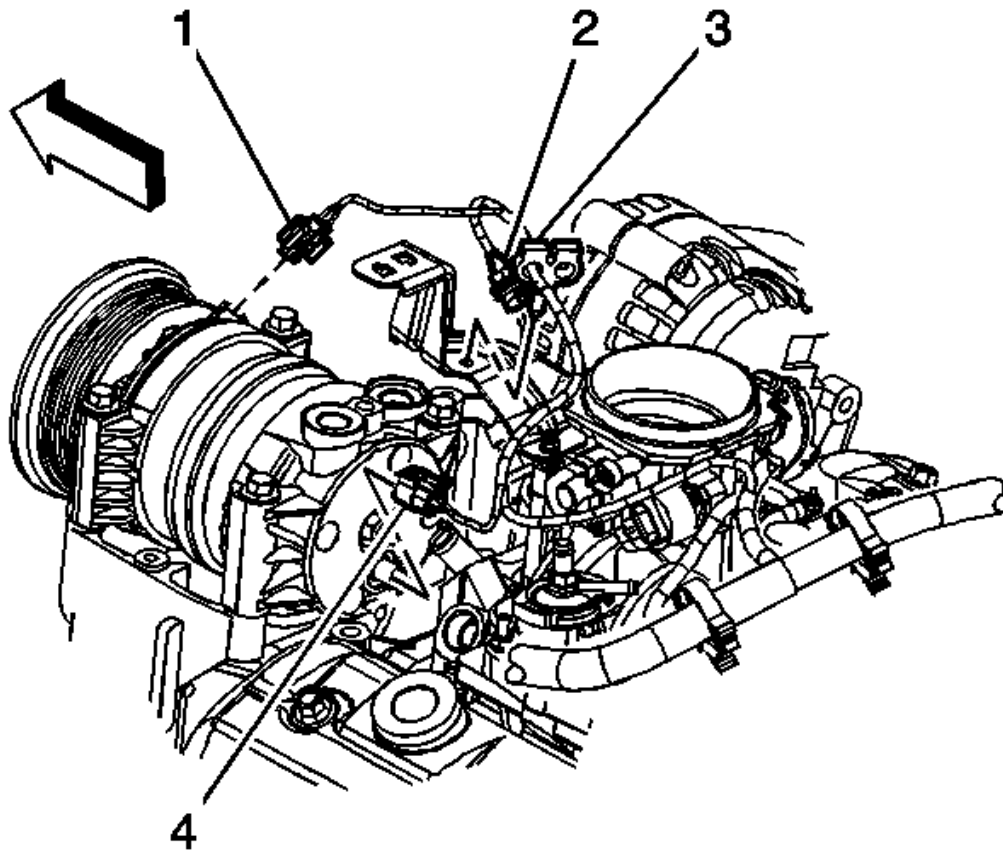


Fig. 94: A/C Compressor Clutch, Pressure Switch & Engine Wiring Harness Clip
Courtesy of GENERAL MOTORS CORP.

15. Remove the accelerator control cable bracket nuts.
16. Remove the accelerator control cable bracket with the cables attached, from the throttle body.

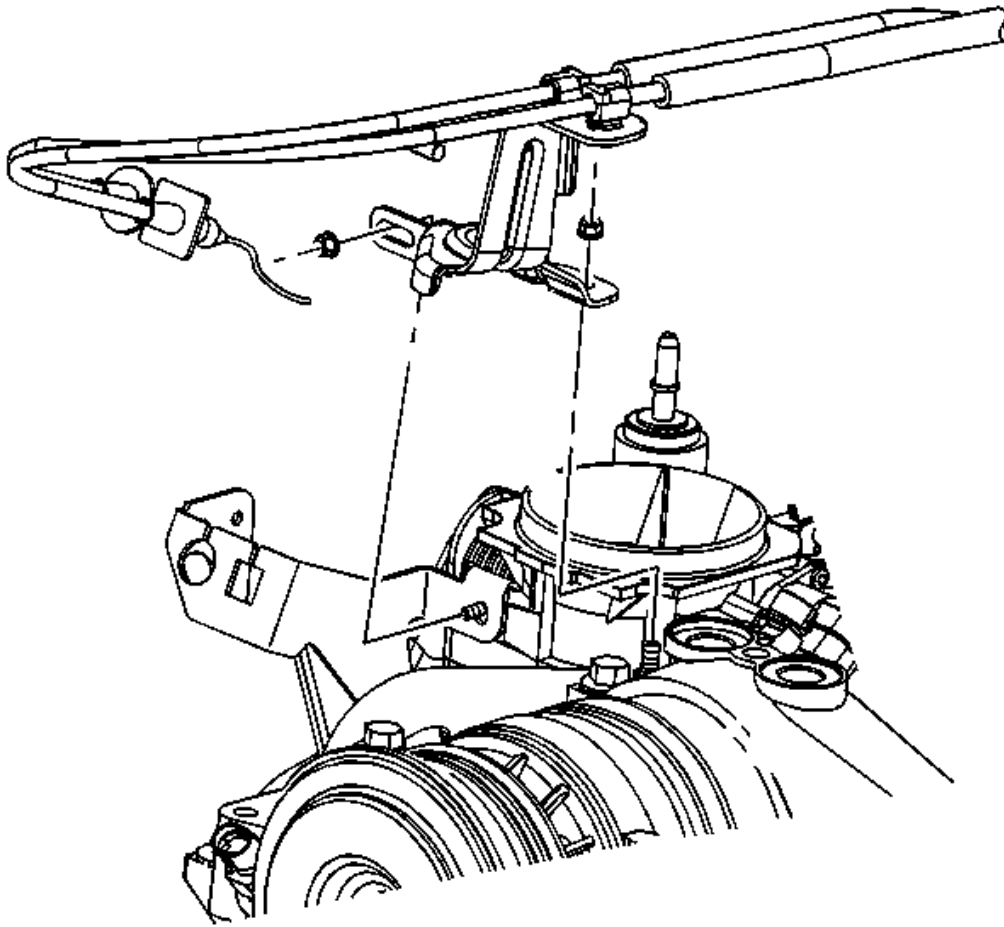


Fig. 95: View Of Accelerator Control Cable Bracket
Courtesy of GENERAL MOTORS CORP.

17. Reposition and secure the bracket and cables out of the way.
18. Disconnect the following electrical connectors:
 - The throttle position (TP) sensor (1)
 - The idle air control (IAC) motor (2)
 - The control port injector module (3)
19. Remove the engine wiring harness clip bolt (4).

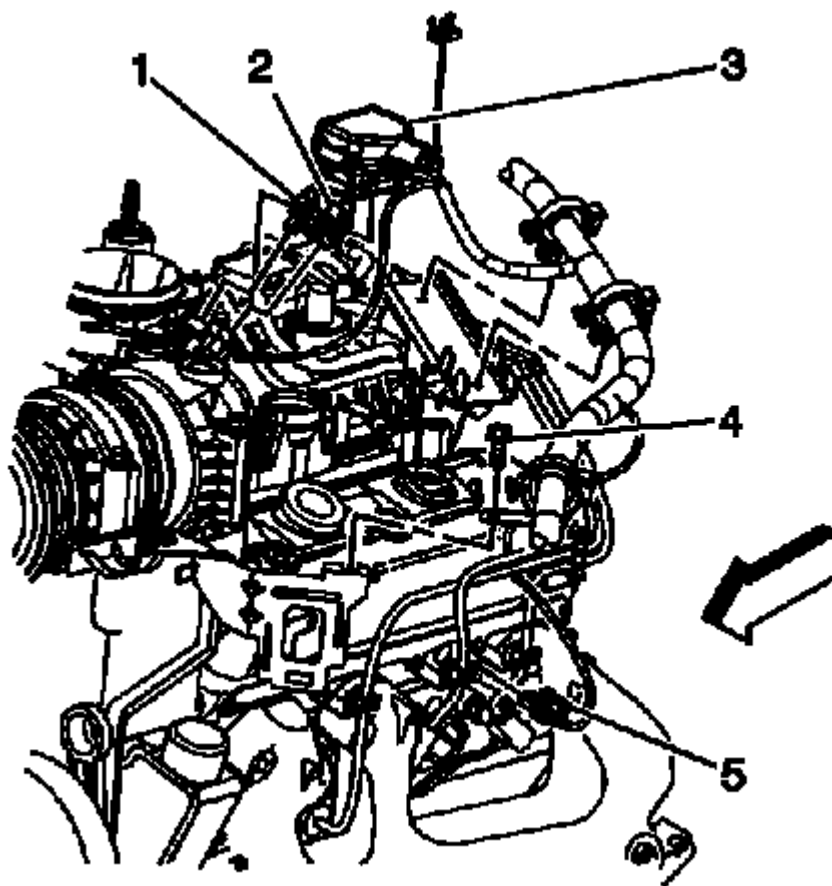


Fig. 96: View Of TP Sensor, IAC Motor, ECT Sensor, Control Port Injector Module & Engine Harness Clip Bolt
Courtesy of GENERAL MOTORS CORP.

20. Disconnect the following electrical connectors:

- The evaporative emission (EVAP) canister purge solenoid valve (1)
- The manifold absolute pressure (MAP) sensor (2)

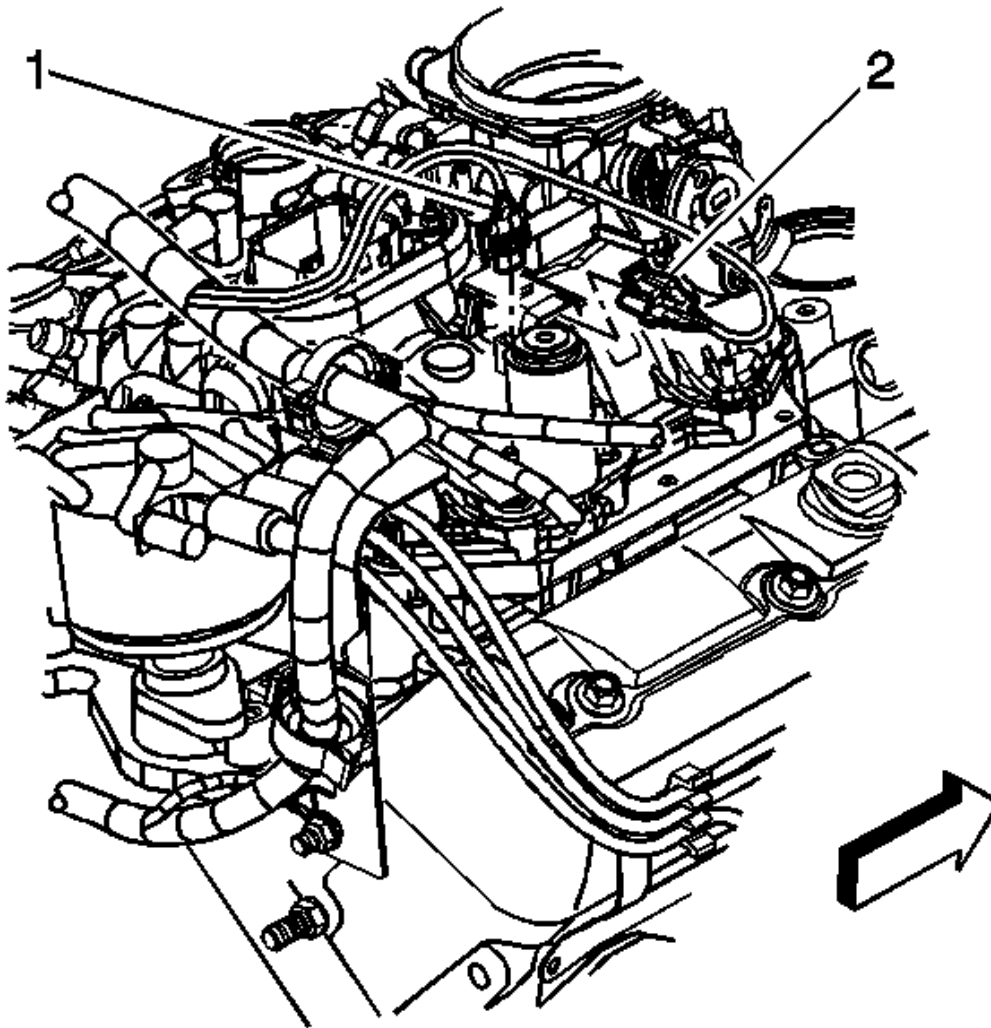


Fig. 97: EVAP Canister Purge Solenoid Valve & MAP Sensor
Courtesy of GENERAL MOTORS CORP.

21. Remove the engine wiring harness bracket nuts.
22. Remove the engine wiring harness bracket.

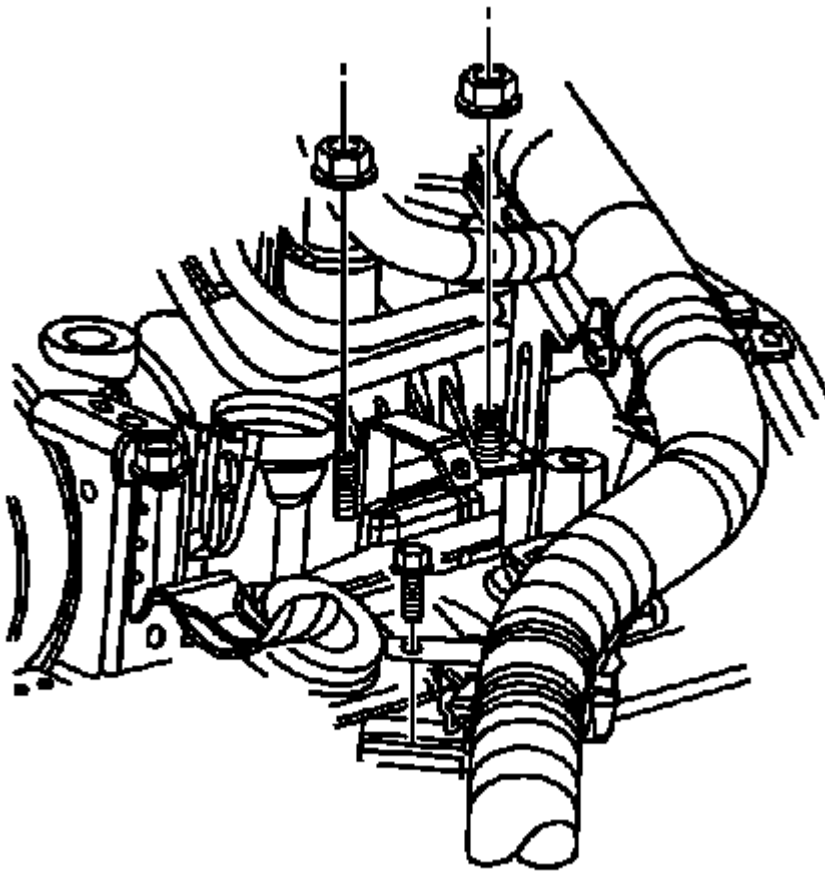


Fig. 98: Removing Engine Wiring Harness Bracket
Courtesy of GENERAL MOTORS CORP.

23. Remove the engine wiring harness ground nut and ground wire (4) from the rear of the right cylinder head.

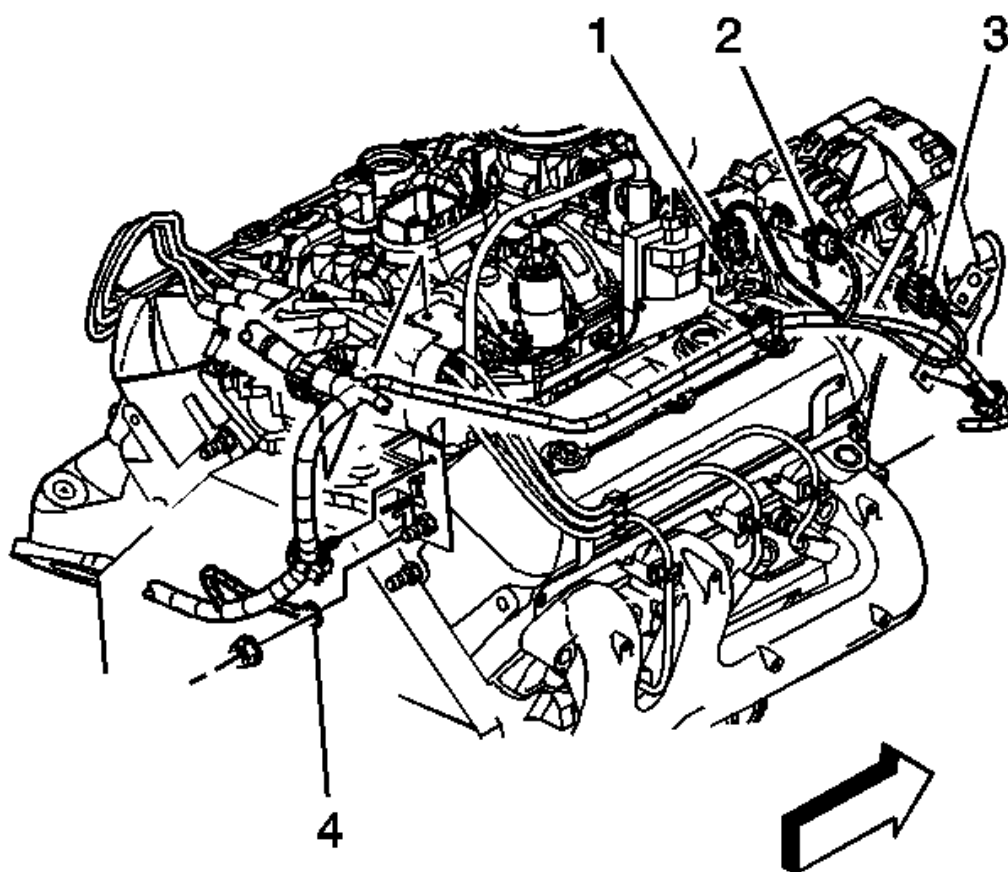


Fig. 99: Ignition Coil, Ignition Coil Driver, Ground Nut/Cable & Generator Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

24. Remove the engine wiring harness rear bracket nut at the EVAP canister purge solenoid valve.
25. Remove the stud holding the engine wiring harness bracket.
26. Reposition the engine wiring harness with the bracket aside.

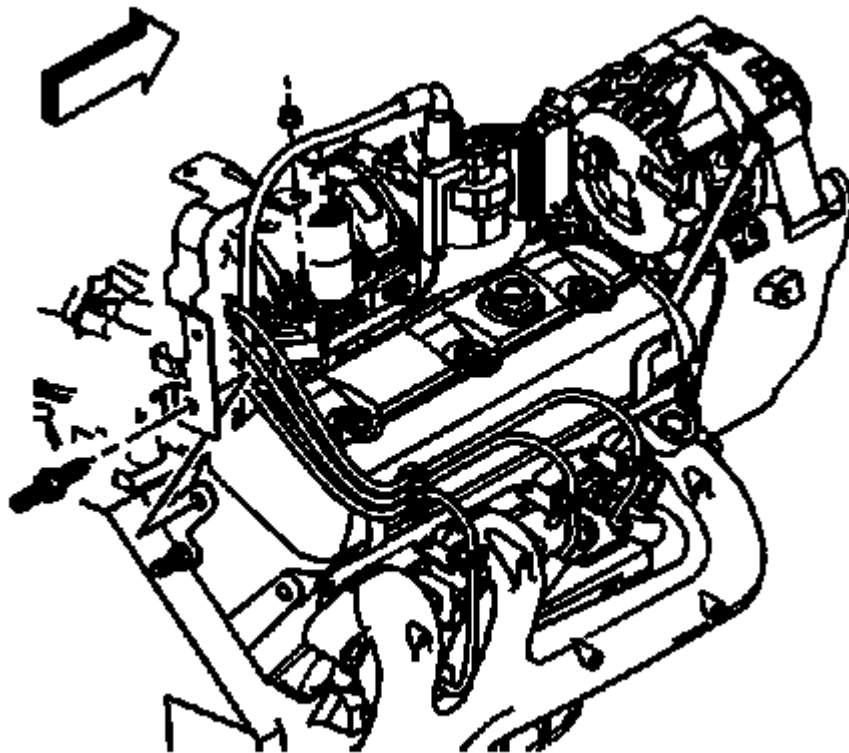


Fig. 100: Engine Wiring Harness Bracket Stud & Rear Bracket Nut
Courtesy of GENERAL MOTORS CORP.

27. Remove the PCV valve hose from the valve cover and rocker cover.

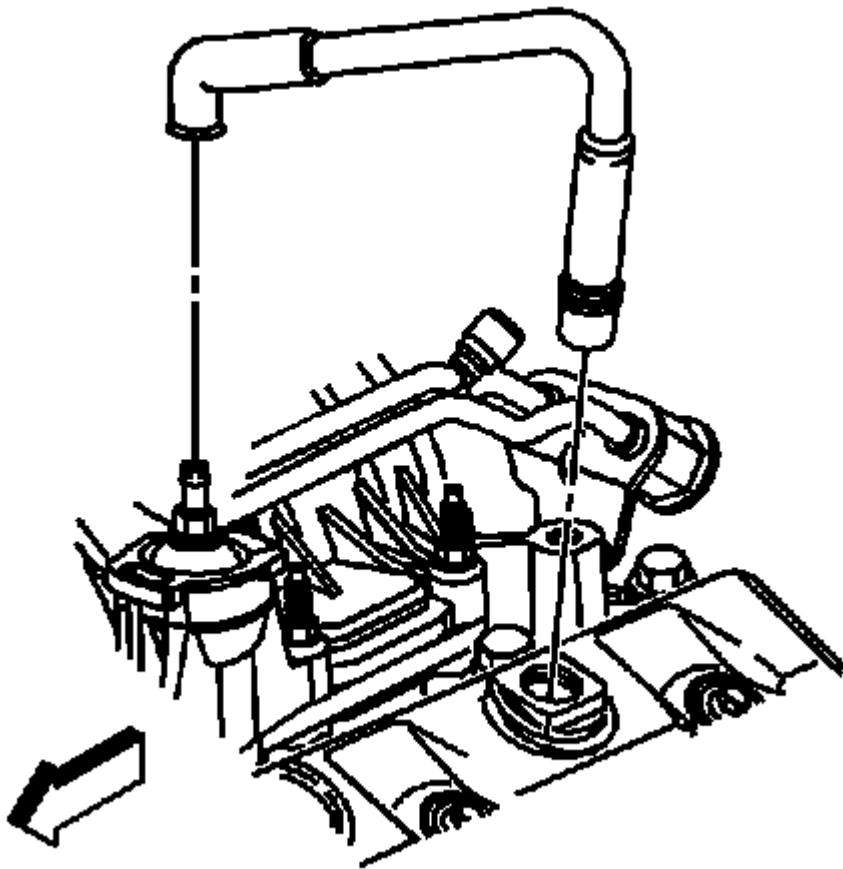


Fig. 101: Removing PCV Valve Hose
Courtesy of GENERAL MOTORS CORP.

28. Disconnect the power brake booster vacuum hose from the vacuum fitting.

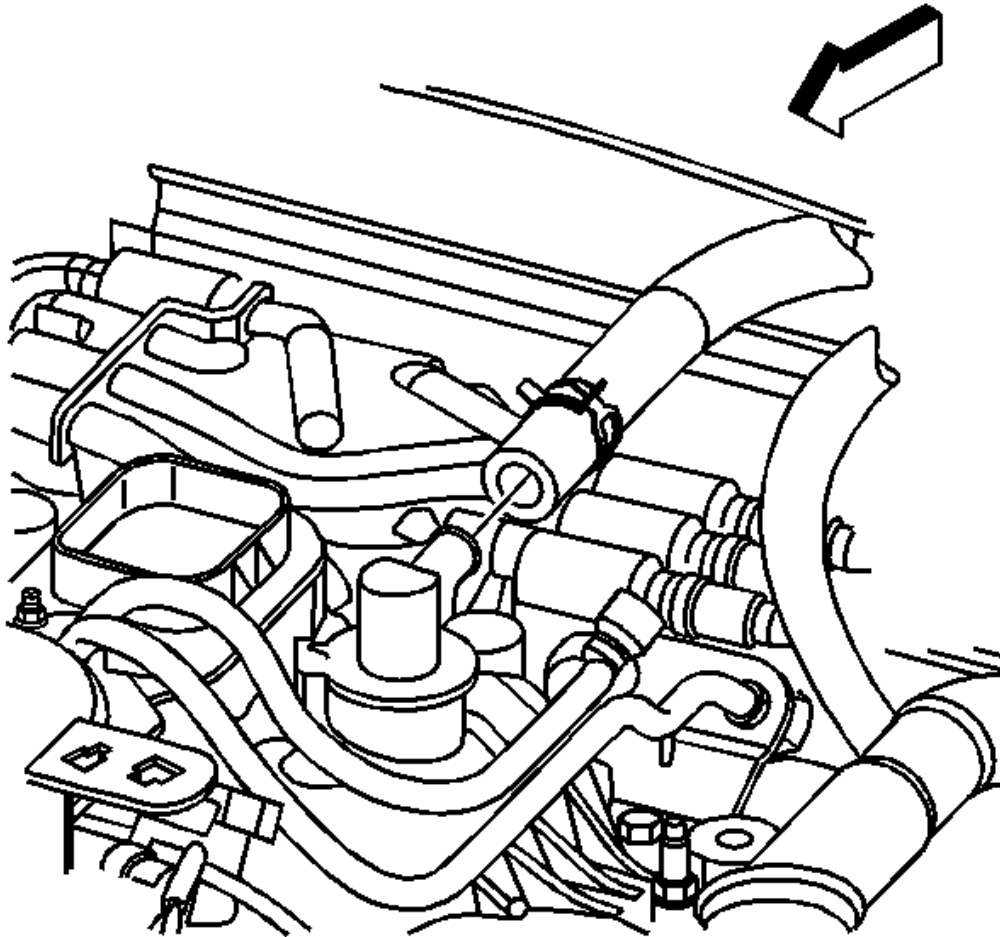


Fig. 102: Disconnecting Power Brake Booster Vacuum Hose
Courtesy of GENERAL MOTORS CORP.

29. Reposition the radiator inlet hose clamps.
30. Remove the radiator inlet hose from the thermostat housing.

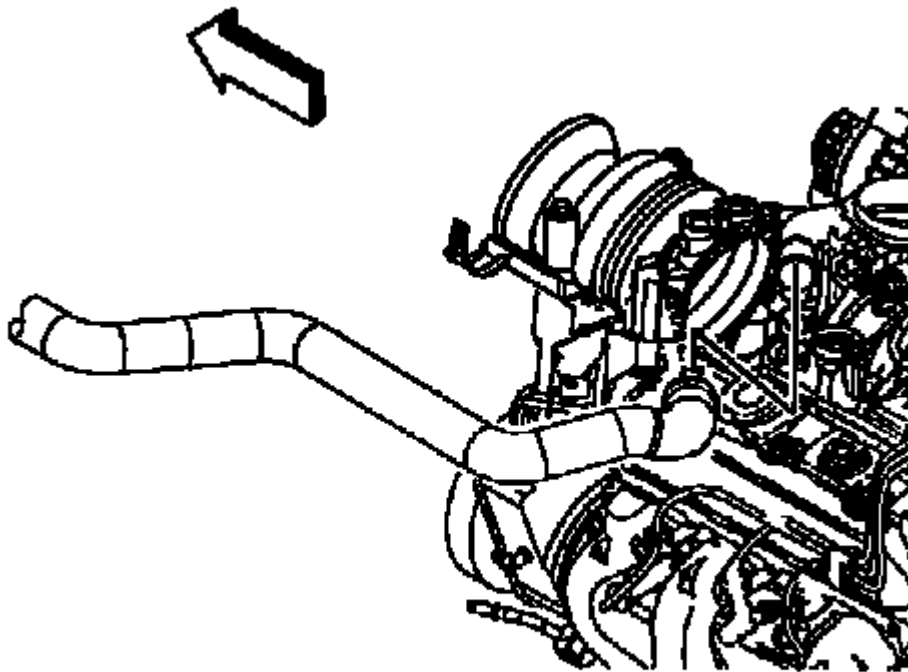


Fig. 103: Removing Radiator Inlet Hose
Courtesy of GENERAL MOTORS CORP.

31. Reposition the water pump inlet hose clamps.
32. Remove the water pump inlet hose.

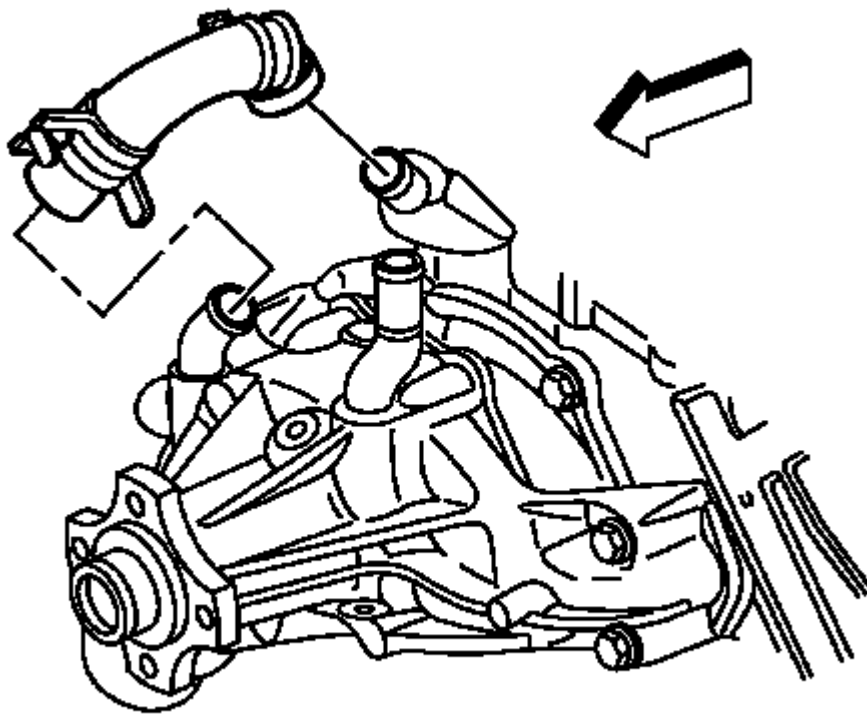


Fig. 104: View Of Water Pump Inlet Hose & Clamps
Courtesy of GENERAL MOTORS CORP.

33. In order to remove the front intake manifold bolt, perform the following:
1. Remove the drive belt. Refer to **Drive Belt Replacement**.
 2. Loosen the power steering (P/S) pump rear bracket nut.
 3. Remove the P/S pump rear bracket front nut.
 4. Remove the bolts and the nut for the P/S pump bracket.
 5. Leave the A/C compressor, if equipped, and the P/S pump on the bracket.
 6. Slide the P/S pump bracket forward to access the front intake manifold bolt.

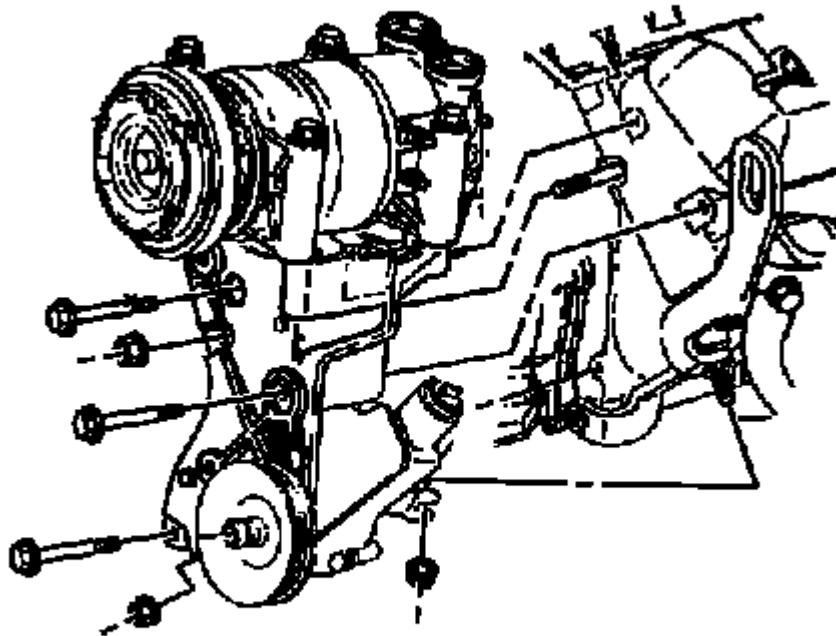


Fig. 105: View Of Power Steering Pump Bracket
Courtesy of GENERAL MOTORS CORP.

34. Remove the intake manifold - lower bolts.
35. Remove the intake manifold.

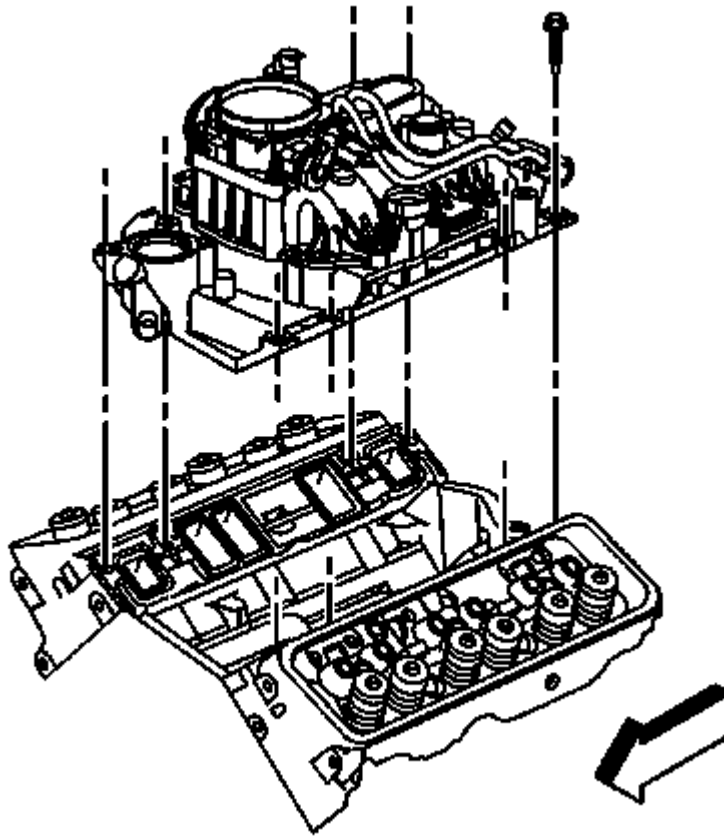


Fig. 106: Removing Intake Manifold
Courtesy of GENERAL MOTORS CORP.

36. Remove and discard the intake manifold gaskets.
37. Clean and inspect the intake manifold - lower, if necessary. Refer to Intake Manifold Cleaning and Inspection.

Installation Procedure

NOTE: Apply the proper amount of the sealant when assembling this component. Excessive use of the sealant can prohibit the component from sealing properly. A component that is not sealed properly can leak leading to extensive engine damage.

1. Apply a 4.0 mm (0.157 in) patch of adhesive GM P/N 12346141, (Canadian P/N 10953433), or equivalent to the cylinder head side of the intake manifold gasket at each end.

IMPORTANT: The intake manifold gasket must be installed while the adhesive is still wet to the touch.

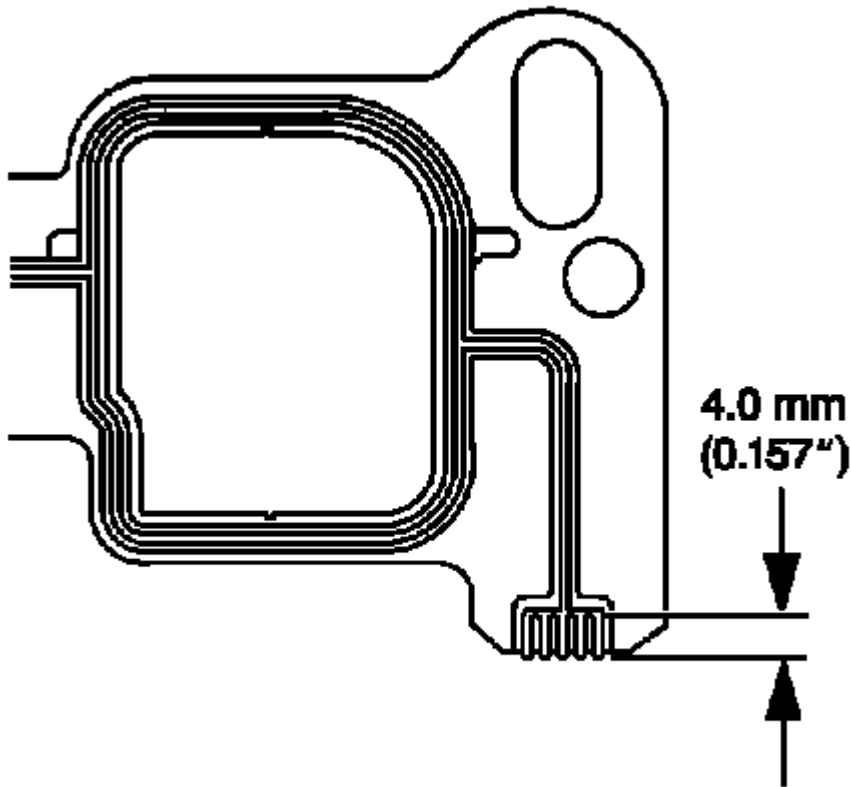


Fig. 107: Applying Patch Of Adhesive To Cylinder Head Side Of Intake Manifold Gasket
Courtesy of GENERAL MOTORS CORP.

2. Install the intake manifold gasket onto the cylinder head. Use the gasket locating pins in order to properly seat the gasket.

IMPORTANT: The intake manifold must be installed and the fasteners tightened while the adhesive is still wet to the touch.

3. Apply a 5 mm (0.197 in) bead of adhesive GM P/N 12346141, (Canadian P/N 10953433), or equivalent to the front top of the engine block.
4. Extend the adhesive bead 13 mm (0.50 in) up onto each intake manifold gasket.

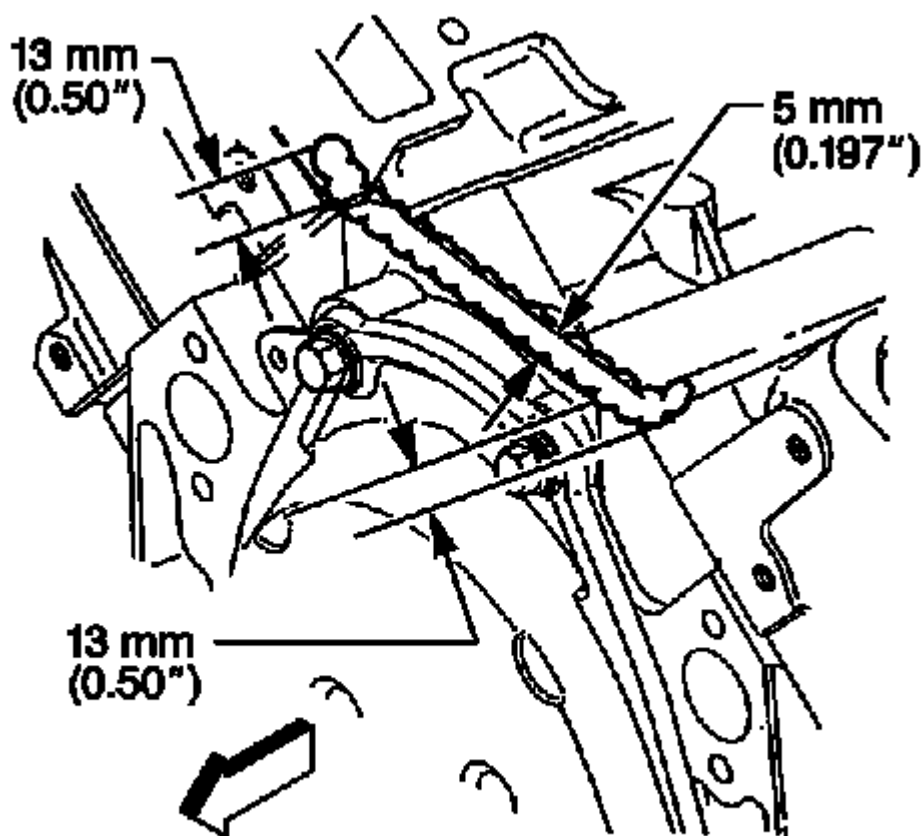


Fig. 108: Applying Adhesive To Front Top Of Engine Block
Courtesy of GENERAL MOTORS CORP.

5. Apply a 5 mm (0.197 in) bead of adhesive GM P/N 12346141, (Canadian P/N 10953433), or equivalent to the rear top of the engine block.
6. Extend the adhesive bead 13 mm (0.50 in) up onto each intake manifold gasket.

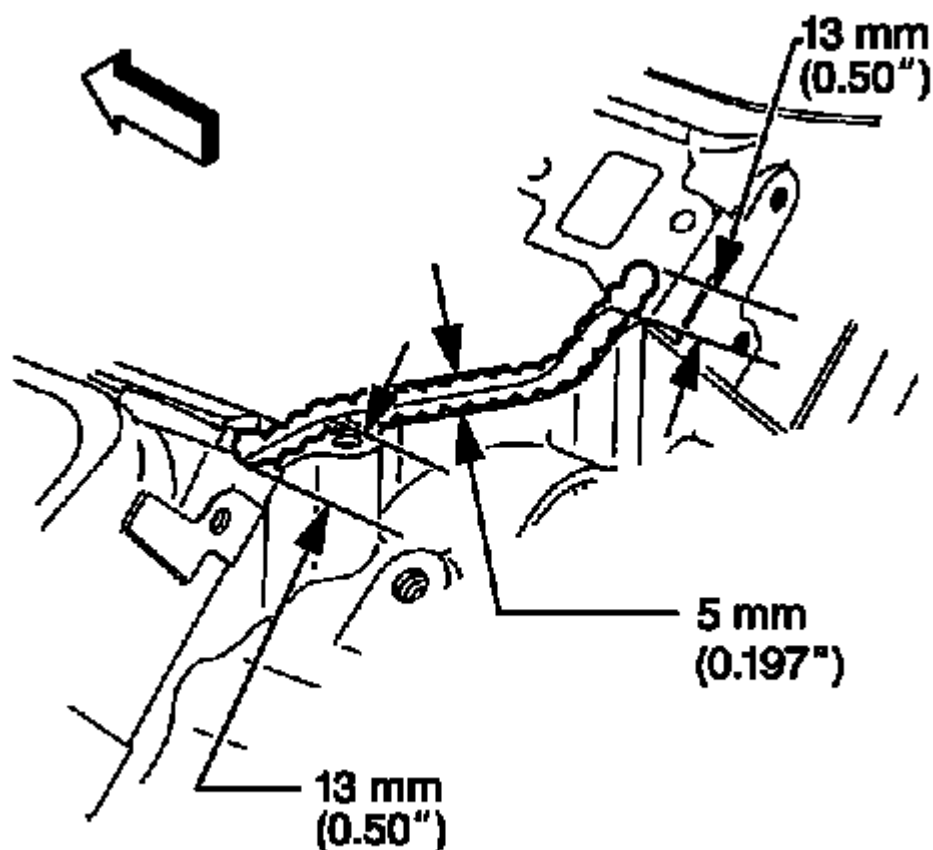


Fig. 109: Applying Adhesive To Rear Top Of Engine Block
Courtesy of GENERAL MOTORS CORP.

7. Install the intake manifold.
8. If reusing the old fasteners, apply threadlock GM P/N 12345382, (Canadian P/N 10953489), or equivalent to the threads of the intake manifold - lower bolts.
9. Install the intake manifold - lower bolts.

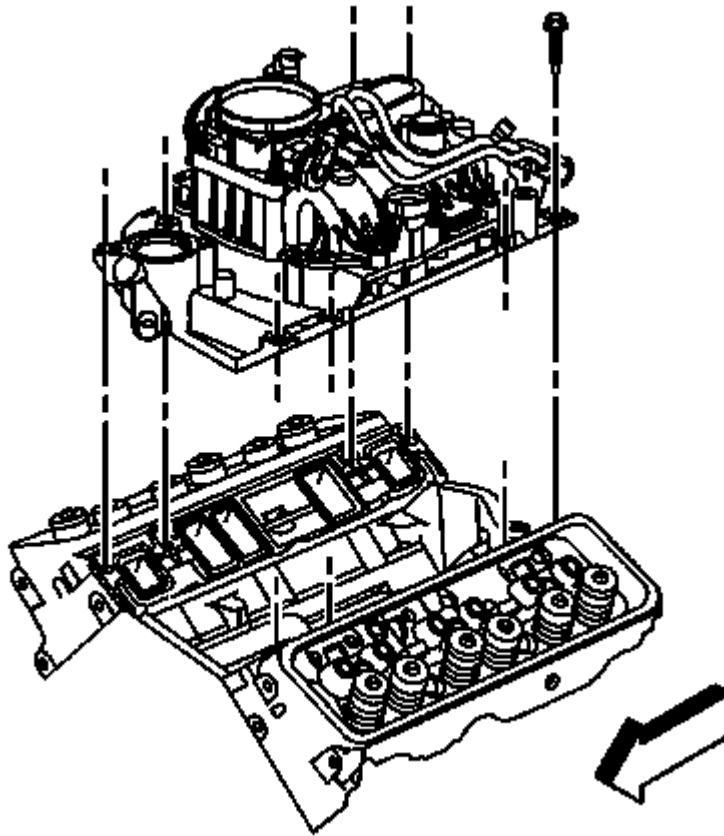


Fig. 110: Installing Intake Manifold & Bolts
Courtesy of GENERAL MOTORS CORP.

NOTE: Proper lower intake manifold fastener tightening sequence and torque is critical. Always follow the tightening sequence, and torque the intake manifold bolts using the 3 step method. Failing to do so may distort the crankshaft bearing bore alignment and cause damage to the crankshaft bearings.

NOTE: Refer to Fastener Notice in Cautions and Notices.

10. Tighten the intake manifold - lower bolts in the sequence shown.

Tighten:

1. Tighten the bolts a first pass to 3 N.m (27 lb in).
2. Tighten the bolts a second pass to 12 N.m (106 lb in).
3. Tighten the bolts a final pass to 15 N.m (11 lb ft).

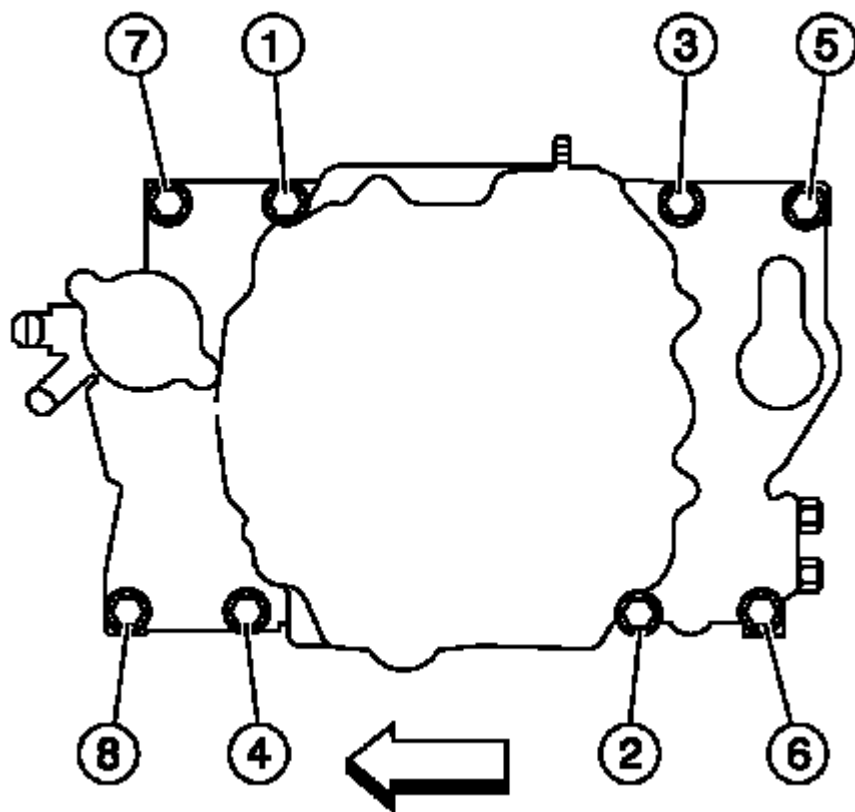


Fig. 111: Intake Manifold Lower Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

11. Slide the P/S pump bracket rearward.
12. Install the bolts and the nut for the P/S pump bracket.
13. Install the P/S pump rear bracket front nut.
14. Tighten the P/S pump rear bracket nut.

Tighten: Tighten the bolts and nuts to 41 N.m (30 lb ft).

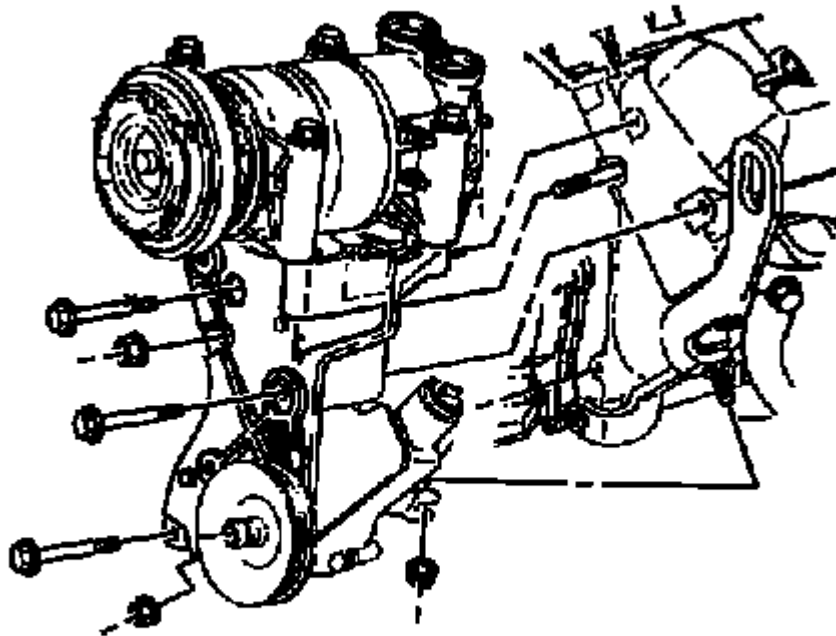


Fig. 112: View Of Power Steering Pump Bracket
Courtesy of GENERAL MOTORS CORP.

15. Install the drive belt. Refer to **Drive Belt Replacement**.
16. Install the water pump inlet hose.

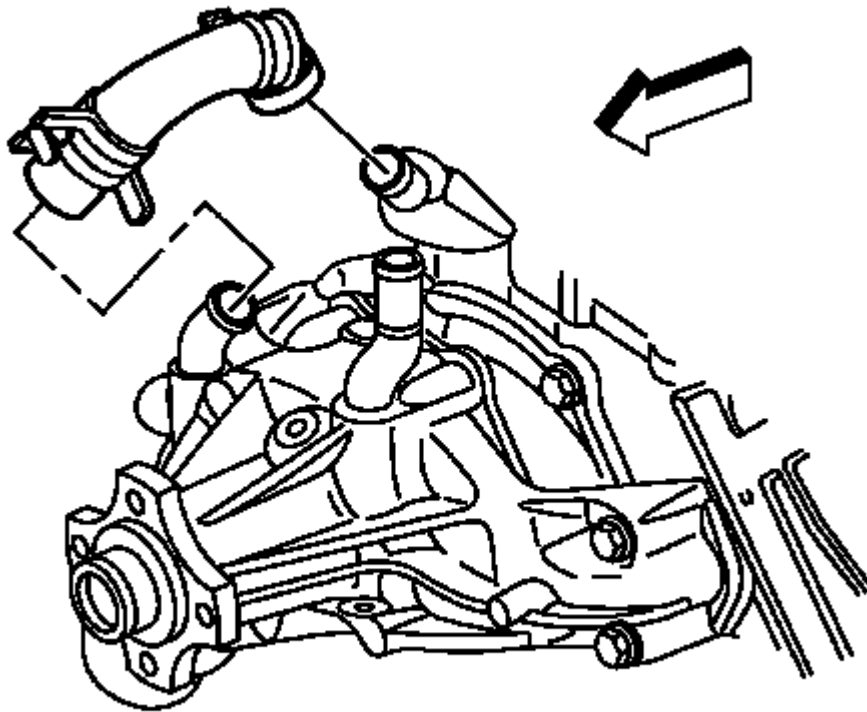


Fig. 113: View Of Water Pump Inlet Hose & Clamps
Courtesy of GENERAL MOTORS CORP.

17. Position the water pump inlet hose clamps.
18. Install the radiator inlet hose to the thermostat housing.

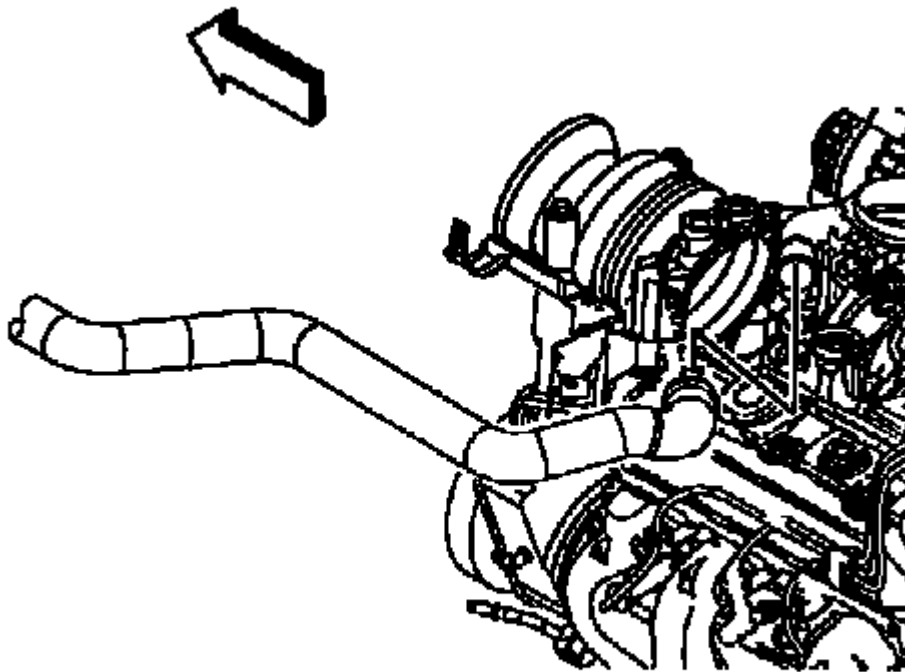


Fig. 114: Installing Radiator Inlet Hose To Thermostat Housing
Courtesy of GENERAL MOTORS CORP.

19. Position the radiator inlet hose clamps.
20. Connect the power brake booster vacuum hose to the vacuum fitting.

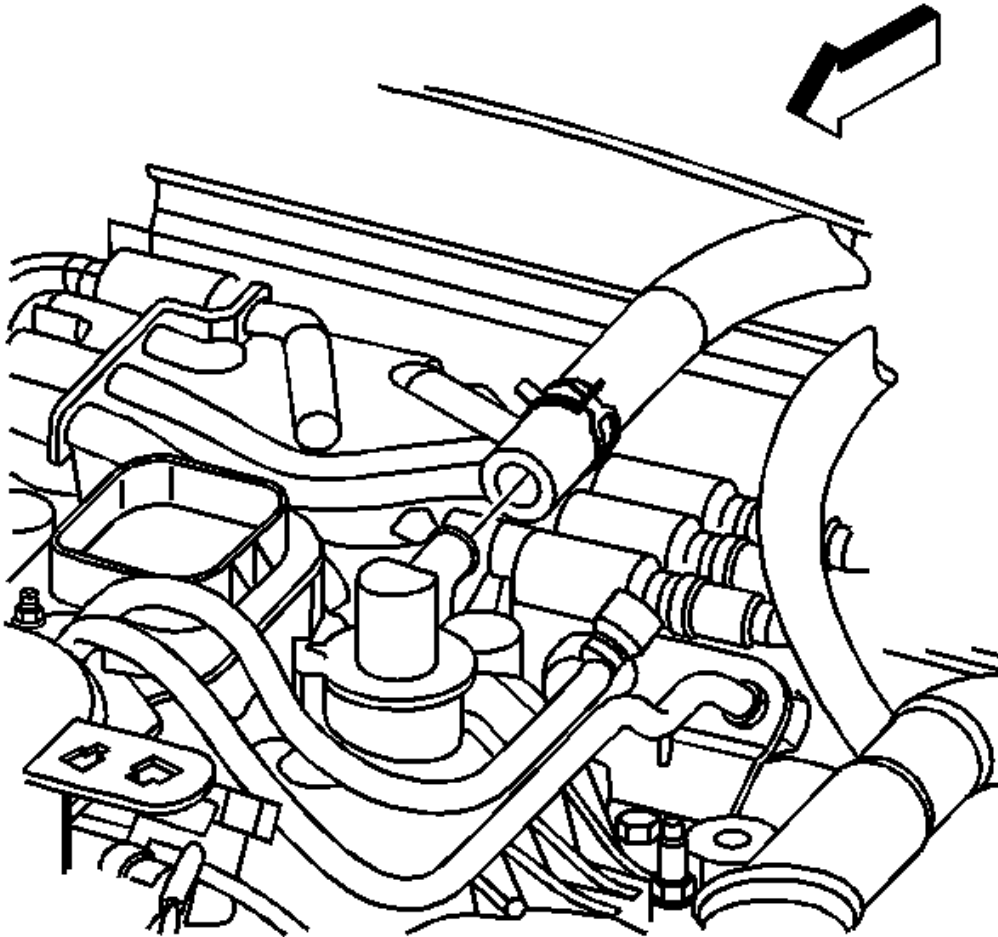


Fig. 115: Connecting Power Brake Booster Vacuum Hose
Courtesy of GENERAL MOTORS CORP.

21. Install the PCV valve hose to the valve cover and rocker cover.

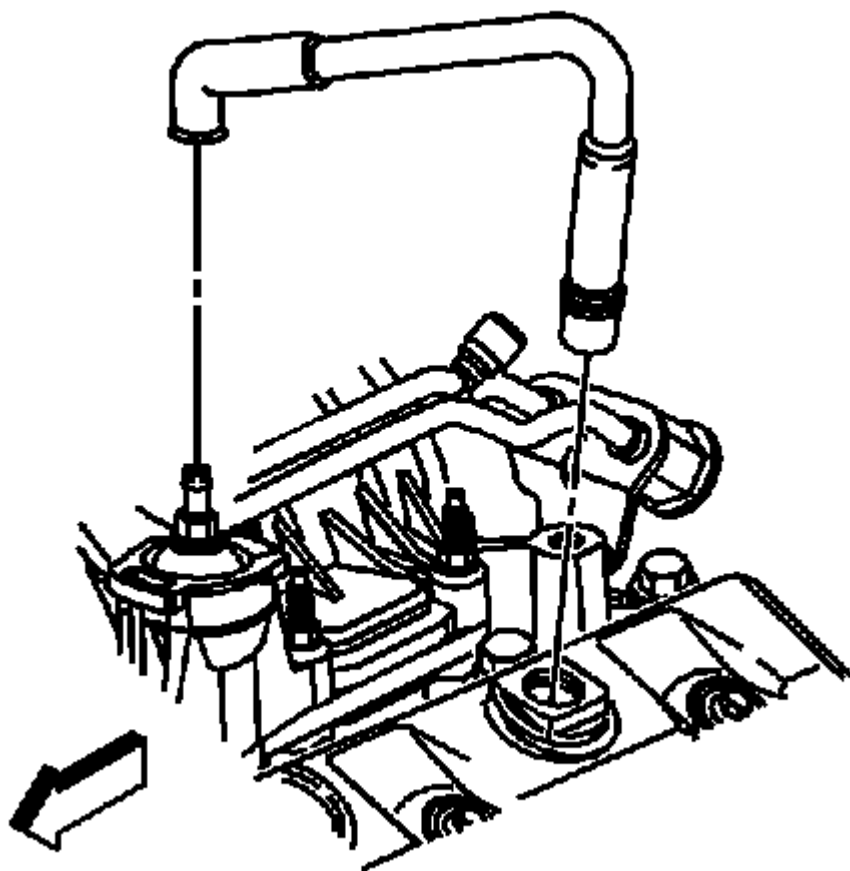


Fig. 116: Installing PCV Valve Hose
Courtesy of GENERAL MOTORS CORP.

22. Position the engine wiring harness and bracket.
23. Install the engine wiring harness bracket stud.

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

24. Install the engine wiring harness rear bracket nut at the EVAP canister purge solenoid valve.

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

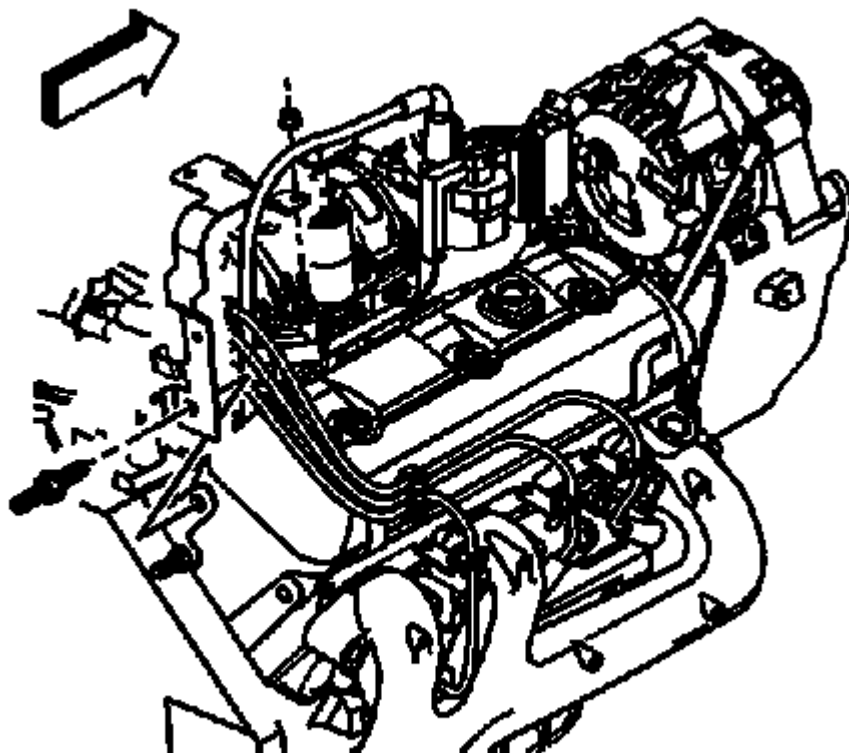


Fig. 117: Installing Engine Wiring Harness Bracket Stud & Rear Bracket Nut
Courtesy of GENERAL MOTORS CORP.

25. Install the engine wiring harness ground nut and ground wire (4) to the rear of the right cylinder head.

Tighten: Tighten the nut to 16 N.m (12 lb ft).

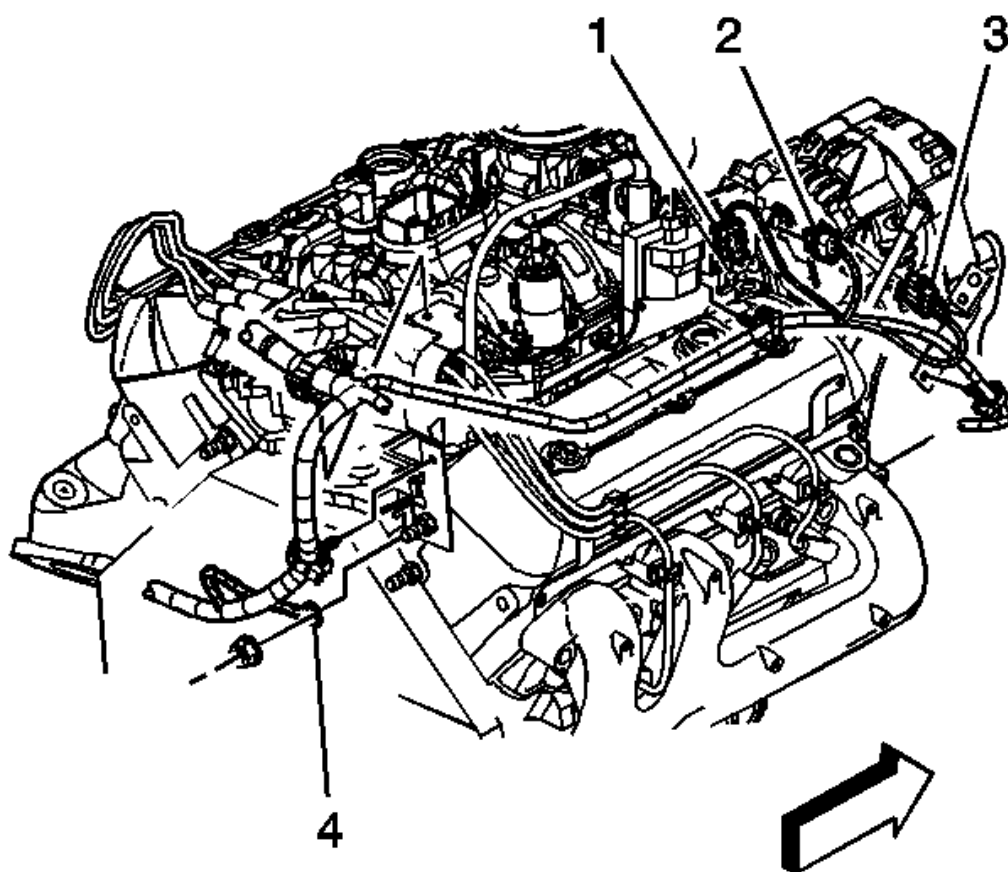


Fig. 118: Ignition Coil, Ignition Coil Driver, Ground Nut/Cable & Generator Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

26. Install the engine wiring harness bracket.
27. Install the engine wiring harness bracket nuts.

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

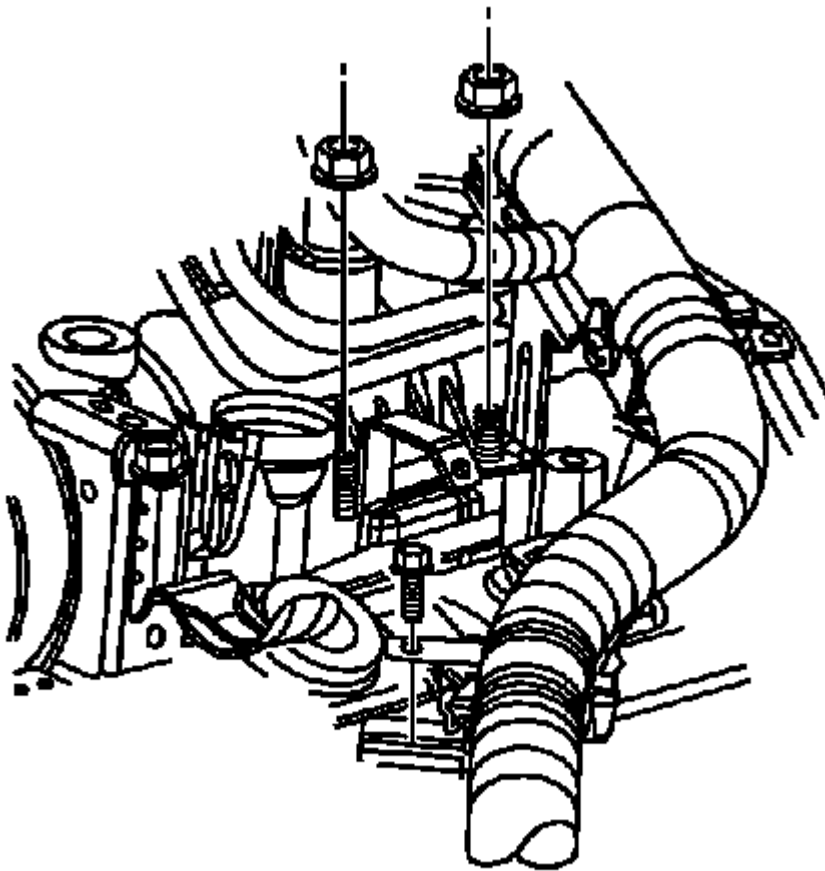


Fig. 119: Installing Engine Wiring Harness Bracket Nuts
Courtesy of GENERAL MOTORS CORP.

28. Connect the EVAP canister harness to the purge solenoid valve.

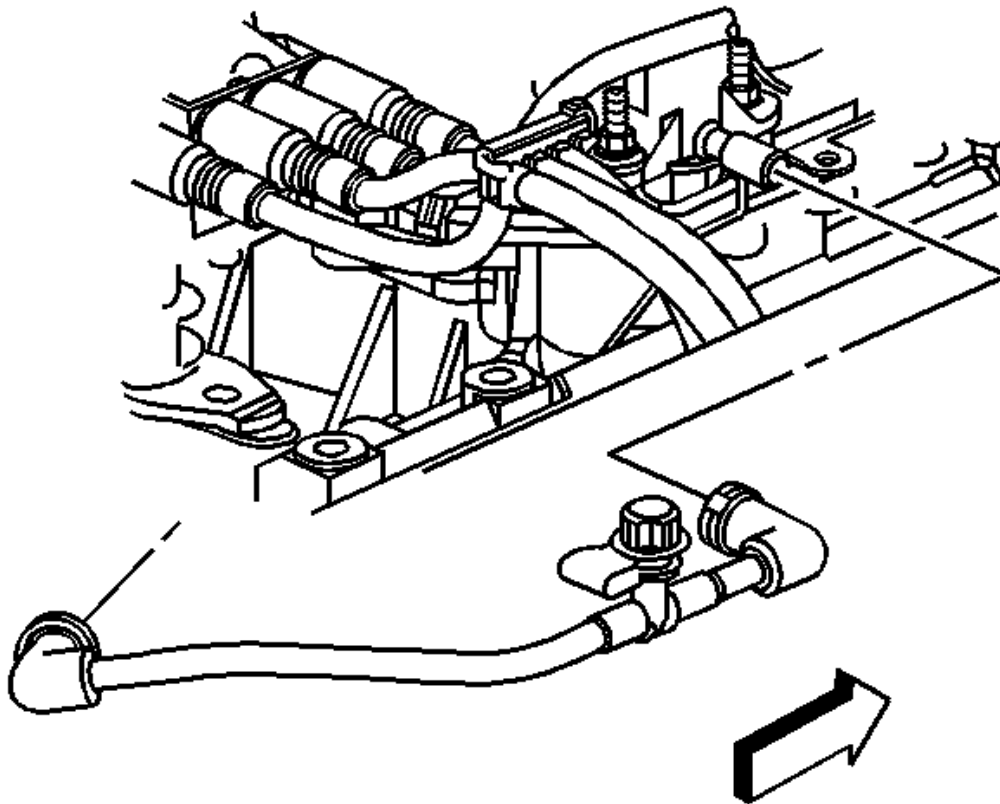


Fig. 120: Connecting EVAP Canister Harness
Courtesy of GENERAL MOTORS CORP.

29. Connect the following electrical connectors:
- The EVAP canister purge solenoid valve (1)
 - The MAP sensor (2)

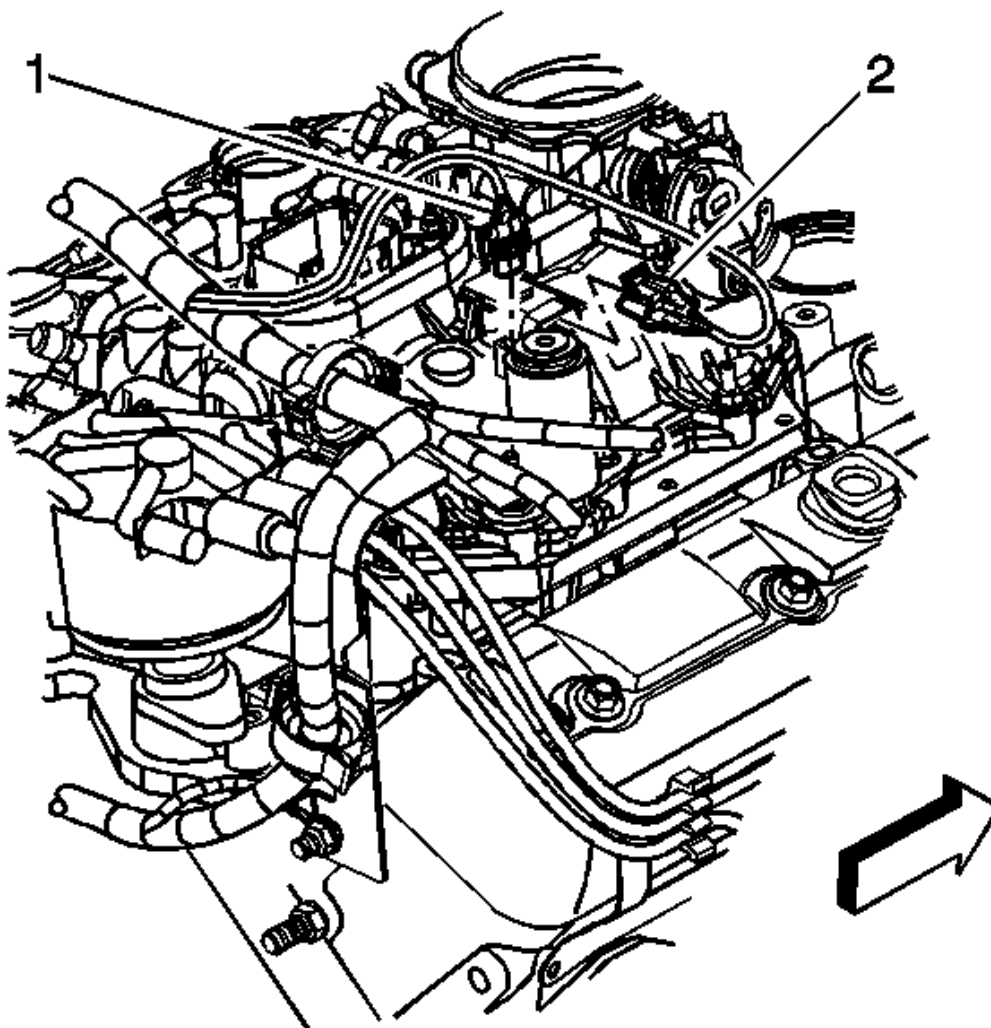


Fig. 121: EVAP Canister Purge Solenoid Valve & MAP Sensor Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

30. Connect the following electrical connectors:
 - The TP sensor (1)
 - The IAC motor (2)
 - The control port injector module (3)
31. Install the engine wiring harness clip bolt (4).

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

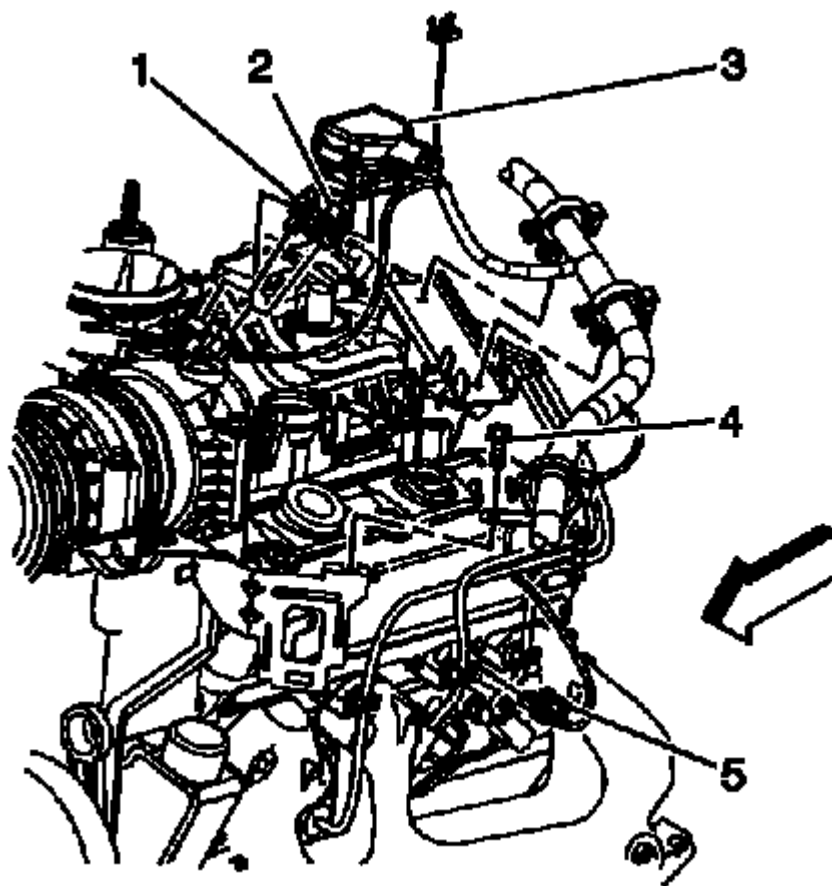


Fig. 122: View Of TP Sensor, IAC Motor, ECT Sensor, Control Port Injector Module & Engine Harness Clip Bolt
Courtesy of GENERAL MOTORS CORP.

32. Position the bracket and cables.
33. Install the accelerator control cable bracket with the cables attached, to the throttle body.
34. Install the accelerator control cable bracket nuts.

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

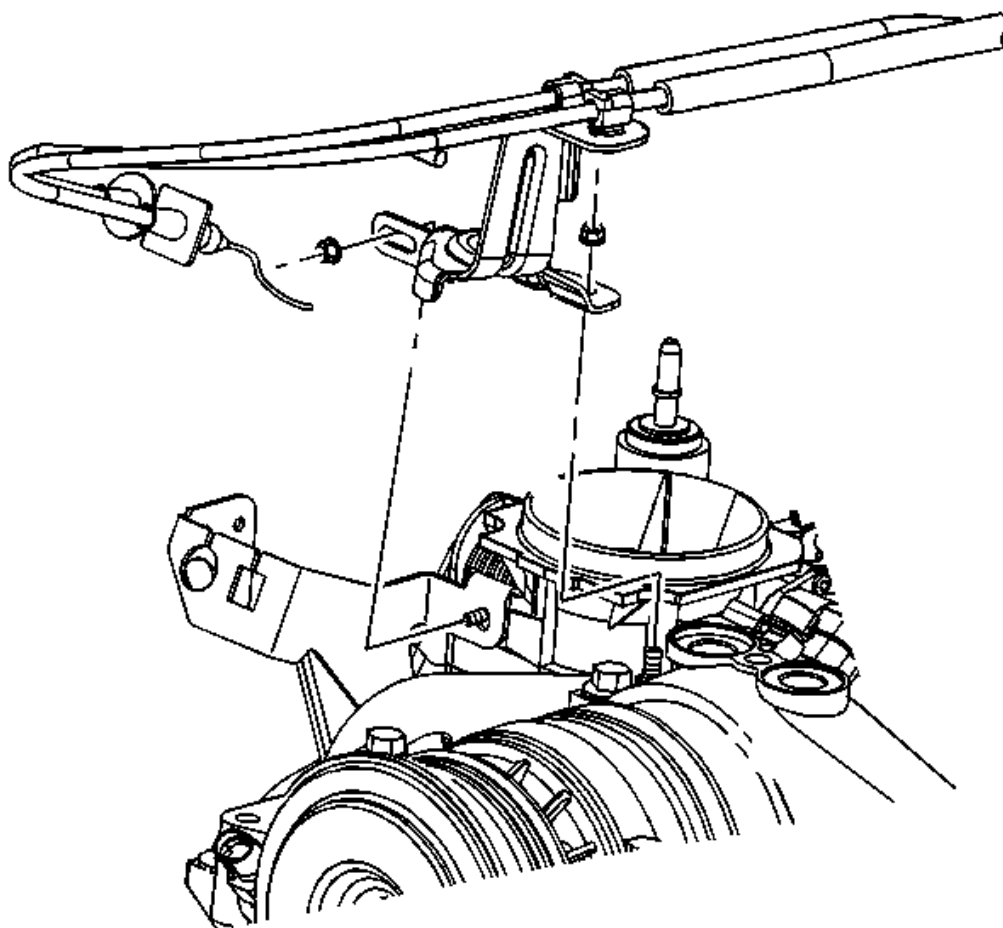


Fig. 123: View Of Accelerator Control Cable Bracket
Courtesy of GENERAL MOTORS CORP.

35. Connect the following electrical connectors:
 - The A/C compressor clutch (1), if equipped
 - The A/C pressure switch (4), if equipped
36. Install the engine wiring harness clip (3) to the accelerator control cable bracket.

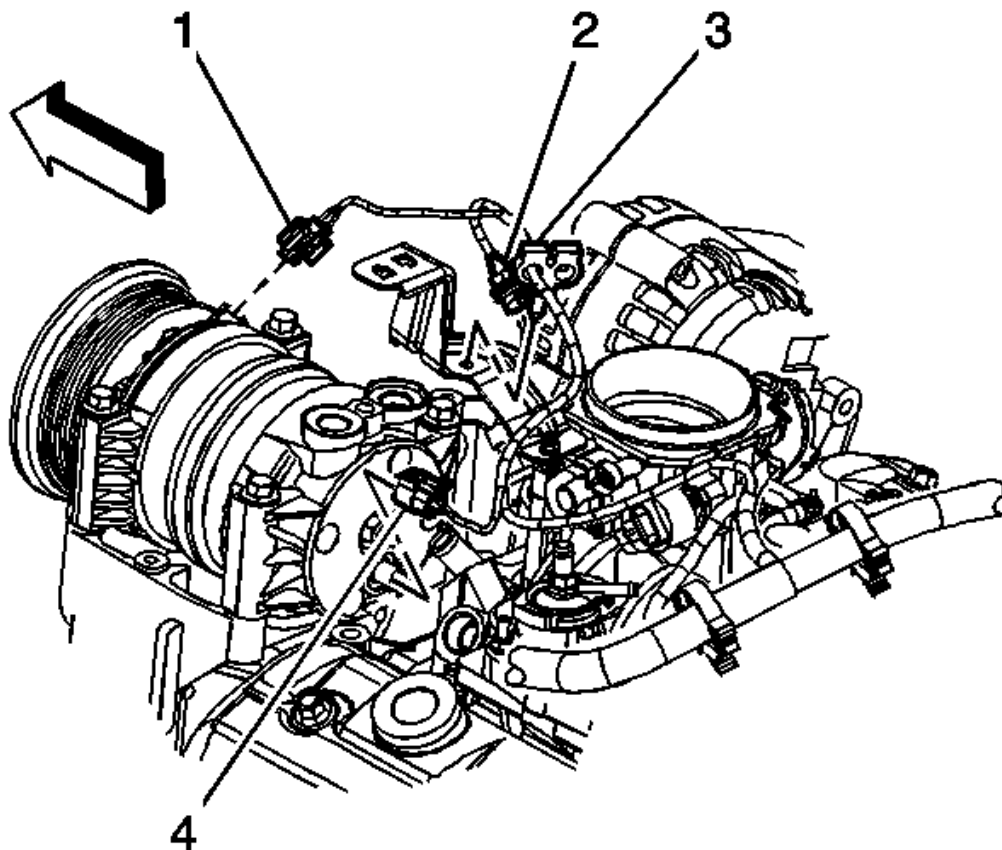


Fig. 124: A/C Compressor Clutch, Pressure Switch & Engine Wiring Harness Clip
Courtesy of GENERAL MOTORS CORP.

37. Install the accelerator cable to the accelerator control cable bracket.

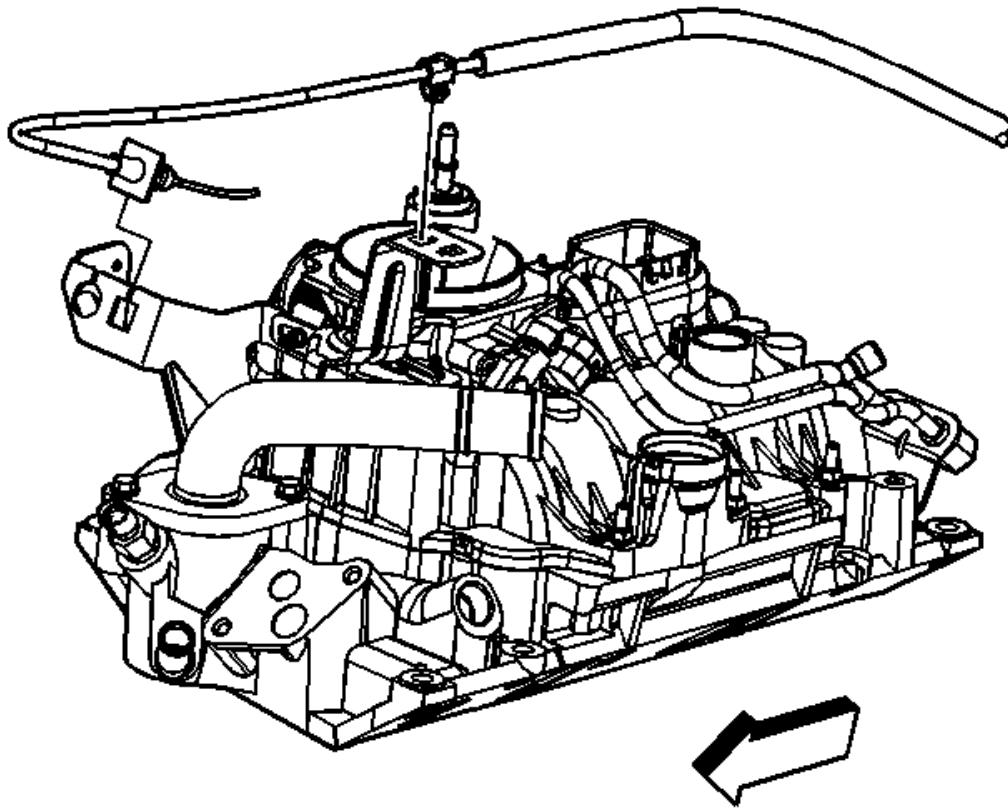


Fig. 125: View Of Accelerator Cable To Accelerator Control Cable Bracket
Courtesy of GENERAL MOTORS CORP.

38. Install the accelerator cable to the throttle body lever.

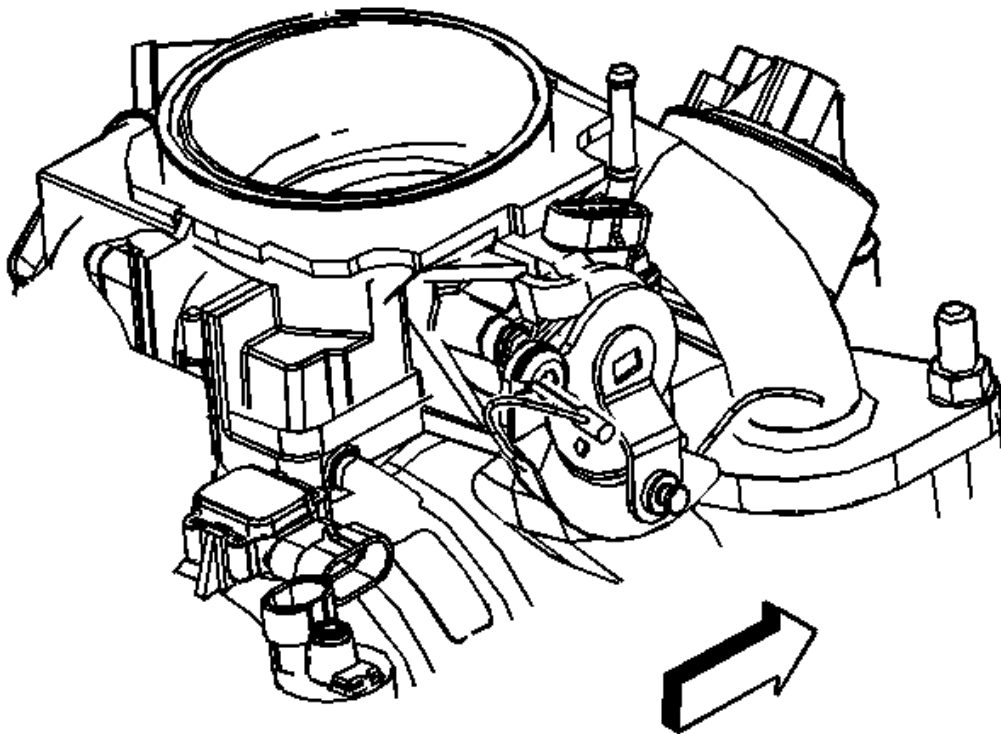


Fig. 126: Installing Accelerator Cable To Throttle Body Lever
Courtesy of GENERAL MOTORS CORP.

39. Install the cruise control cable to the accelerator control cable bracket, if equipped.
40. Connect the cruise control cable to the throttle lever, if equipped.

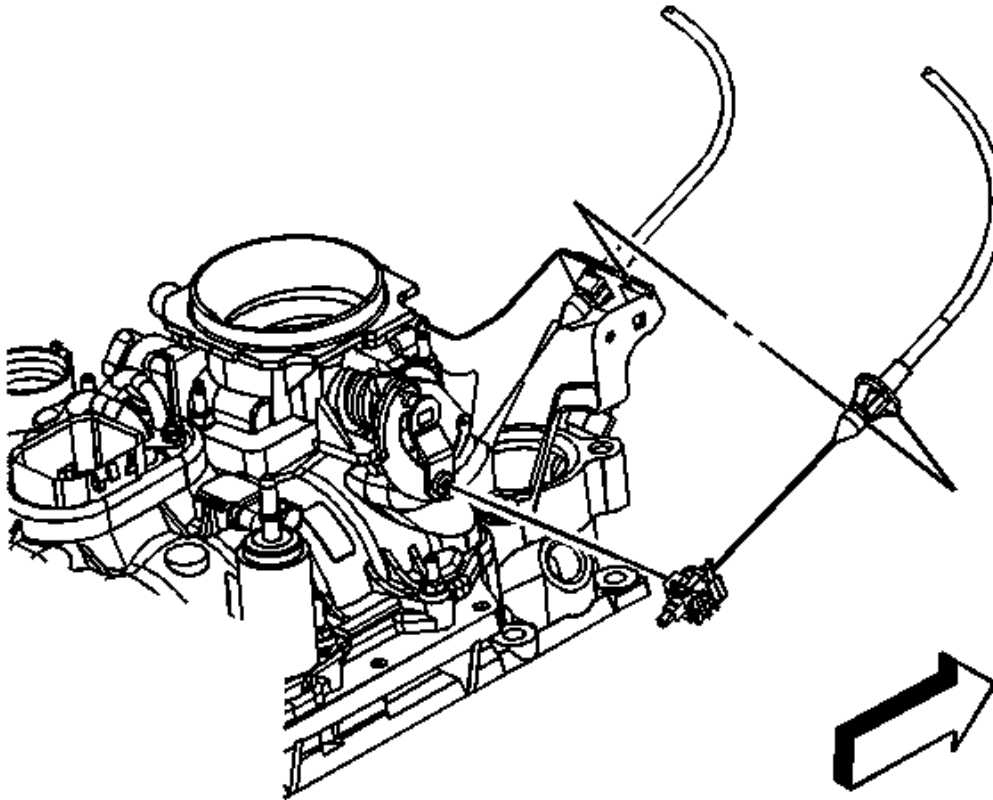


Fig. 127: Connecting Cruise Control Cable
Courtesy of GENERAL MOTORS CORP.

41. Position the heater inlet and outlet hoses.
42. Open the heater inlet hose clamp and install the hose to the water pump.

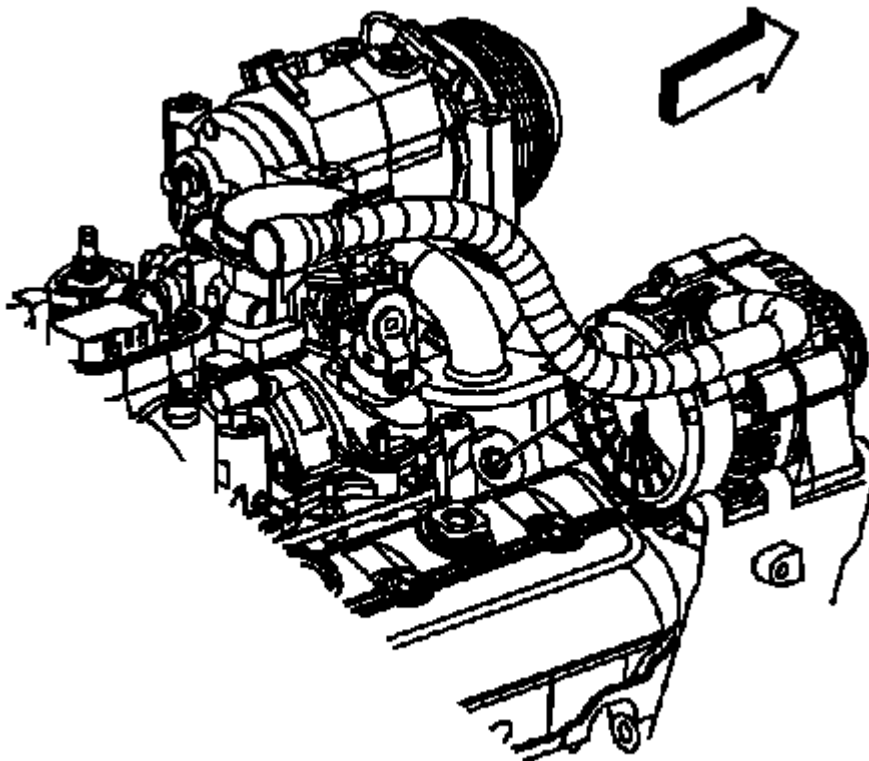


Fig. 128: Installing Heater Inlet Hose To Water Pump
Courtesy of GENERAL MOTORS CORP.

43. Open the heater outlet hose clamp and install the hose to the intake manifold.

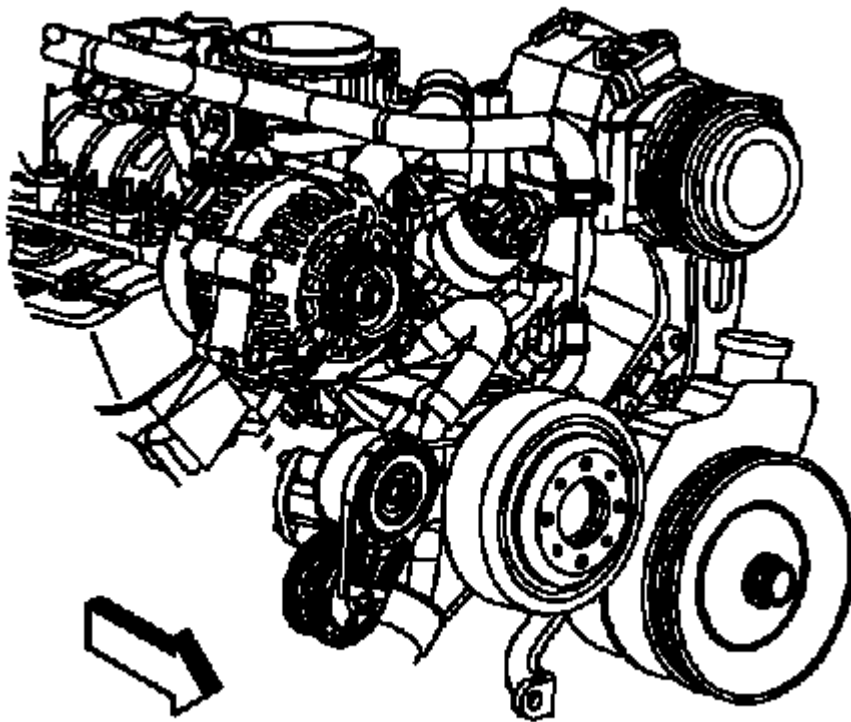


Fig. 129: Installing Heater Outlet Hose To Intake Manifold
Courtesy of GENERAL MOTORS CORP.

44. Install the heater hose clamp (1).

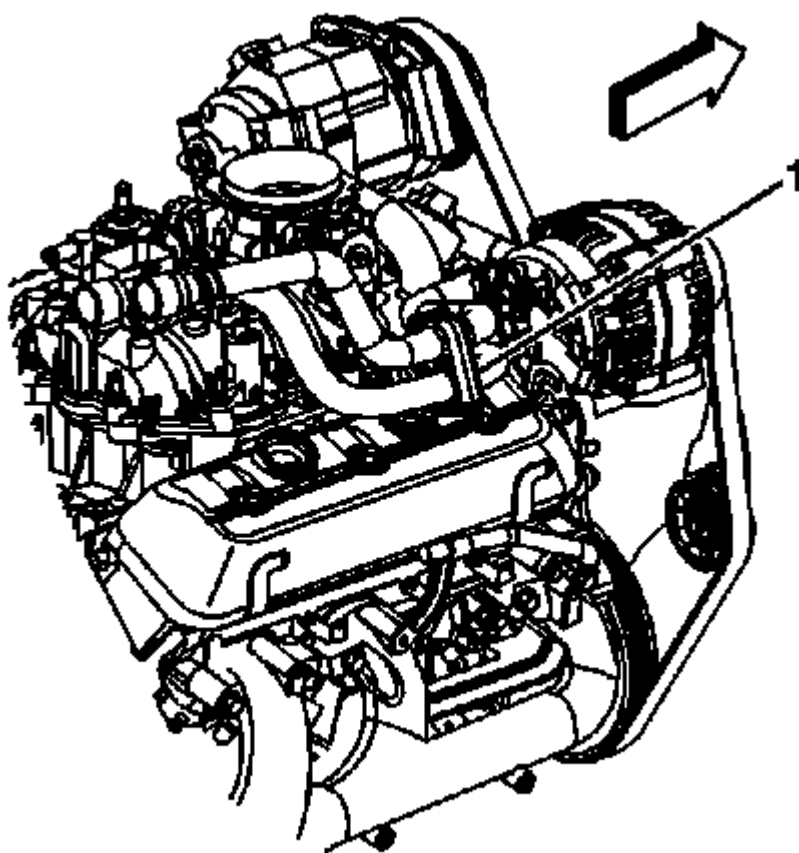


Fig. 130: Installing Heater Hose Clamp
Courtesy of GENERAL MOTORS CORP.

45. Install the fuel pipes/hoses. Refer to **Fuel Hose/Pipes Replacement - Engine Compartment** in Engine Controls - 4.3L.
46. Install the distributor. Refer to **Distributor Replacement** in Engine Controls - 4.3L.
47. Fill the cooling system. Refer to **Draining and Filling Cooling System (without HP2)** in Engine Cooling.

Valve Rocker Arm Cover Replacement - Left

Removal Procedure

1. Remove the engine wiring harness bracket nuts.

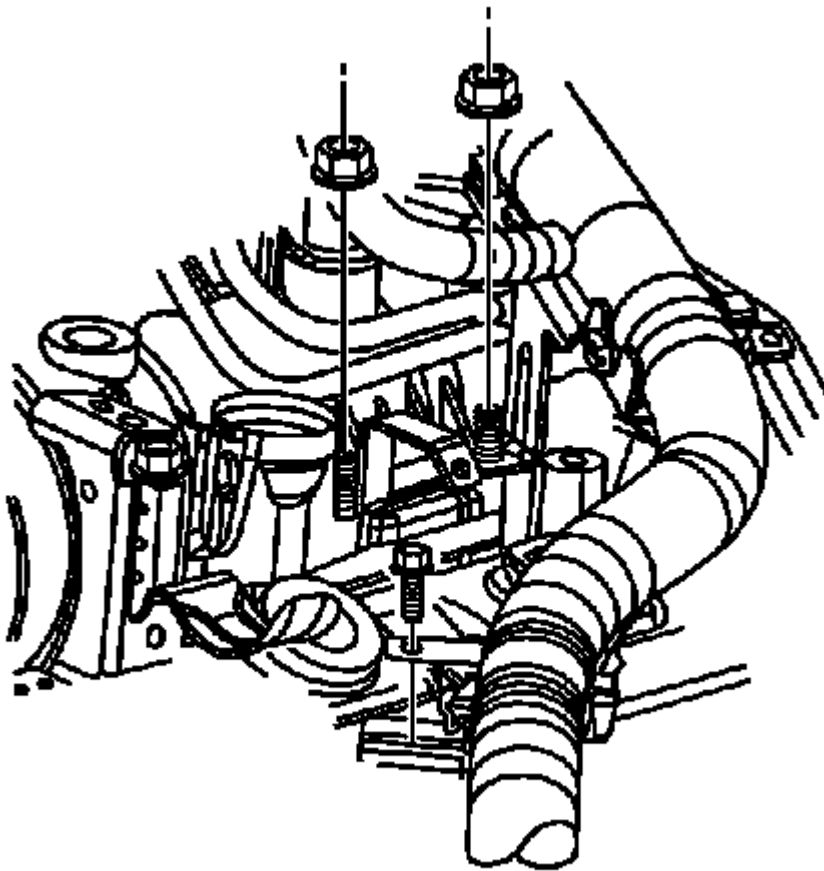


Fig. 131: Removing Engine Wiring Harness Bracket Nuts
Courtesy of GENERAL MOTORS CORP.

2. Remove the engine wiring harness bracket.
3. Remove the engine wiring harness clip bolt (4).
4. Disconnect the engine coolant temperature (ECT) sensor electrical connector (5).

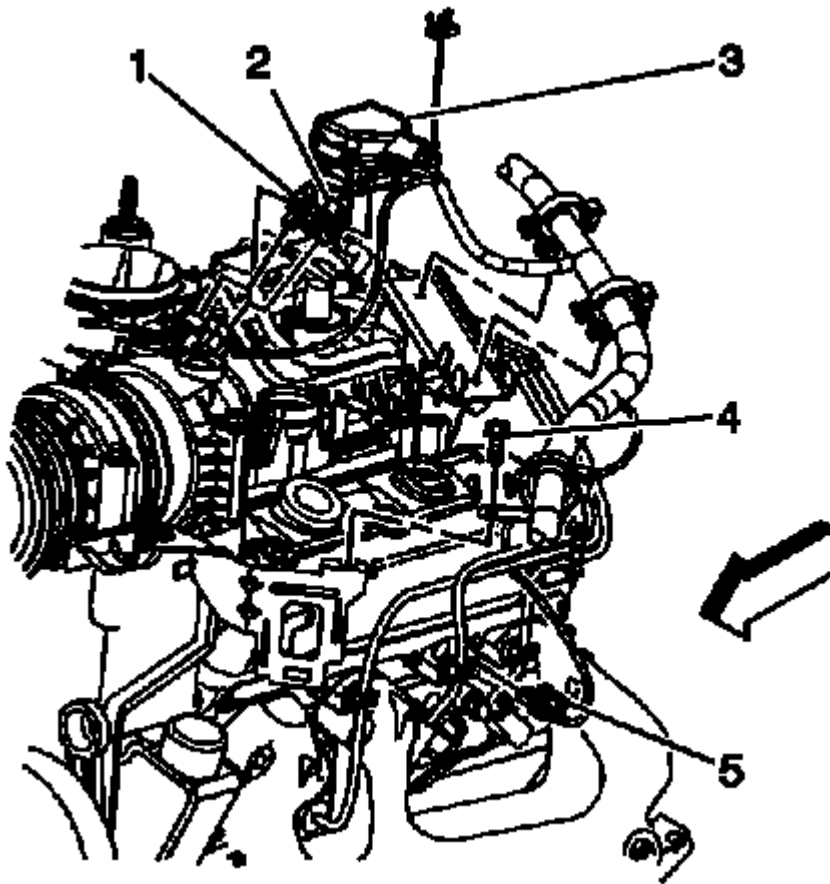


Fig. 132: View Of TP Sensor, IAC Motor, ECT Sensor, Control Port Injector Module & Engine Harness Clip Bolt
Courtesy of GENERAL MOTORS CORP.

5. Reposition the engine wiring harness and bracket.
6. Disconnect the power brake booster vacuum hose from the vacuum fitting.

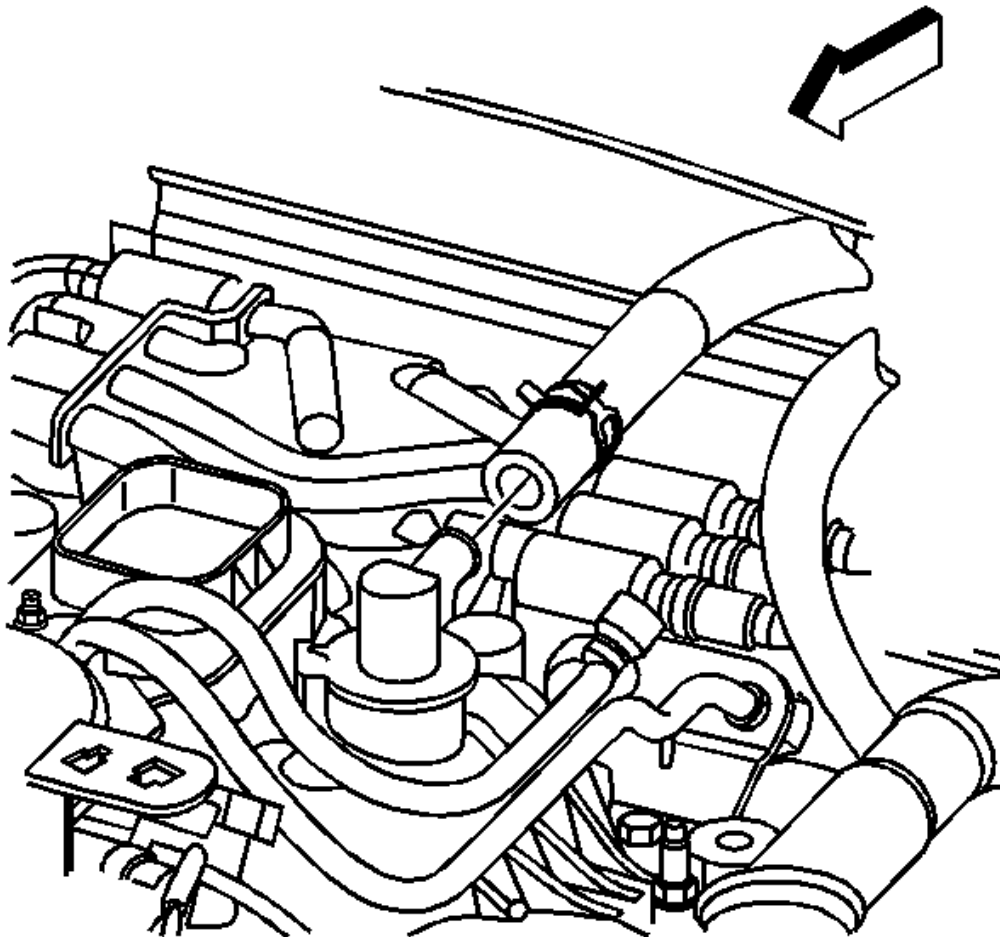


Fig. 133: Disconnecting Power Brake Booster Vacuum Hose
Courtesy of GENERAL MOTORS CORP.

7. Remove the positive crankcase ventilation (PCV) valve hose from the valve cover and rocker cover.

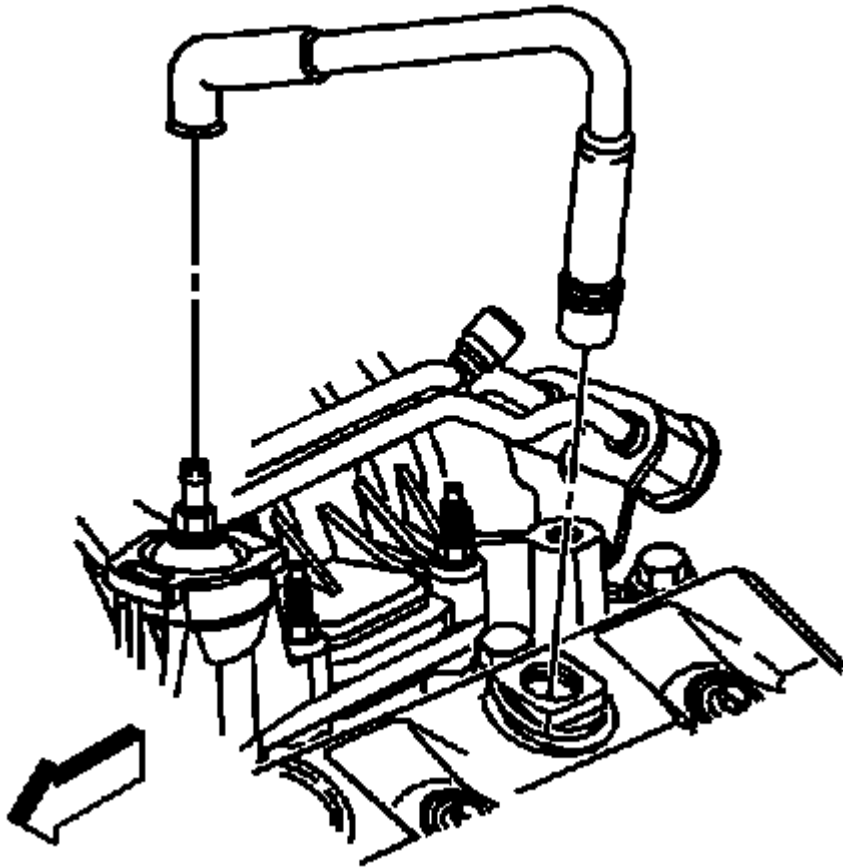


Fig. 134: Removing PCV Valve Hose
Courtesy of GENERAL MOTORS CORP.

8. Remove the rocker arm cover bolts.
9. Remove and discard the rocker arm cover bolt grommets, if necessary.
10. Remove the rocker arm cover.

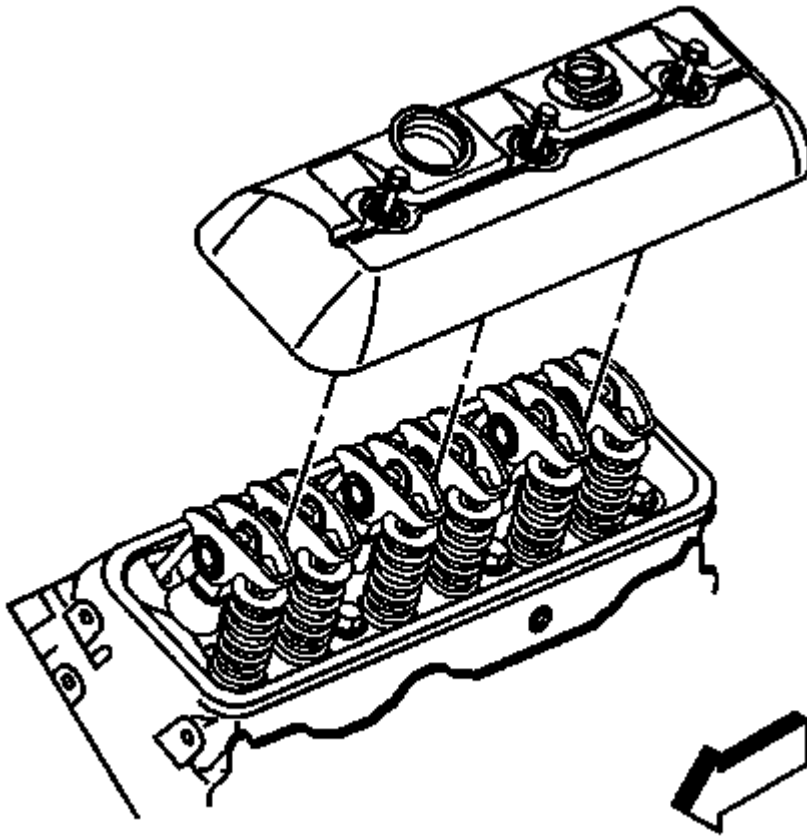


Fig. 135: Removing Rocker Arm Cover
Courtesy of GENERAL MOTORS CORP.

11. Remove and discard the rocker arm cover gasket.

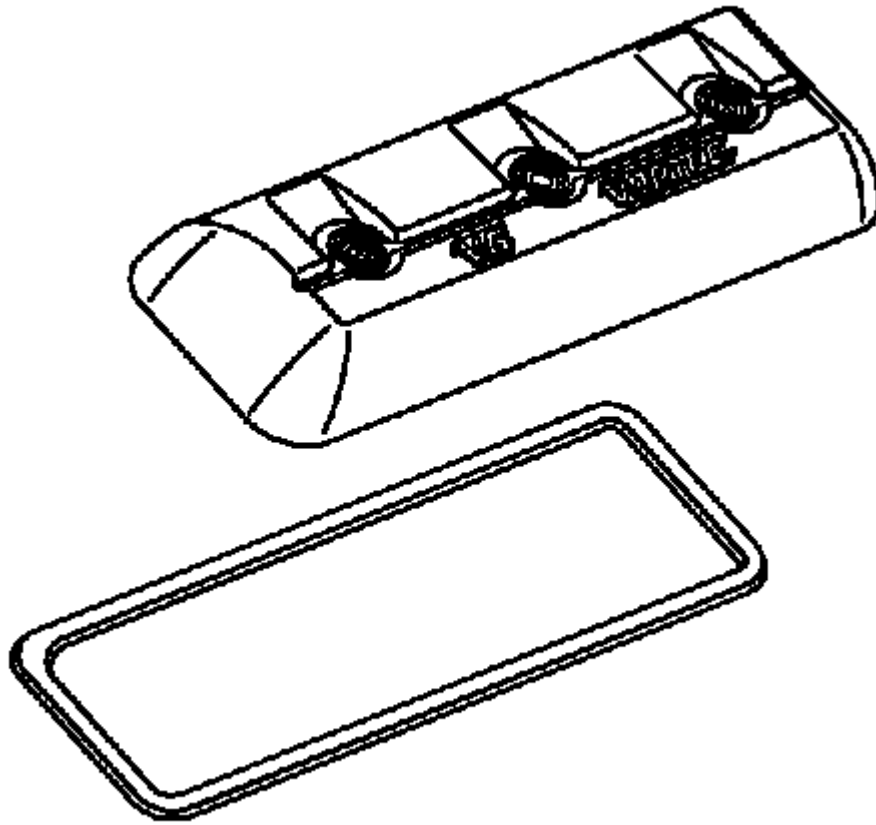


Fig. 136: View Of Rocker Arm Cover And Gasket
Courtesy of GENERAL MOTORS CORP.

12. Clean and inspect the rocker arm cover, if necessary. Refer to **Valve Rocker Arm Cover Cleaning and Inspection.**

Installation Procedure

IMPORTANT: Do not reuse the rocker cover gasket or the rocker arm cover bolt grommets.

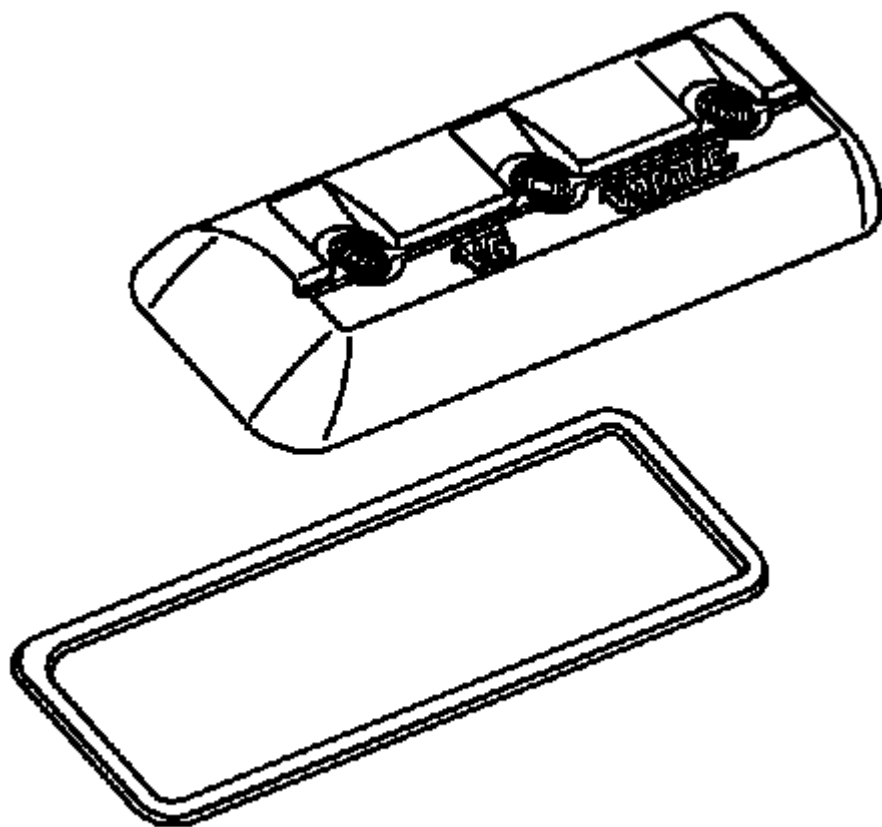


Fig. 137: View Of Rocker Arm Cover And Gasket
Courtesy of GENERAL MOTORS CORP.

1. Install a NEW rocker arm cover gasket to the cover.
2. Install NEW rocker arm cover bolt grommets to the cover, if necessary.
3. Install the rocker arm cover.

NOTE: Refer to Fastener Notice in Cautions and Notices.

4. Install the rocker arm cover bolts.

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

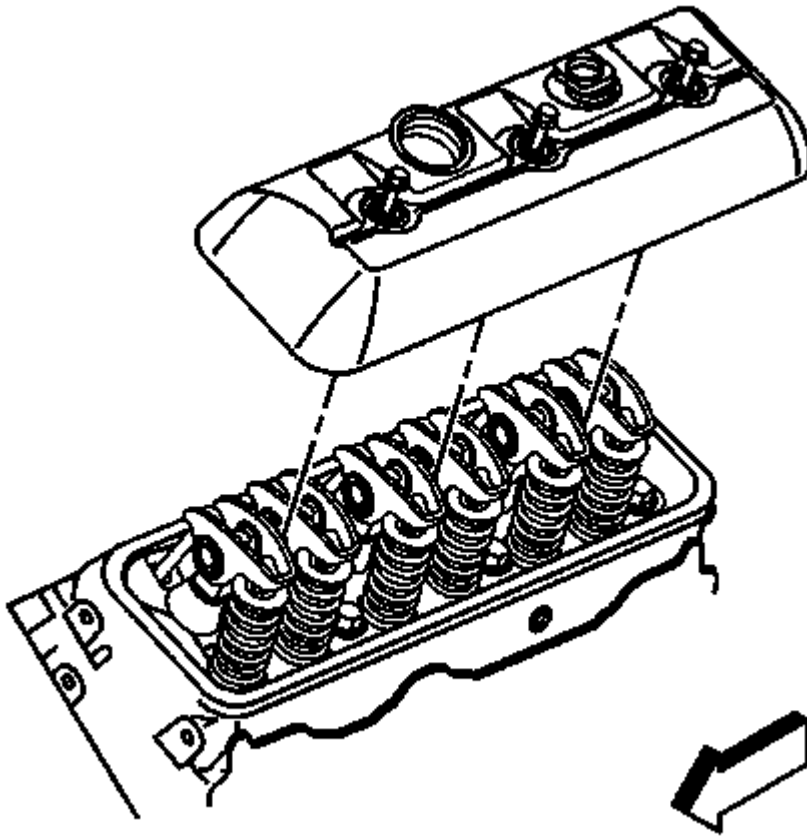


Fig. 138: Installing Rocker Arm Cover
Courtesy of GENERAL MOTORS CORP.

5. Install the PCV valve hose to the valve cover and rocker cover.

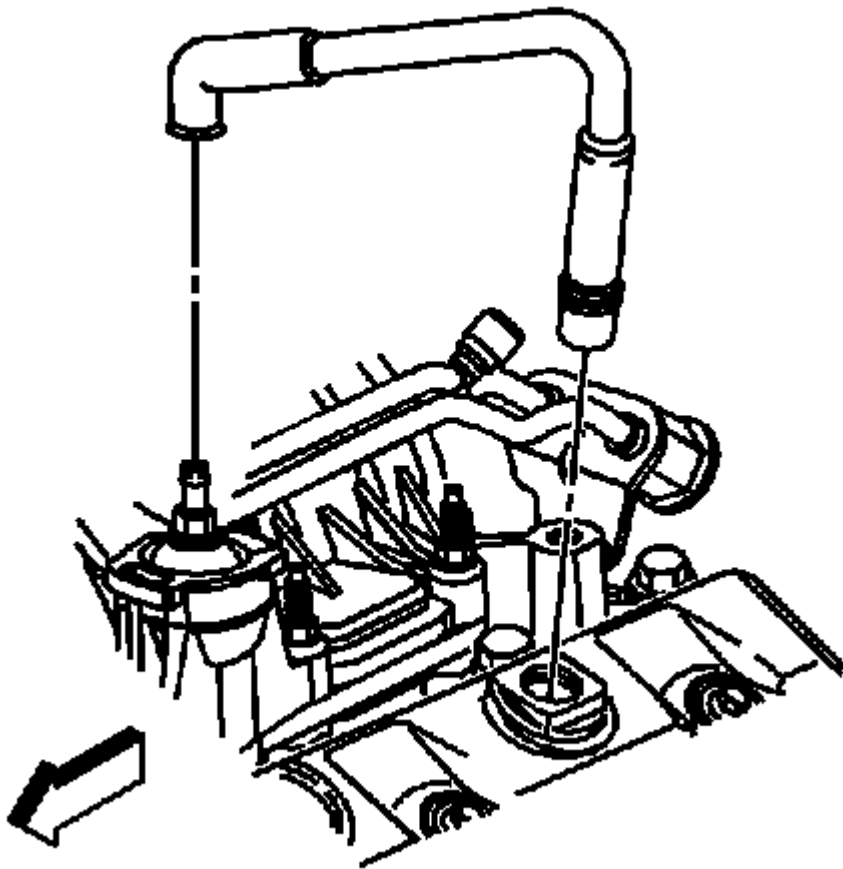


Fig. 139: Installing PCV Valve Hose
Courtesy of GENERAL MOTORS CORP.

6. Connect the power brake booster vacuum hose to the vacuum fitting.

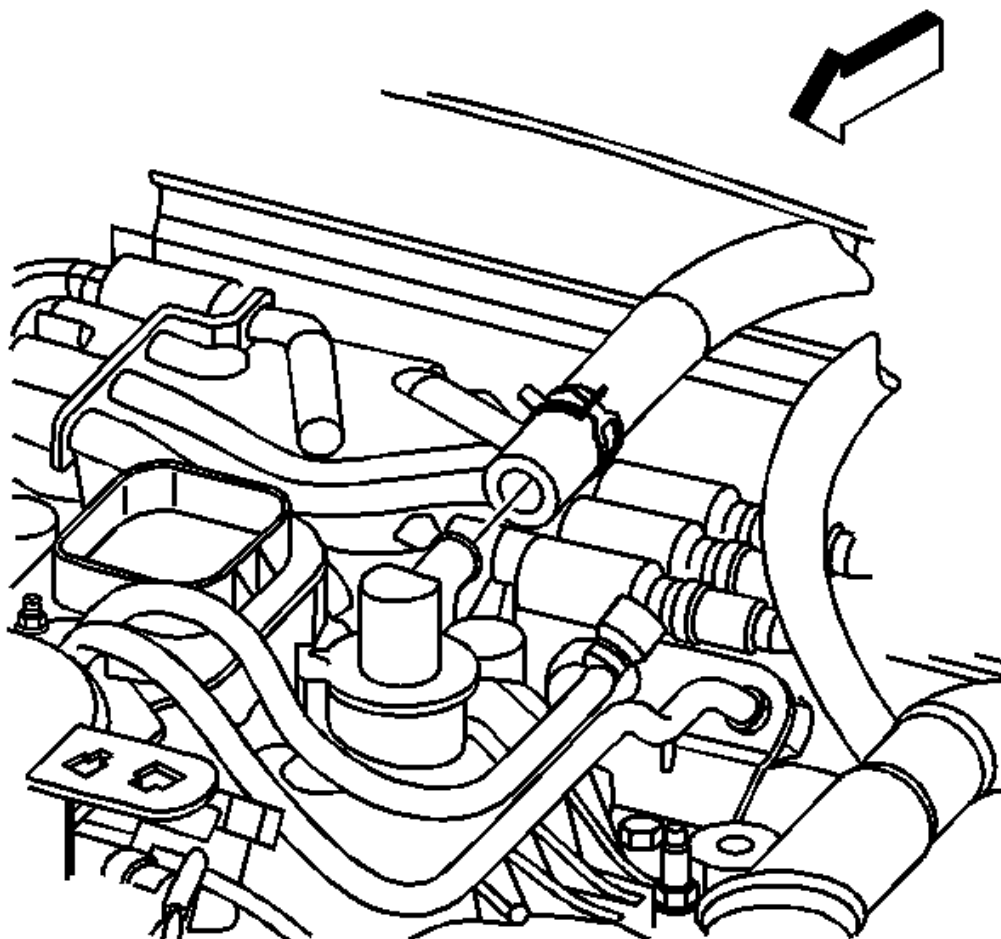


Fig. 140: Connecting Power Brake Booster Vacuum Hose
Courtesy of GENERAL MOTORS CORP.

7. Position the engine wiring harness and bracket.
8. Connect the ECT sensor electrical connector (5).
9. Install the engine wiring harness clip bolt (4).

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

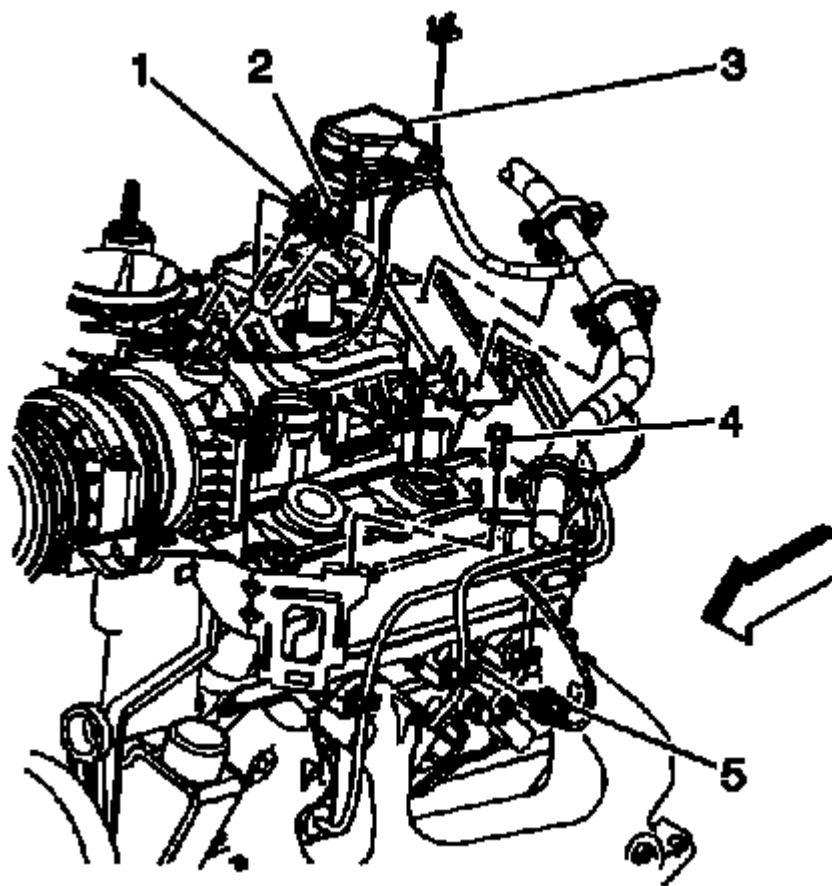


Fig. 141: View Of TP Sensor, IAC Motor, ECT Sensor, Control Port Injector Module & Engine Harness Clip Bolt
Courtesy of GENERAL MOTORS CORP.

10. Install the engine wiring harness bracket.
11. Install the engine wiring harness bracket nuts.

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

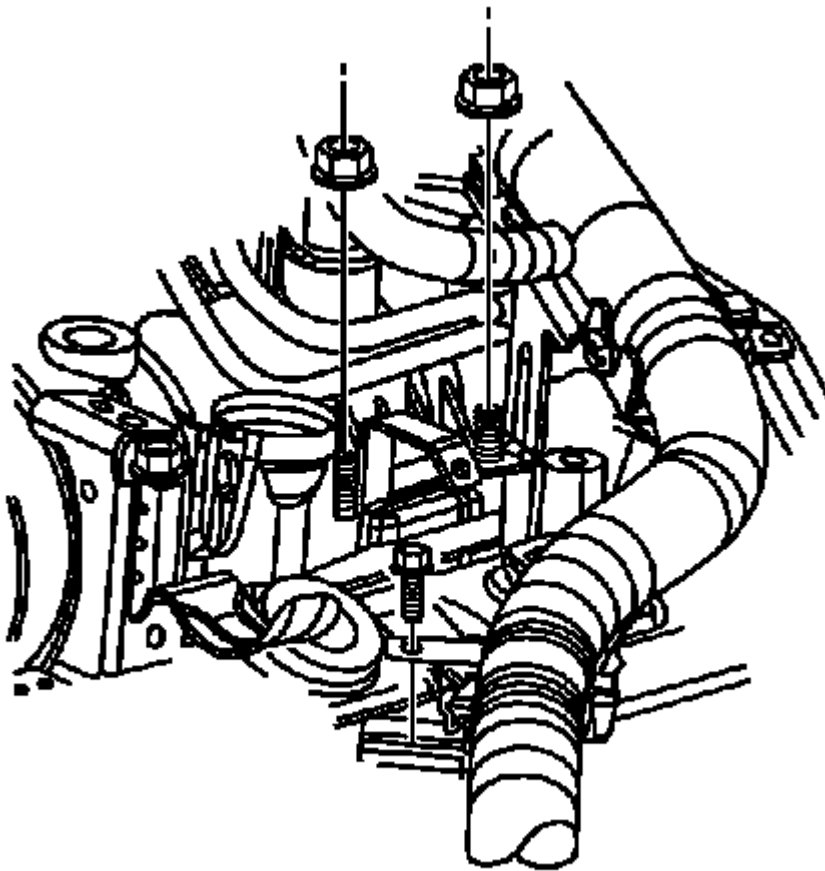


Fig. 142: Installing Engine Wiring Harness Bracket & Nuts
Courtesy of GENERAL MOTORS CORP.

Valve Rocker Arm Cover Replacement - Right

Removal Procedure

1. Loosen the air cleaner outlet duct clamp at the mass airflow/intake air temperature (MAF/IAT) sensor.

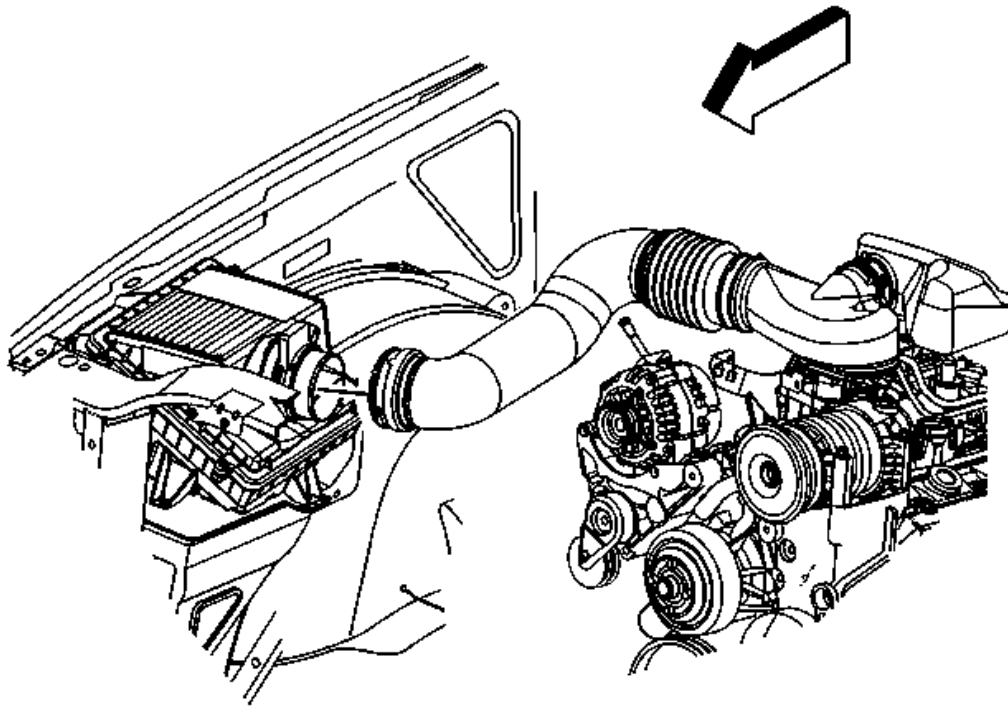


Fig. 143: View Of Air Cleaner Outlet Duct Clamp
Courtesy of GENERAL MOTORS CORP.

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

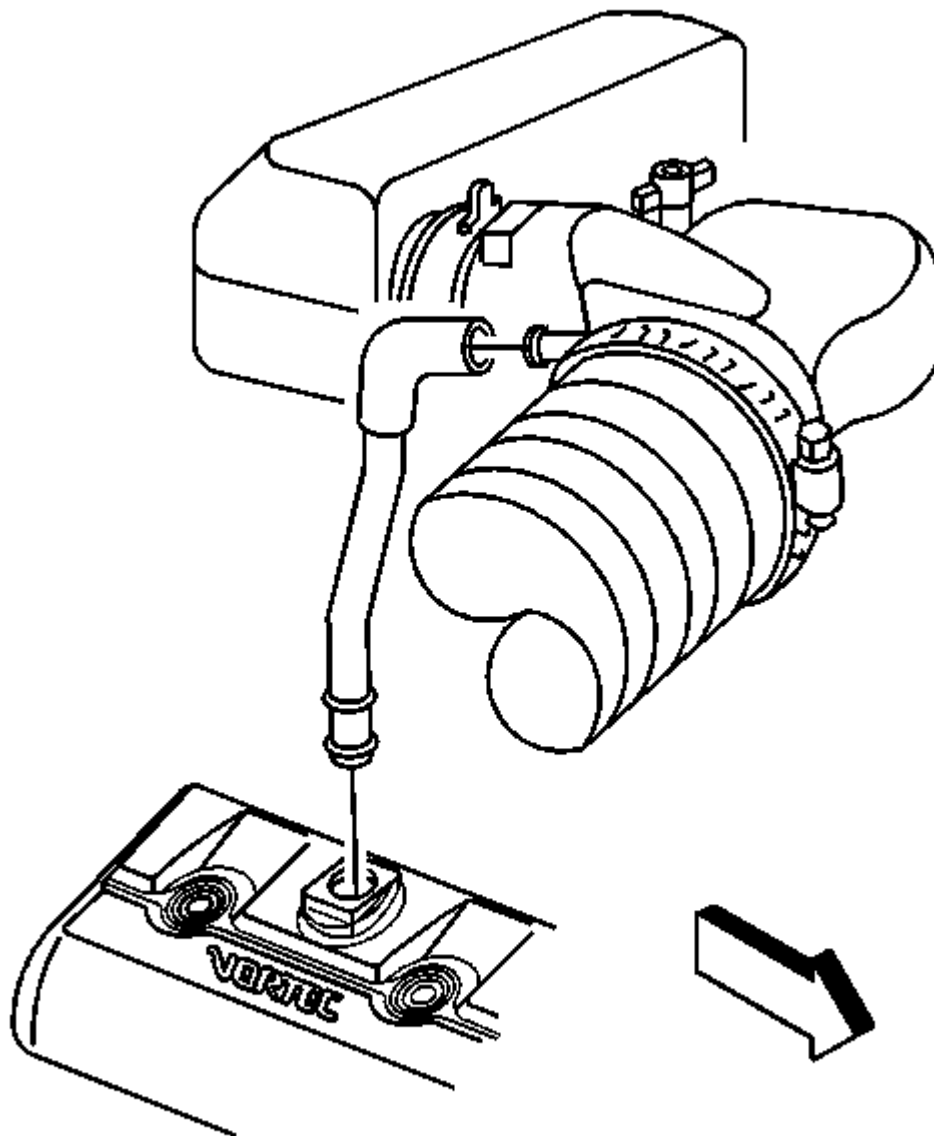


Fig. 144: Removing PCV Hose
Courtesy of GENERAL MOTORS CORP.

3. Remove the air cleaner adapter nut.

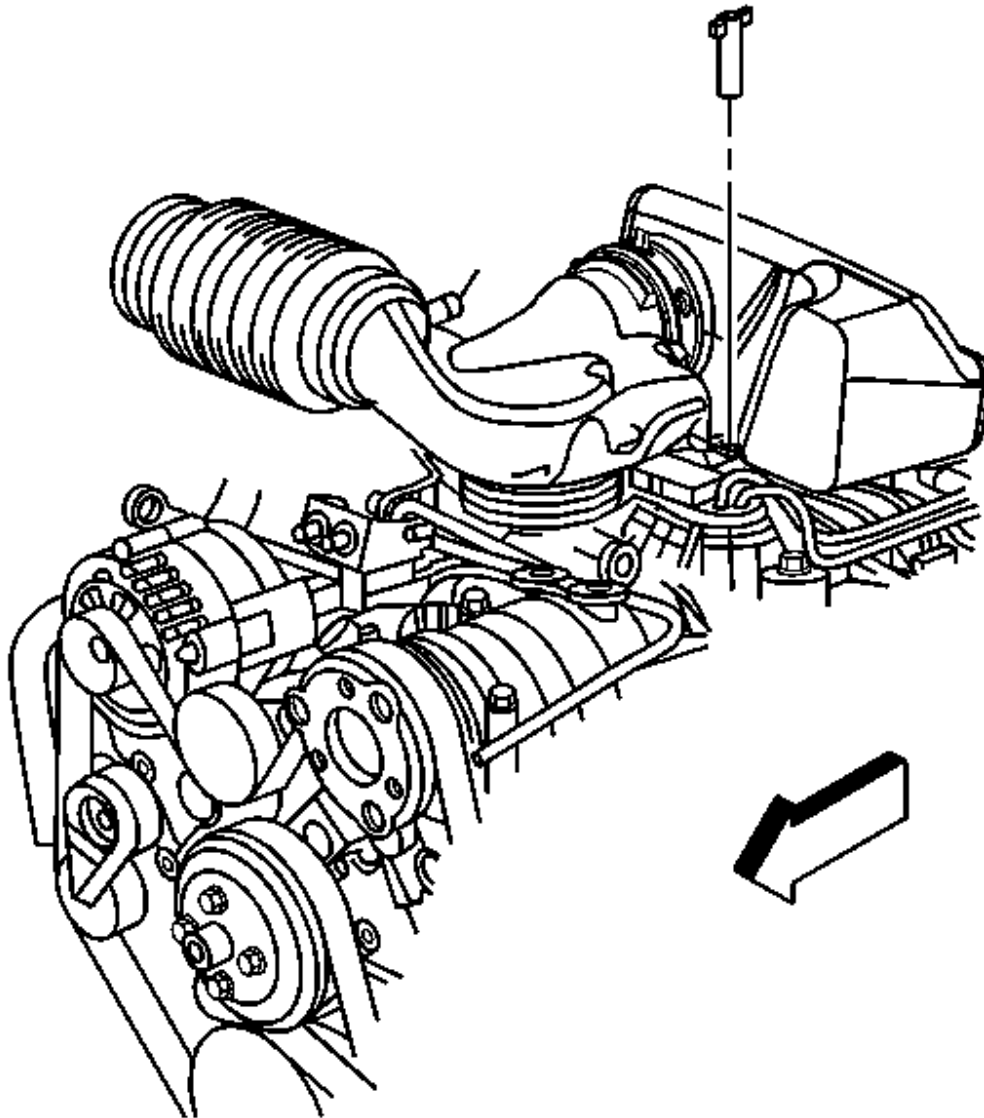


Fig. 145: View Of Air Cleaner Adapter Nut
Courtesy of GENERAL MOTORS CORP.

4. In order to remove the air cleaner outlet duct, pivot the duct upward until the hinge clip releases from the lip on the throttle body.

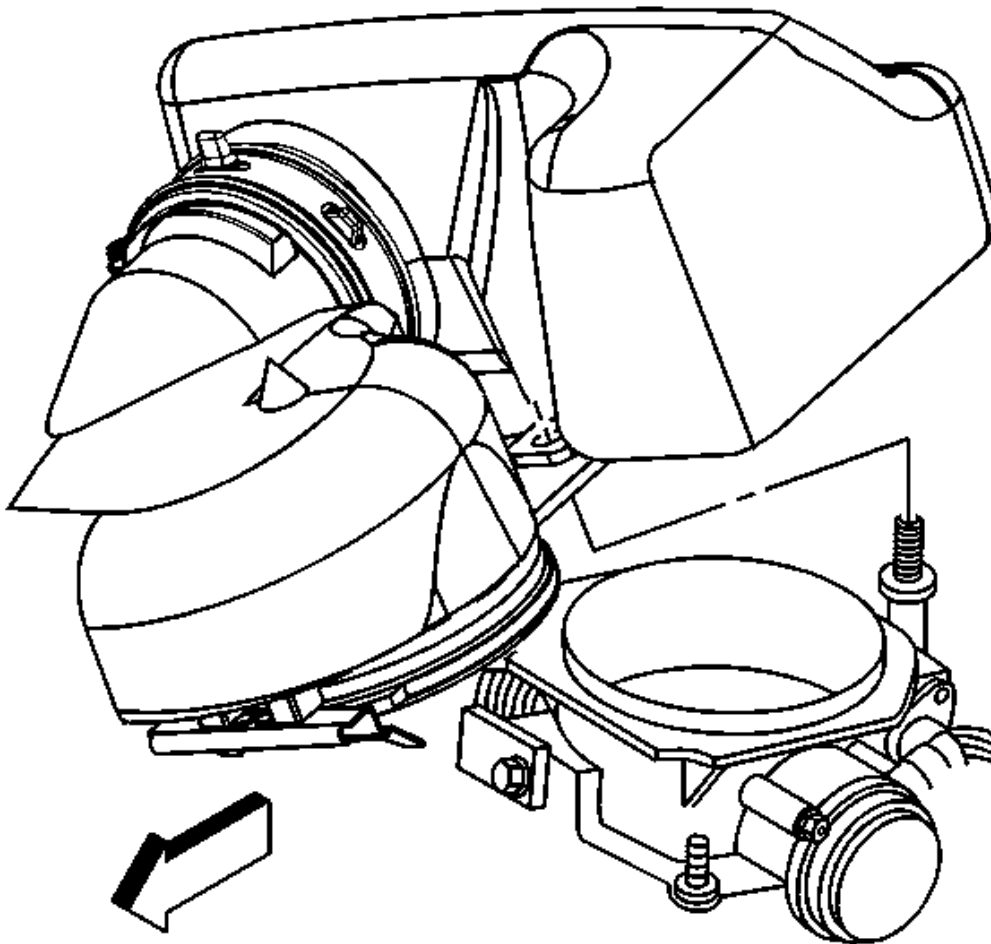


Fig. 146: View Of Air Cleaner Outlet Duct
Courtesy of GENERAL MOTORS CORP.

5. Remove the heater outlet hose from the clip.
6. Move and secure the heater hoses out of the way.

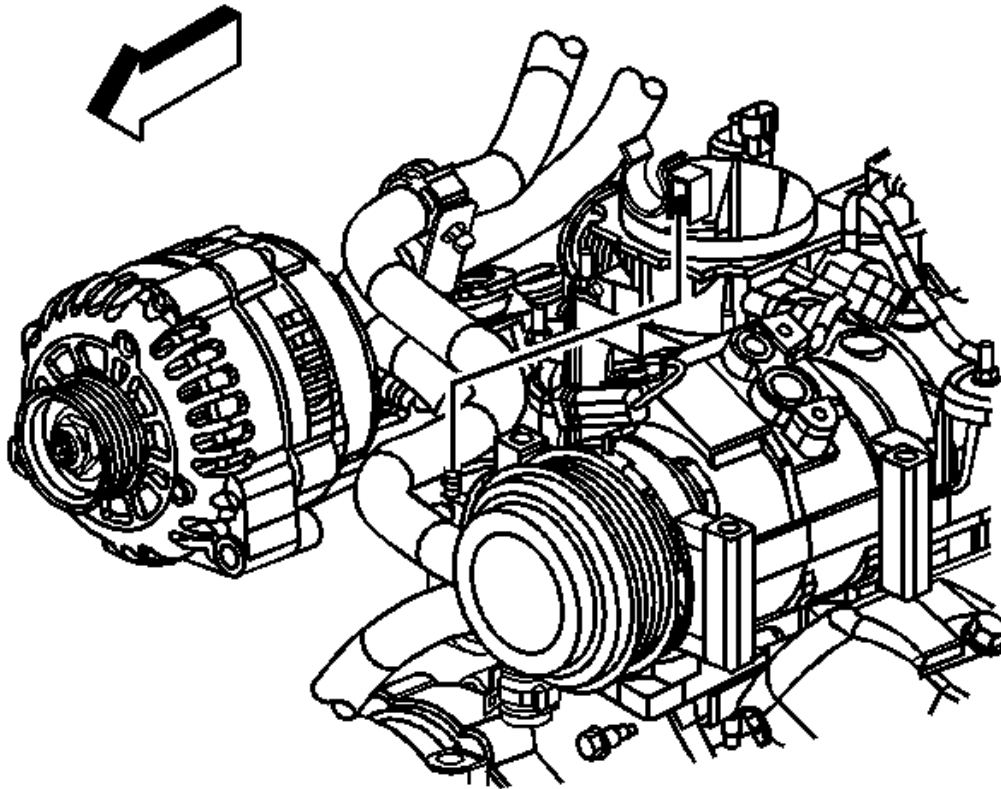


Fig. 147: Removing Heater Outlet Hoses
Courtesy of GENERAL MOTORS CORP.

7. Disconnect the following electrical connectors:
 - The ignition coil (1)
 - The ignition coil drive (2)
 - The generator (3)

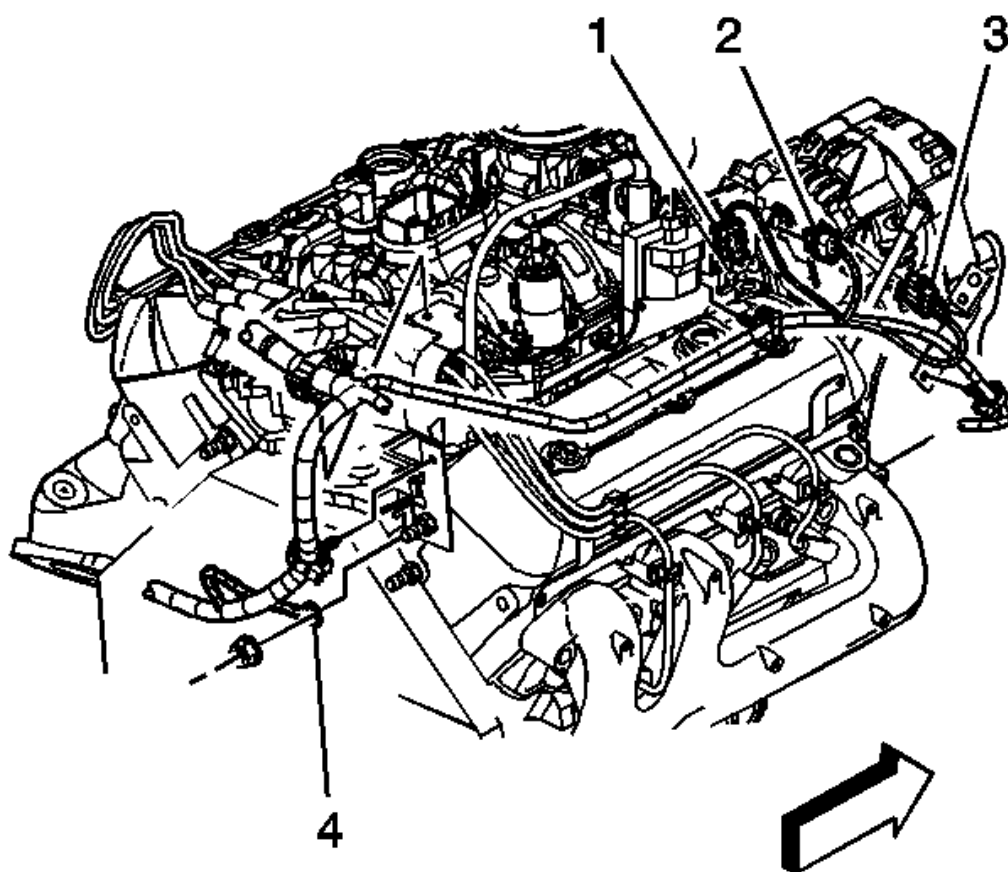


Fig. 148: Ignition Coil, Ignition Coil Driver, Ground Nut/Cable & Generator Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

8. Disconnect the engine wiring harness clips.
9. Reposition the engine wiring harness.
10. Remove the rocker arm cover bolts.
11. Remove and discard the rocker arm cover bolt grommets, if necessary.
12. Remove the rocker arm cover.

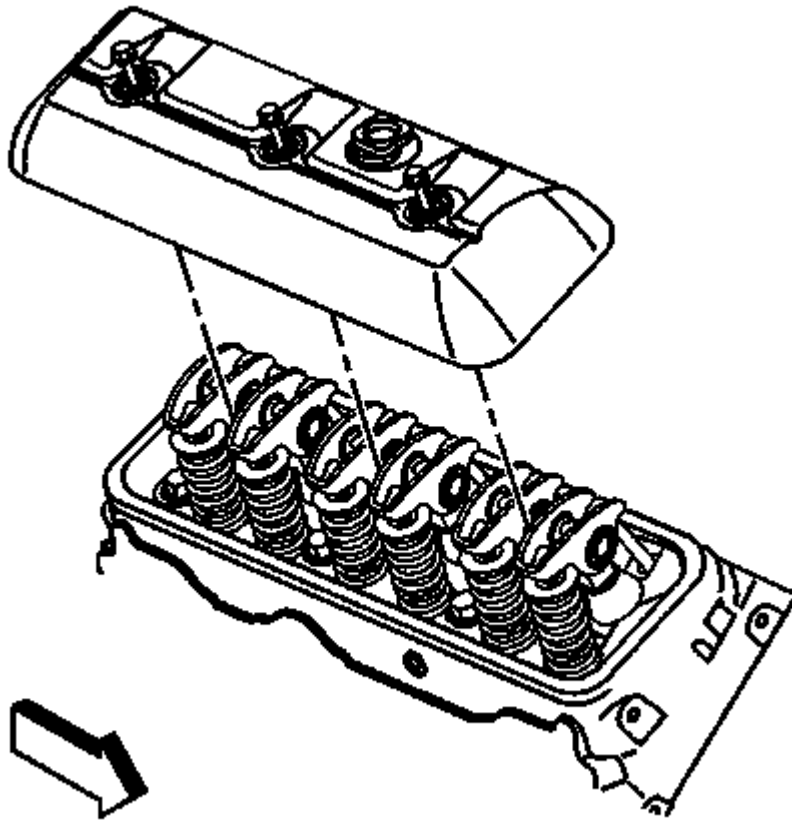


Fig. 149: Removing Rocker Arm Cover
Courtesy of GENERAL MOTORS CORP.

13. Remove and discard the rocker arm cover gasket.

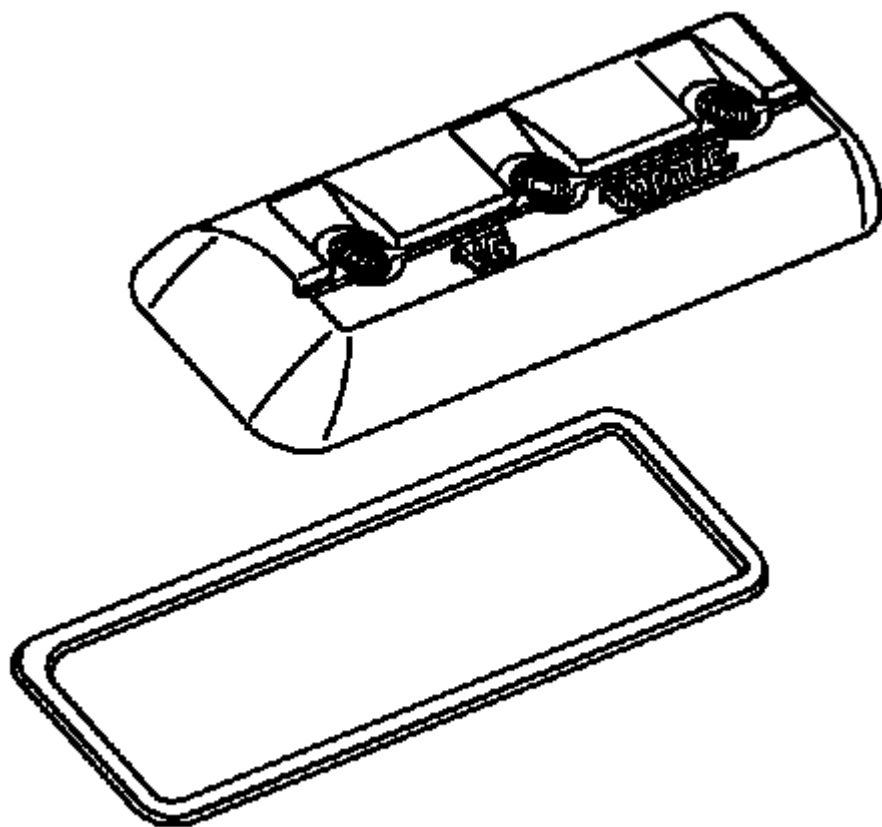


Fig. 150: View Of Rocker Arm Cover And Gasket
Courtesy of GENERAL MOTORS CORP.

14. Clean and inspect the rocker arm cover, if necessary. Refer to **Valve Rocker Arm Cover Cleaning and Inspection.**

Installation Procedure

IMPORTANT: Do not reuse the cover gasket or the valve rocker arm cover bolt grommets.

1. Install a NEW rocker arm cover gasket.

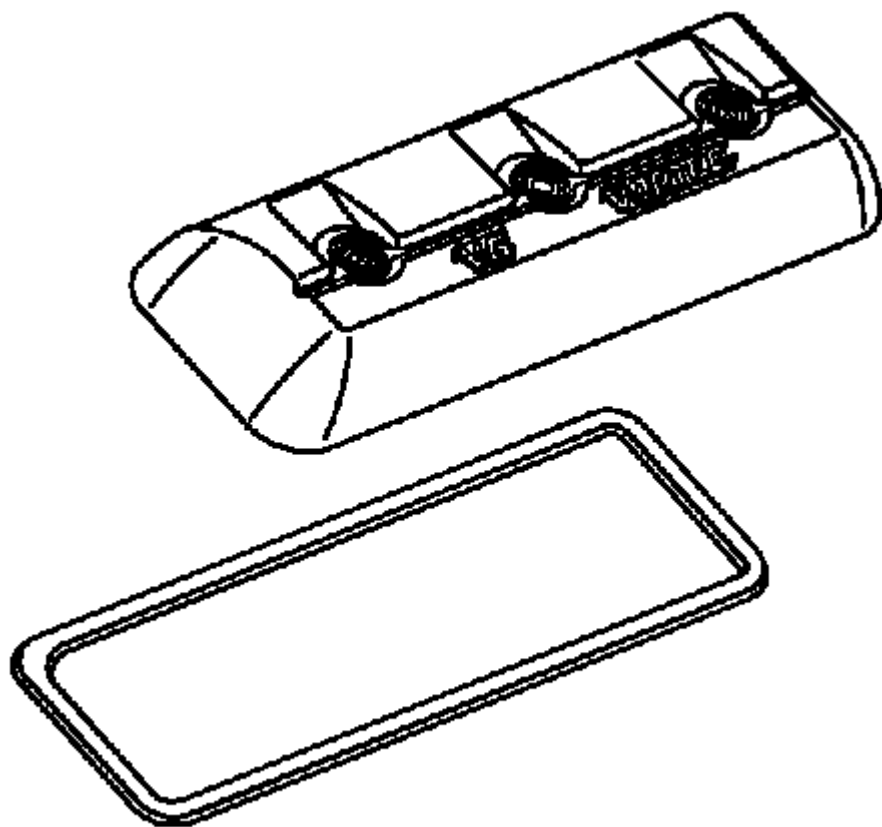


Fig. 151: View Of Rocker Arm Cover And Gasket
Courtesy of GENERAL MOTORS CORP.

2. Install NEW rocker arm cover bolt grommets, if necessary.
3. Install the rocker arm cover.

NOTE: Refer to Fastener Notice in Cautions and Notices.

4. Install the rocker arm cover bolts.

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

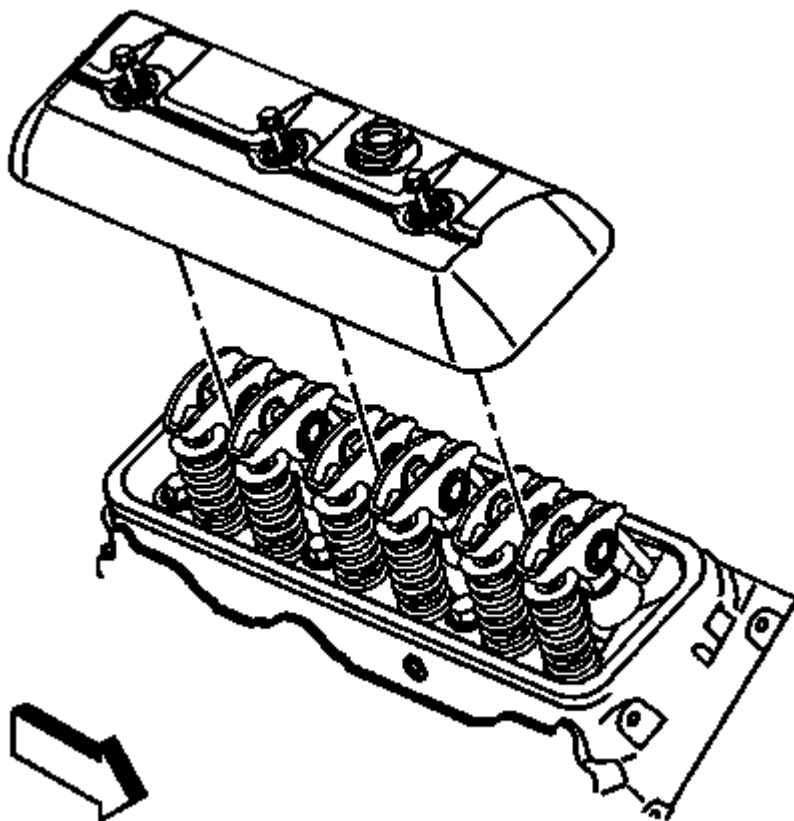


Fig. 152: Installing Rocker Arm Cover
Courtesy of GENERAL MOTORS CORP.

5. Position the engine wiring harness.
6. Connect the engine wiring harness clips.
7. Connect the following electrical connectors:
 - The ignition coil (1)
 - The ignition coil drive (2)
 - The generator (3)

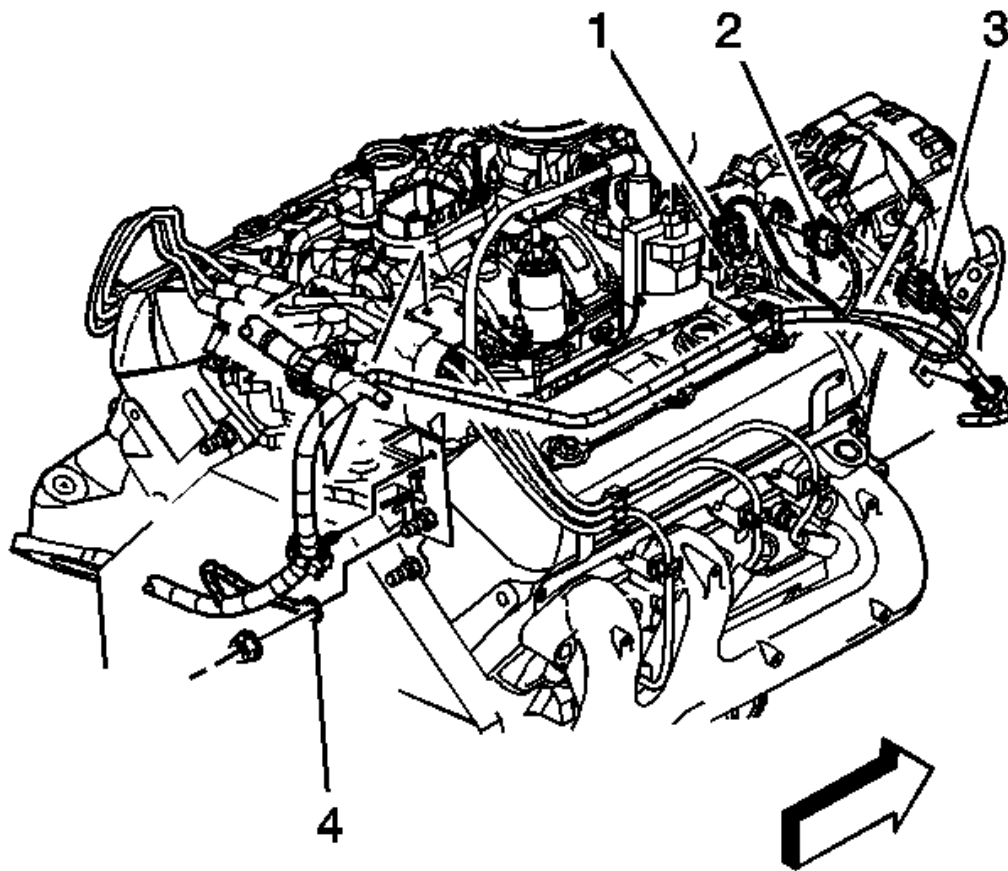


Fig. 153: Ignition Coil, Ignition Coil Driver, Ground Nut/Cable & Generator Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

8. Position the heater hoses.
9. Install the heater outlet to the hose clip.

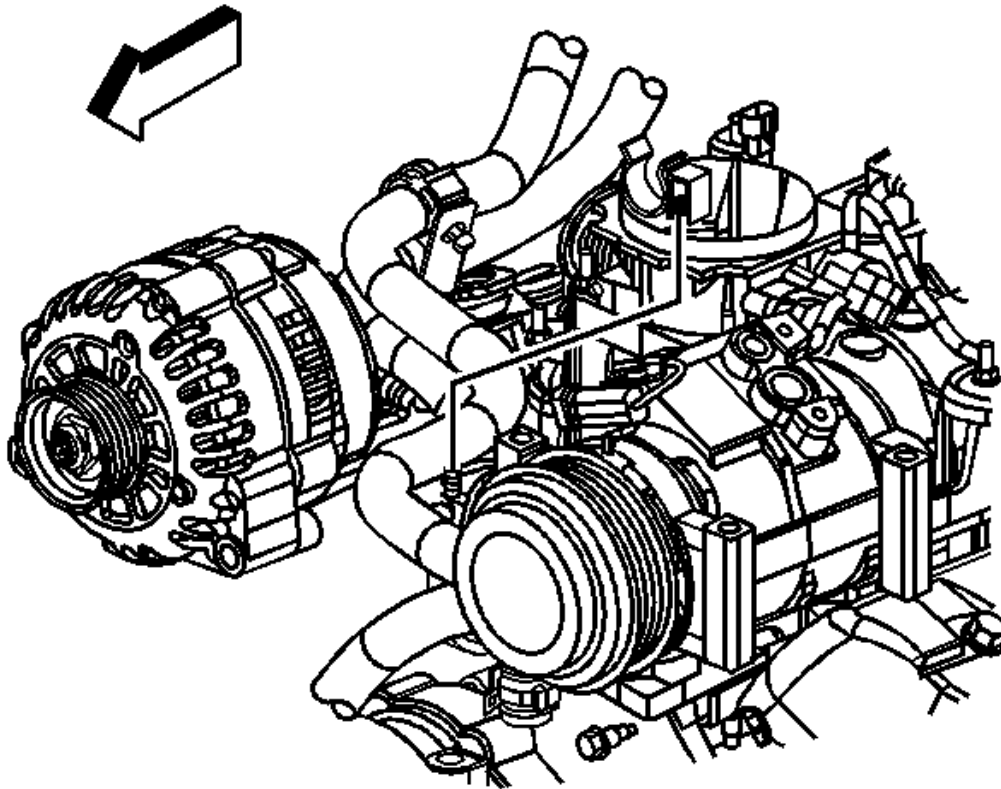


Fig. 154: Installing Heater Outlet To Hose Clip
Courtesy of GENERAL MOTORS CORP.

10. Align the hinge clip with the lip on the throttle body.

In order to install the air cleaner outlet duct, pivot the air cleaner outlet duct downward until the mounting stud is through the hole.

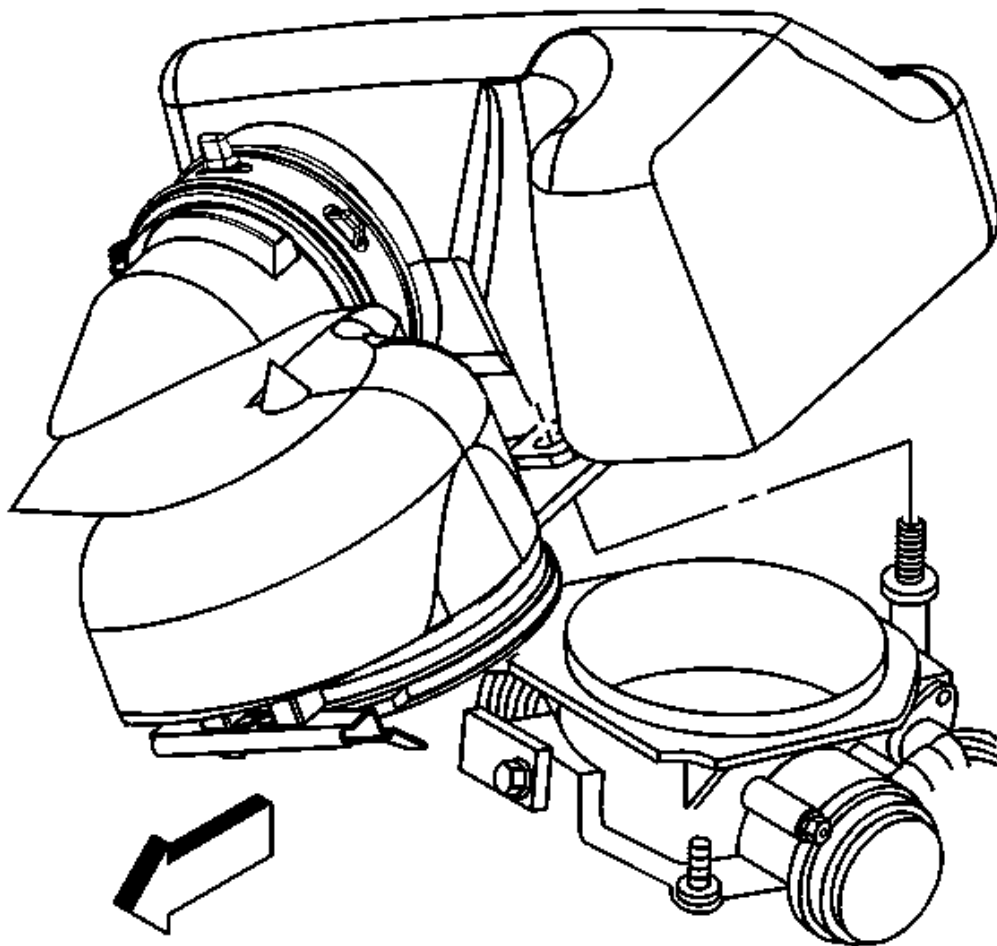


Fig. 155: View Of Air Cleaner Outlet Duct
Courtesy of GENERAL MOTORS CORP.

11. Install the air cleaner adapter nut.

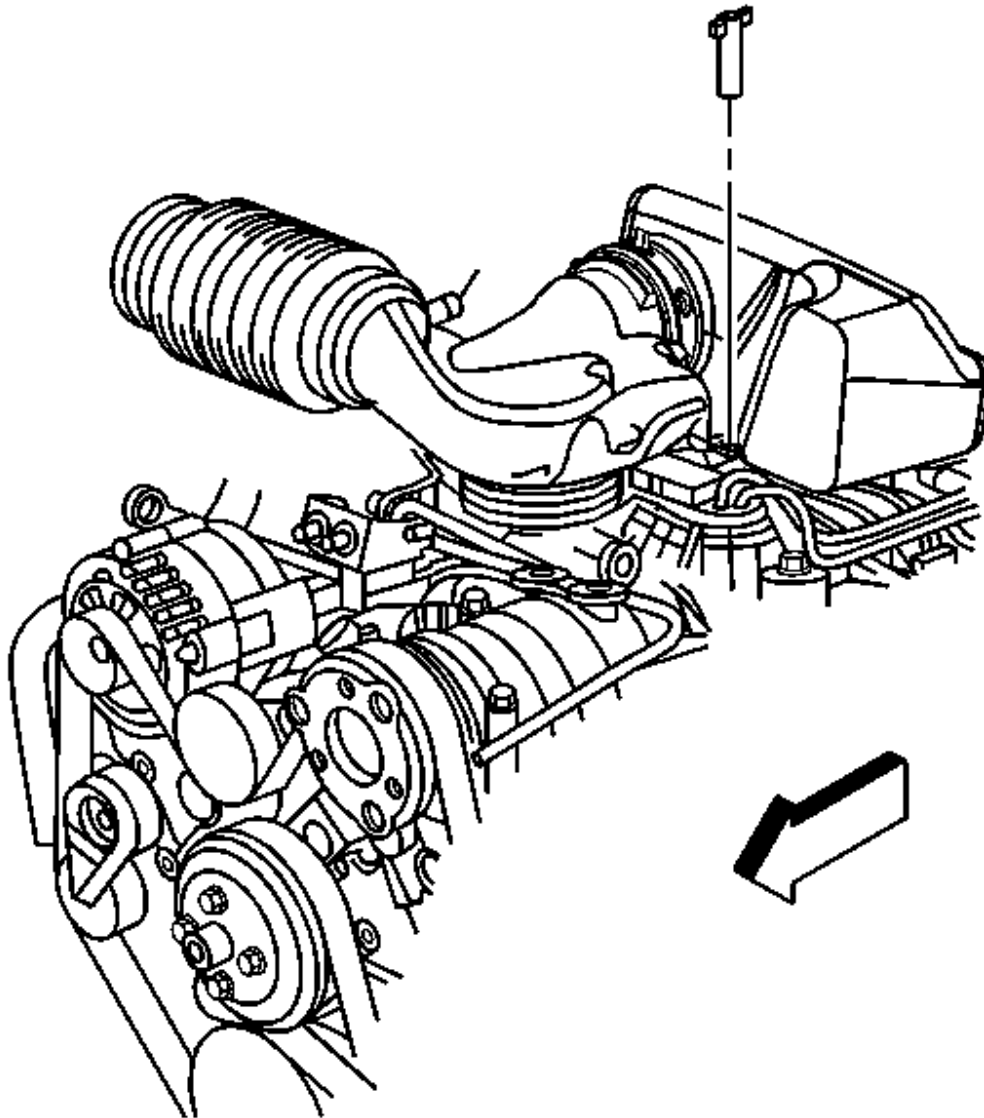


Fig. 156: View Of Air Cleaner Adapter Nut
Courtesy of GENERAL MOTORS CORP.

12. Install the positive crankcase ventilation (PCV) hose.

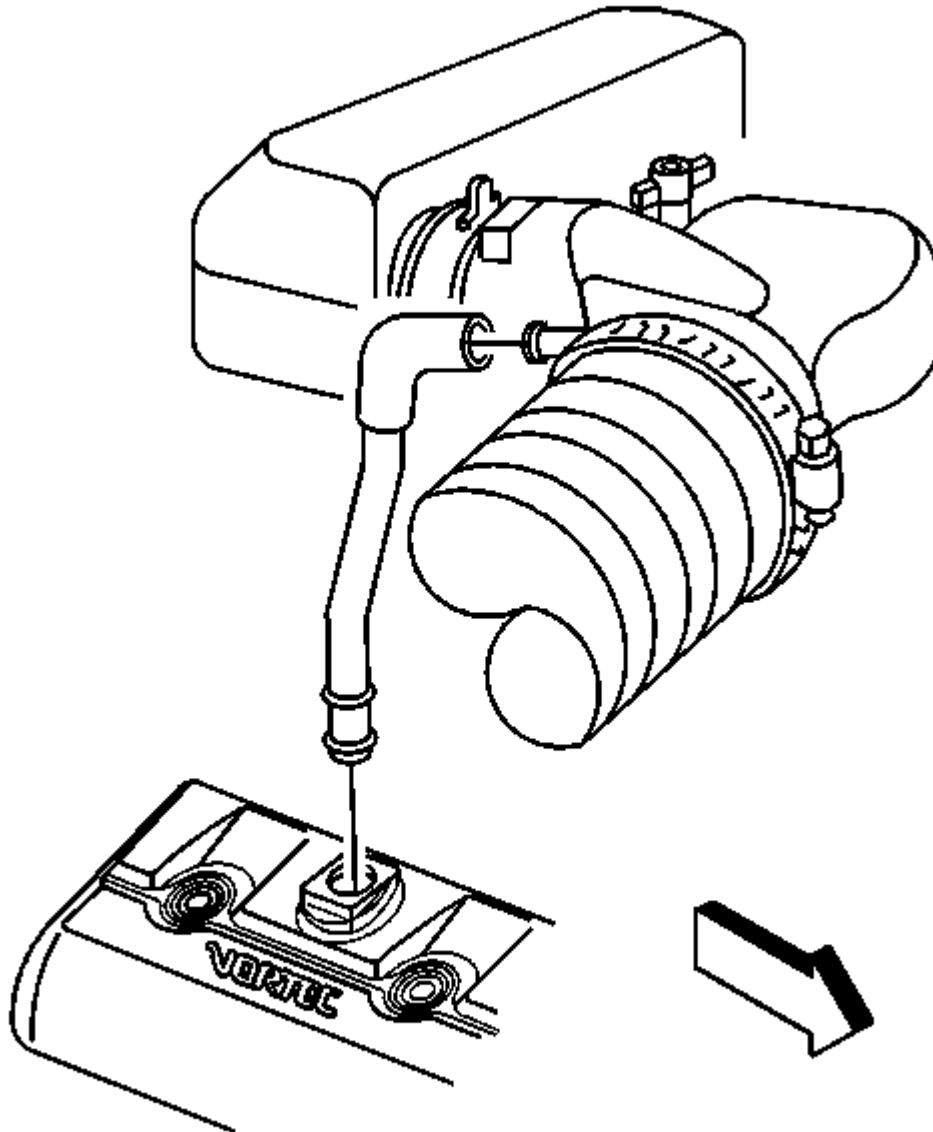


Fig. 157: Installing PCV Hose
Courtesy of GENERAL MOTORS CORP.

13. Tighten the air cleaner outlet duct clamp at the MAF/IAT sensor.

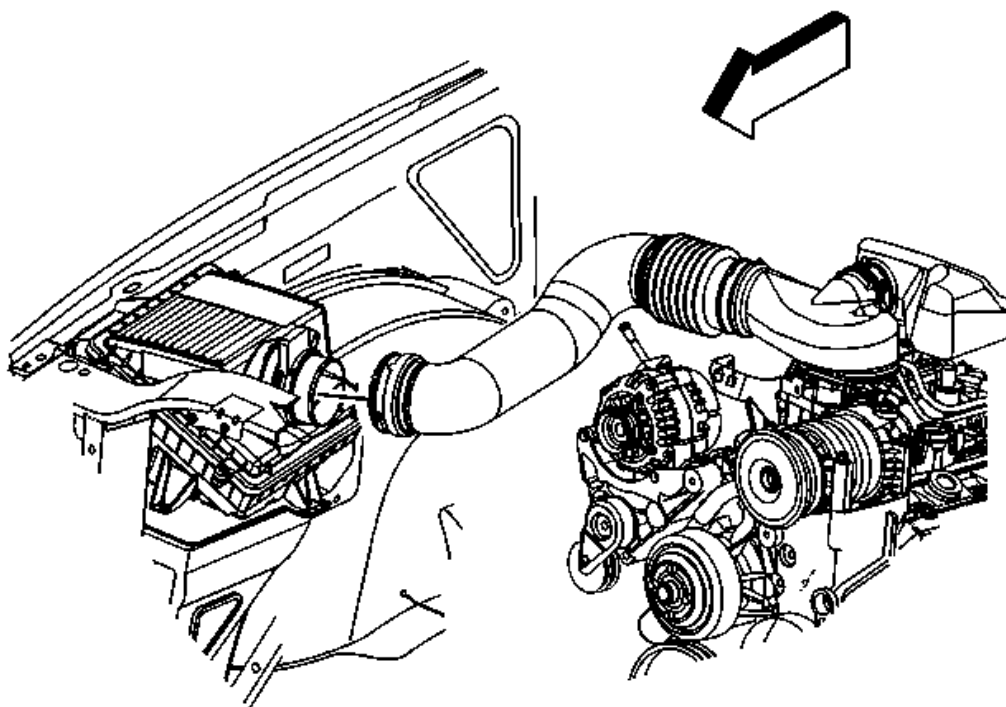


Fig. 158: View Of Air Cleaner Outlet Duct Clamp
Courtesy of GENERAL MOTORS CORP.

Valve Rocker Arm and Push Rod Replacement

Removal Procedure

IMPORTANT: Mark, sort, and organize all the components for assembly.

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

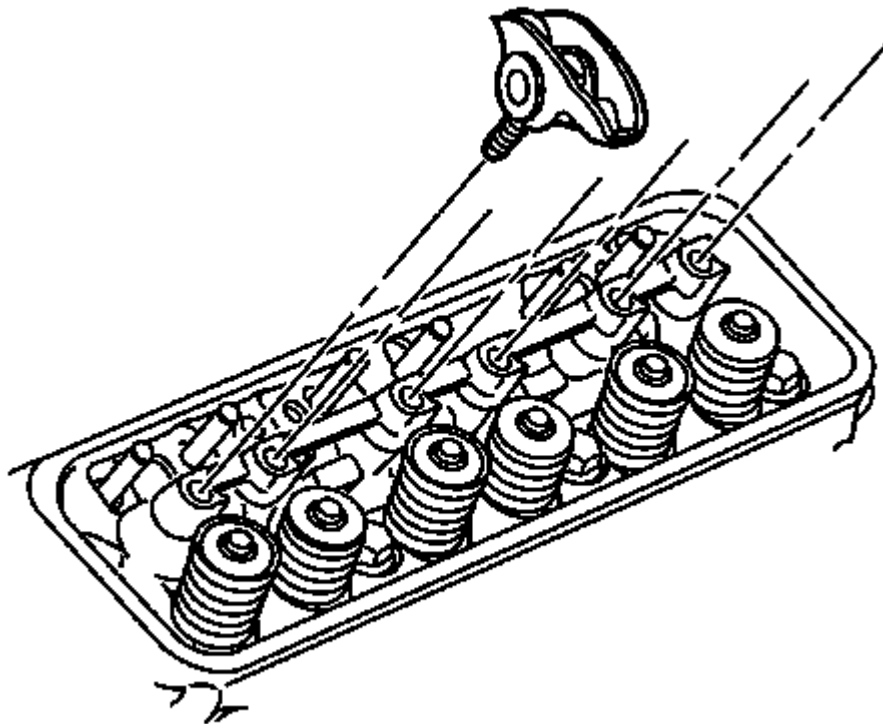


Fig. 159: Removing Rocker Arms
Courtesy of GENERAL MOTORS CORP.

3. Remove the rocker arm supports.

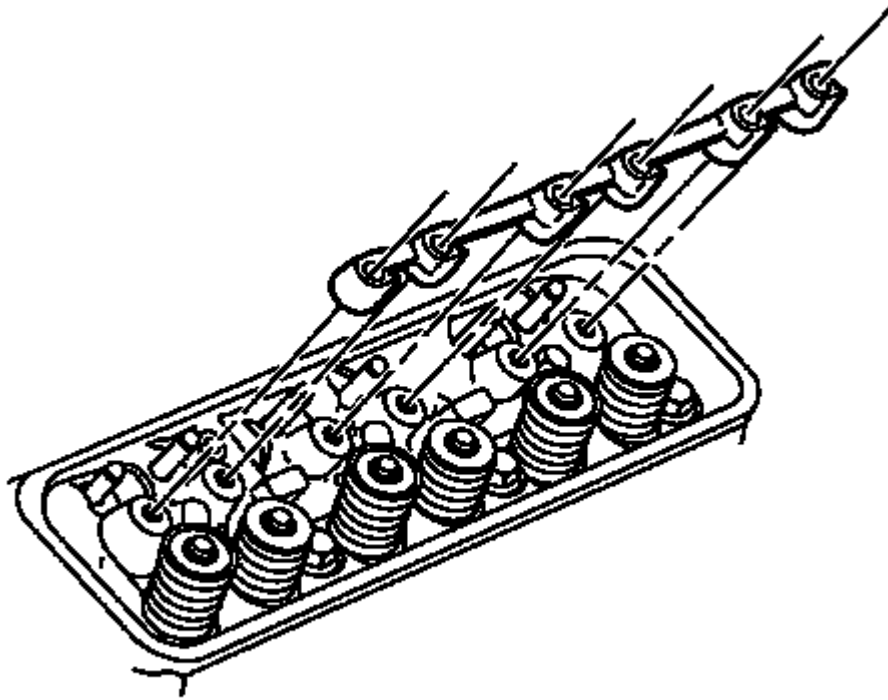


Fig. 160: Removing Rocker Arm Supports
Courtesy of GENERAL MOTORS CORP.

4. Remove the pushrods.

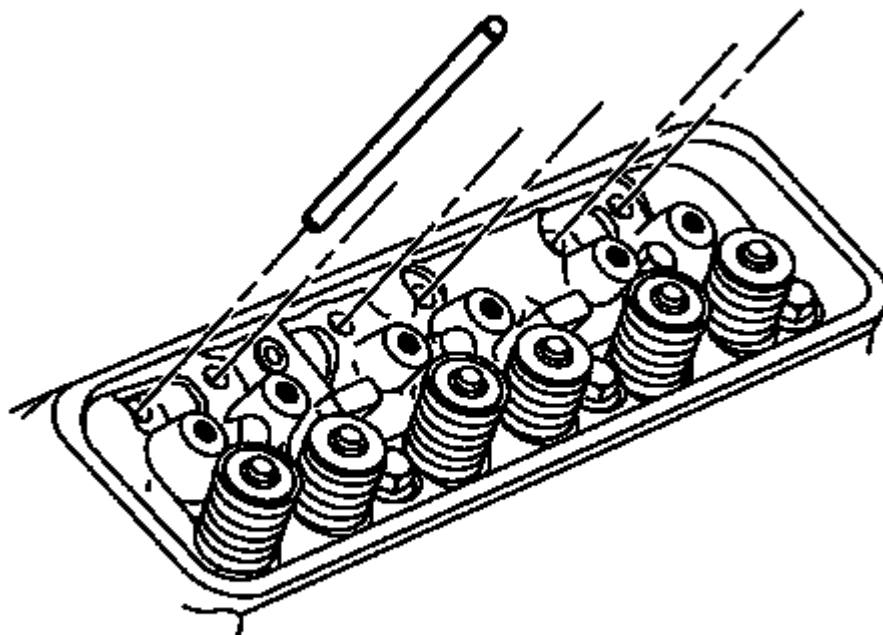


Fig. 161: View Of Valve Pushrods
Courtesy of GENERAL MOTORS CORP.

5. Clean and inspect the rocker arms and/or pushrods, if necessary. Refer to **Valve Rocker Arm and Push Rods Cleaning and Inspection**.

Installation Procedure

IMPORTANT: Be sure to keep parts in order. Parts must be reinstalled into the original location and position.

1. Install the pushrods.

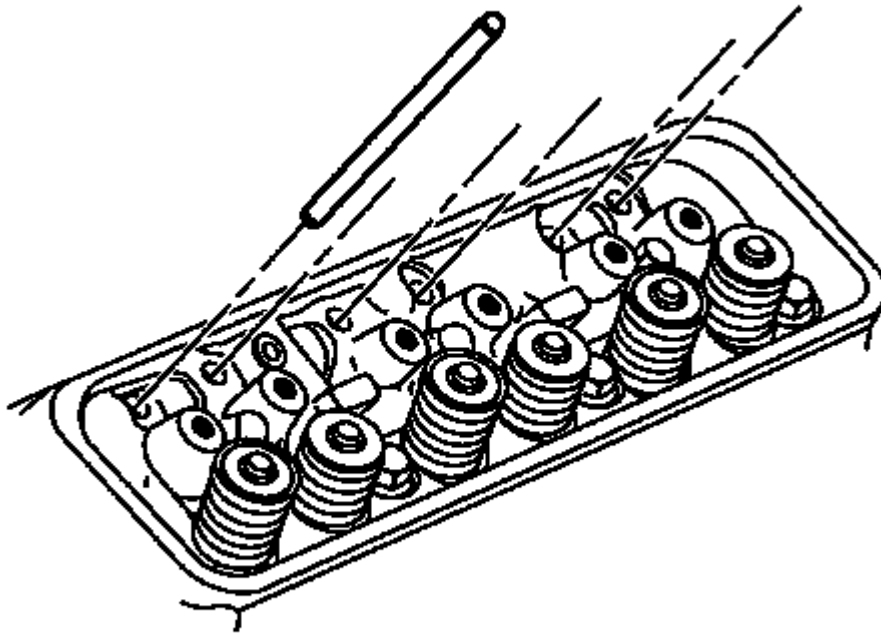


Fig. 162: View Of Valve Pushrods
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Be sure that the arrow on the rocker arm support is in the up position.

2. Install the rocker arm supports.

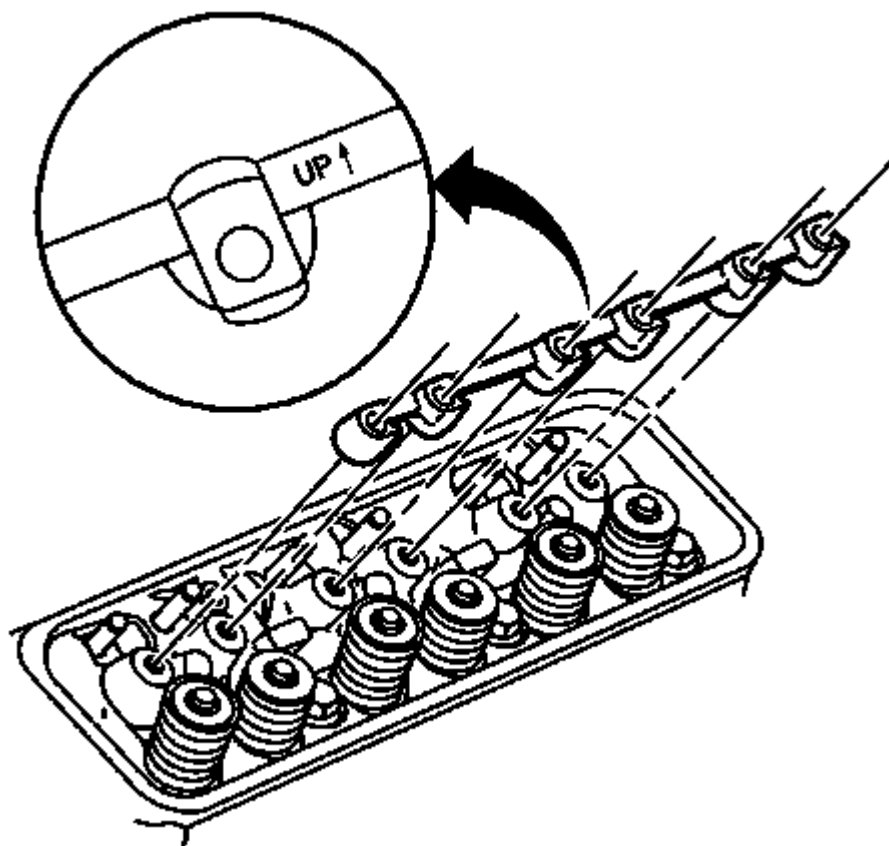


Fig. 163: Installing Rocker Arm Supports
Courtesy of GENERAL MOTORS CORP.

3. Apply lubricant GM P/N 12345501, (Canadian P/N 992704), or equivalent to the following rocker arm contact surfaces:
 - Pushrod socket (1)
 - Roller pivot (2)
 - Valve stem tip (3)

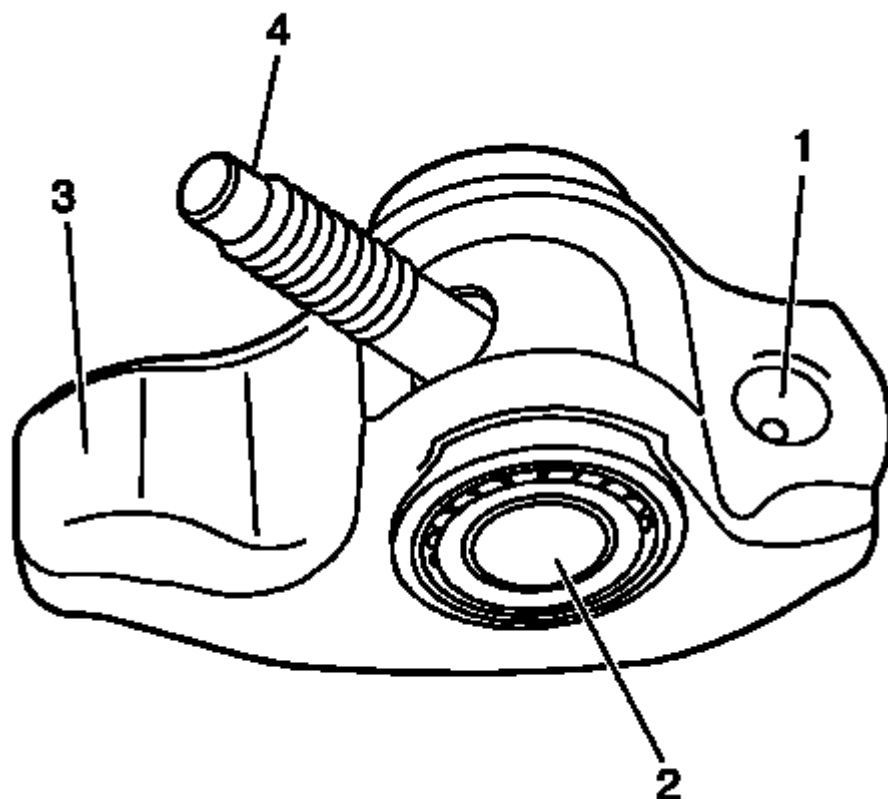


Fig. 164: Pushrod Socket, Roller Pivot & Valve Stem Tip
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

4. Install the rocker arms as follows:
 1. Finger start the bolt at location (1)
 2. Finger start the bolt at location (2)
 3. Finger start the bolt at location (3)
 4. Finger start the remaining rocker arm bolts

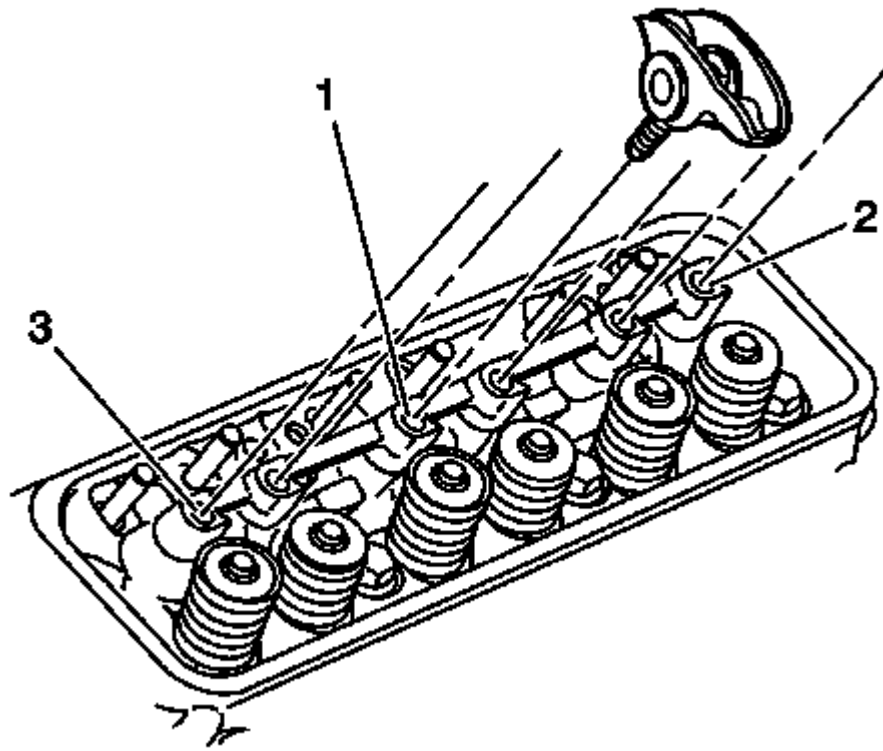


Fig. 165: Installing Rocker Arms

Courtesy of GENERAL MOTORS CORP.

5. Rotate the crankshaft balancer to position the crankshaft balancer alignment mark (1) 57-63 degrees clockwise or counterclockwise from the engine front cover alignment tab (2).

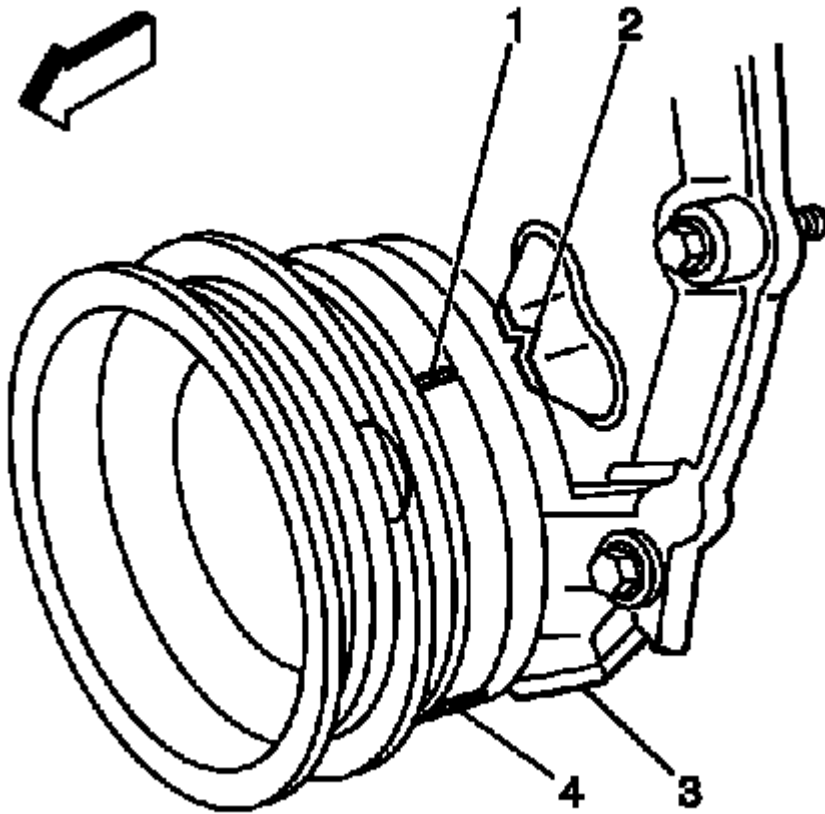


Fig. 166: View Of Crankshaft Balancer Alignment Mark & Engine Front Cover Alignment Tab
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Once the rocker arms are installed and properly torqued, no additional valve lash adjustment is required.

6. Tighten the rocker arm bolts.

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

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

Valve Stem Oil Seal and Valve Spring Replacement

Tools Required

- **J 22794** Spark Plug Port Adapter. See Special Tools and Equipment.
- **J 38606** Valve Spring Compressor. See Special Tools and Equipment.
- **J 5892-D** Valve Spring Compressor. See Special Tools and Equipment.

- **J 42073** Valve Stem Oil Seal Installer. See Special Tools and Equipment.

Removal Procedure

1. Remove the required valve rocker arms. Refer to Valve Rocker Arm and Push Rod Replacement.
2. Remove the required spark plugs. Refer to Spark Plug Replacement in Engine Controls - 4.3L.
3. Install the **J 22794** into the spark plug hole.

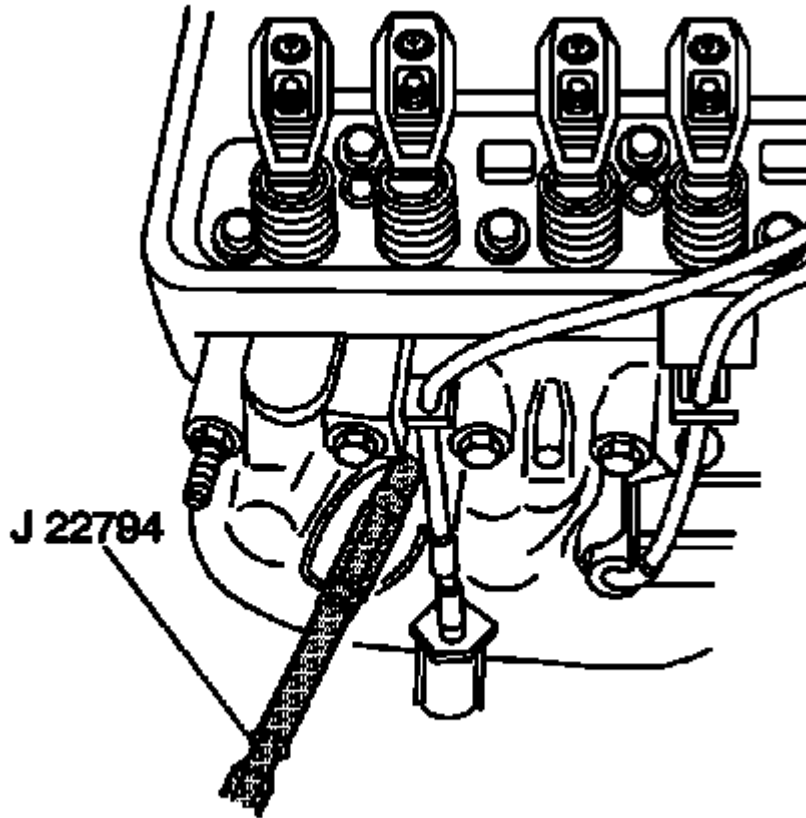


Fig. 167: Installing J 22794 Into Spark Plug Hole
Courtesy of GENERAL MOTORS CORP.

4. Connect a shop air supply hose and apply compressed air in order to hold the valves in place.
5. Install a flat washer onto the removed rocker arm bolt.
6. Install the bolt and rocker arm for the valve spring requiring removal.

CAUTION: Compressed valve springs have high tension against the valve spring compressor. Valve springs that are not properly compressed by or released from the valve spring compressor can be ejected from the valve spring compressor with intense force. Use care when compressing or releasing the valve spring with the valve spring

**compressor and when removing or installing the valve stem keys.
Failing to use care may cause personal injury.**

7. Using **J 5892-D** compress the valve spring.
 1. Hook the slotted end of **J 5892-D** under the washer on the rocker arm bolt.
 2. Apply steady pressure on the valve spring cap until the valve keys are accessible.

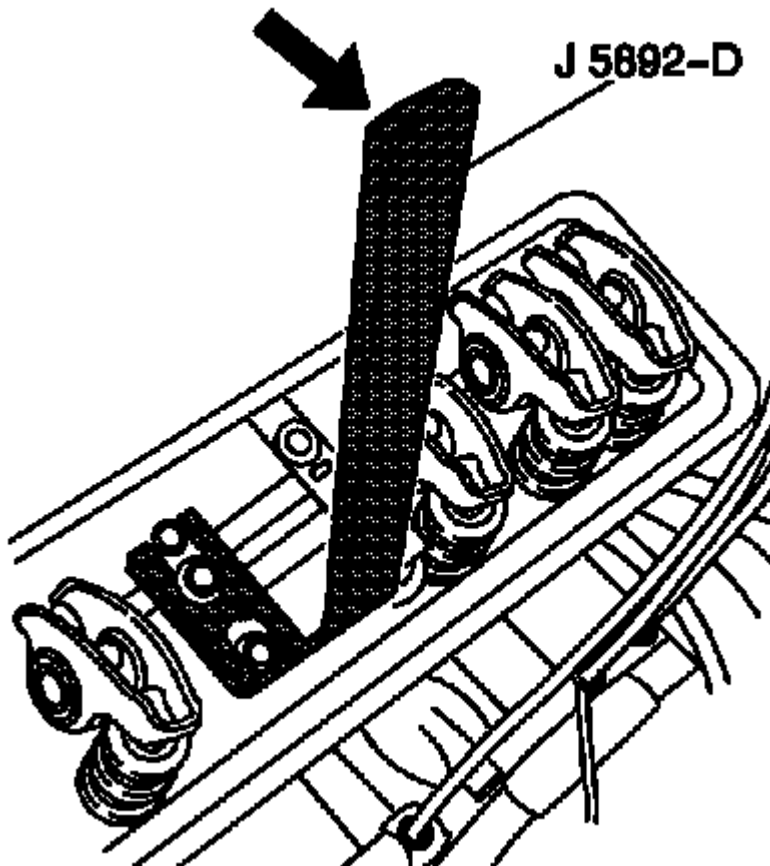


Fig. 168: Installing J 5892-D Under The Washer On The Rocker Arm Bolt
Courtesy of GENERAL MOTORS CORP.

NOTE: Completely engage the J 38606 jaws on the valve spring. The J 38606 may slip off and scratch the valve spring. Replace the valve spring if the valve spring becomes scratch.

8. Use **J 38606** when **J 5892-D** will not fit.

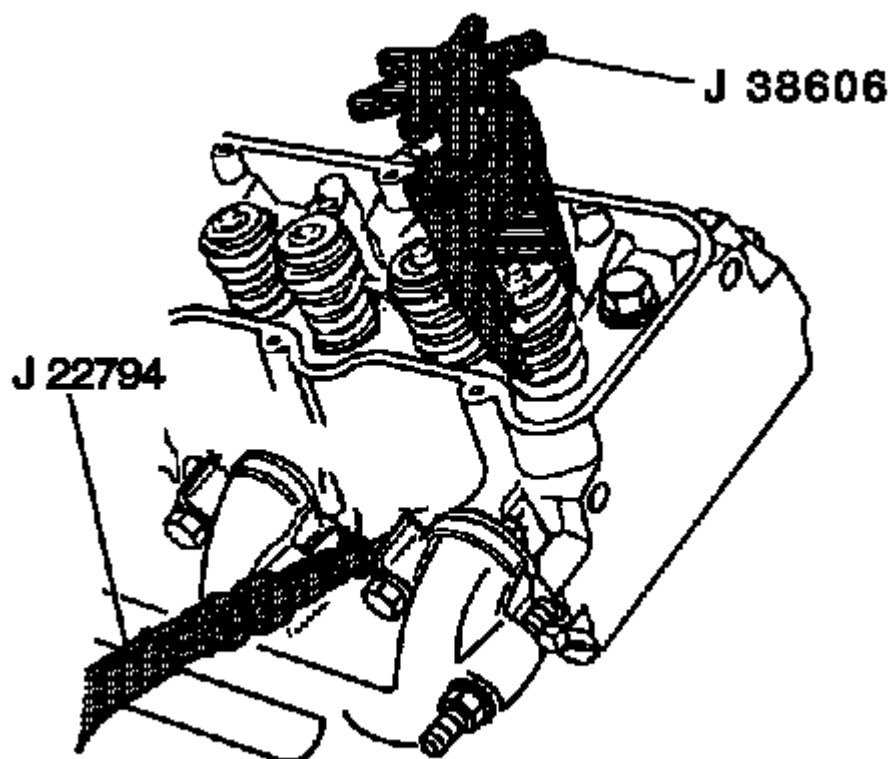


Fig. 169: Compress The Valve Spring (Cylinder Head Installed) Using Special Tools
Courtesy of GENERAL MOTORS CORP.

9. Remove the valve keys (1).
10. Carefully release the valve spring tension.
11. Remove the **J 5892-D** or the **J 38606**.
12. Remove the valve spring cap (2) and valve spring (3).
13. Remove the valve stem oil seal (4).

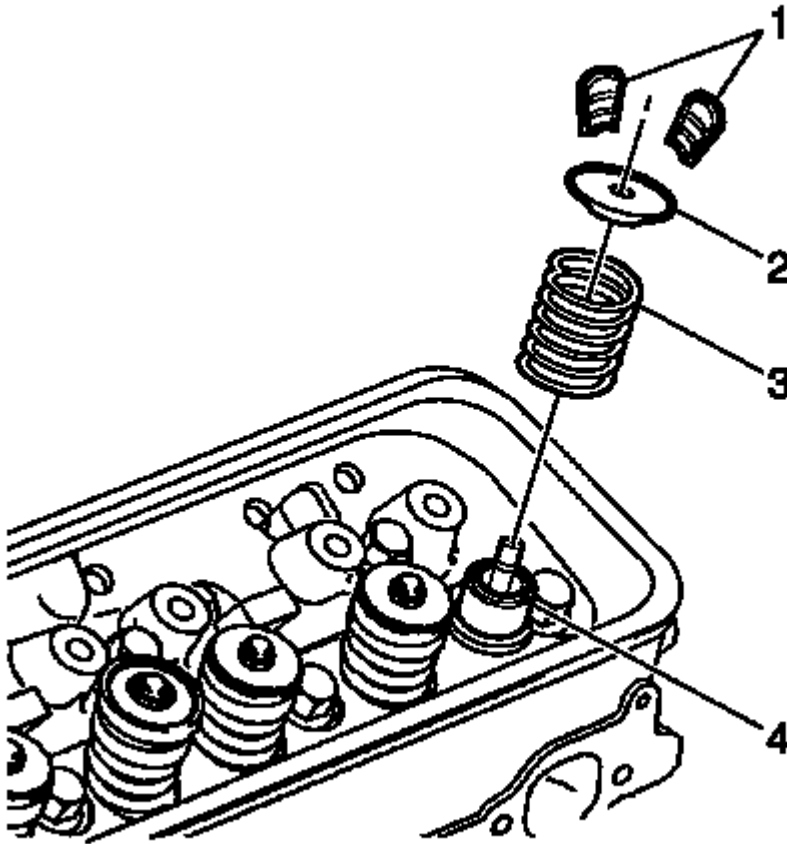


Fig. 170: Identifying Valve Components
Courtesy of GENERAL MOTORS CORP.

Installation Procedure

IMPORTANT: The exhaust valve oil stem seal has the letters EX (1) molded into the top of the seal. The exhaust valve oil stem seal material is brown in color (2) with a white stripe (3) painted onto the outside diameter of the seal, or the material may be red in color (2) with no paint stripe. The intake valve oil seal is black in color.

1. Assemble the valve into the proper valve guide.

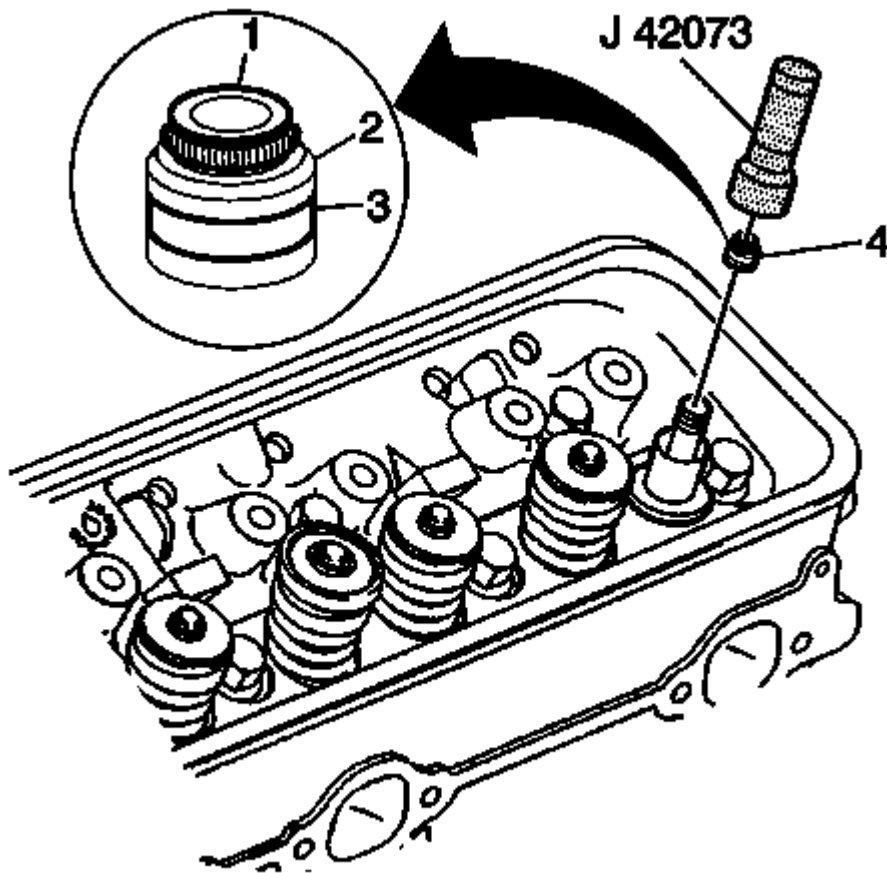


Fig. 171: Exhaust Valve Oil Stem Seal
Courtesy of GENERAL MOTORS CORP.

2. Select the proper valve stem oil seal for the specific valve guide.
3. Lubricate the valve stem oil seal and the outside diameter of the valve guide with clean engine oil.
4. Assemble the valve stem oil seal onto the valve stem.
5. Using the **J 42073** , install the valve stem oil seal onto the valve guide.
 1. Tap the valve stem oil seal onto the valve guide until the **J 42073** bottoms against the valve spring seat.
 2. Inspect the valve stem oil seal. The valve stem oil seal should not be bottomed against the valve guide.

There should be a 1-2 mm (0.03937-0.07874 in) gap between the bottom edge of the valve stem oil seal and the valve guide.

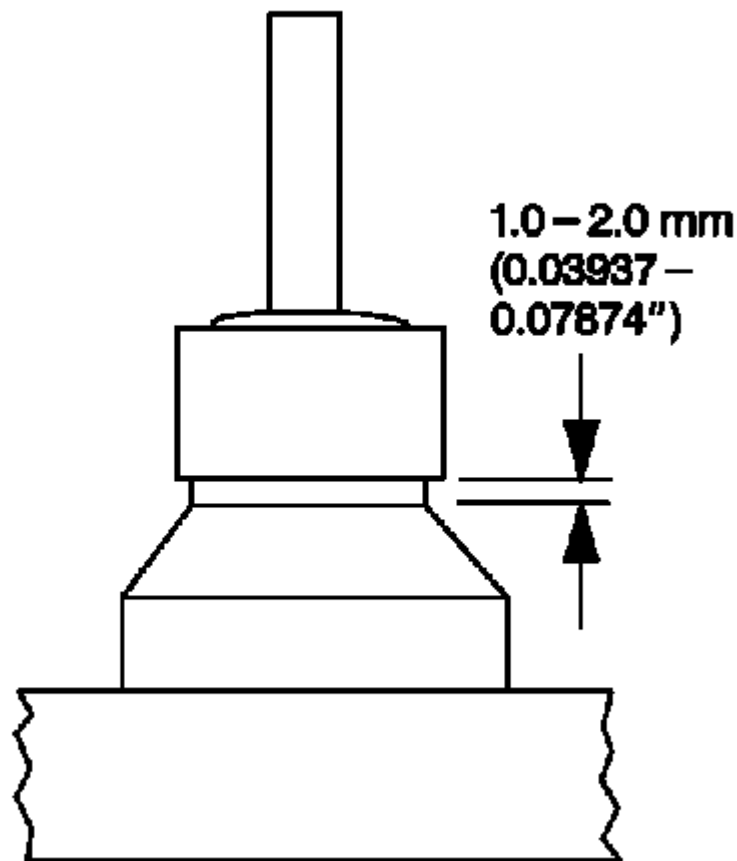


Fig. 172: Valve Stem Oil Seal Proper Installation Position
Courtesy of GENERAL MOTORS CORP.

6. Install the valve spring (3).
7. Install the valve spring cap (2) onto the valve spring (3), over the valve stem.

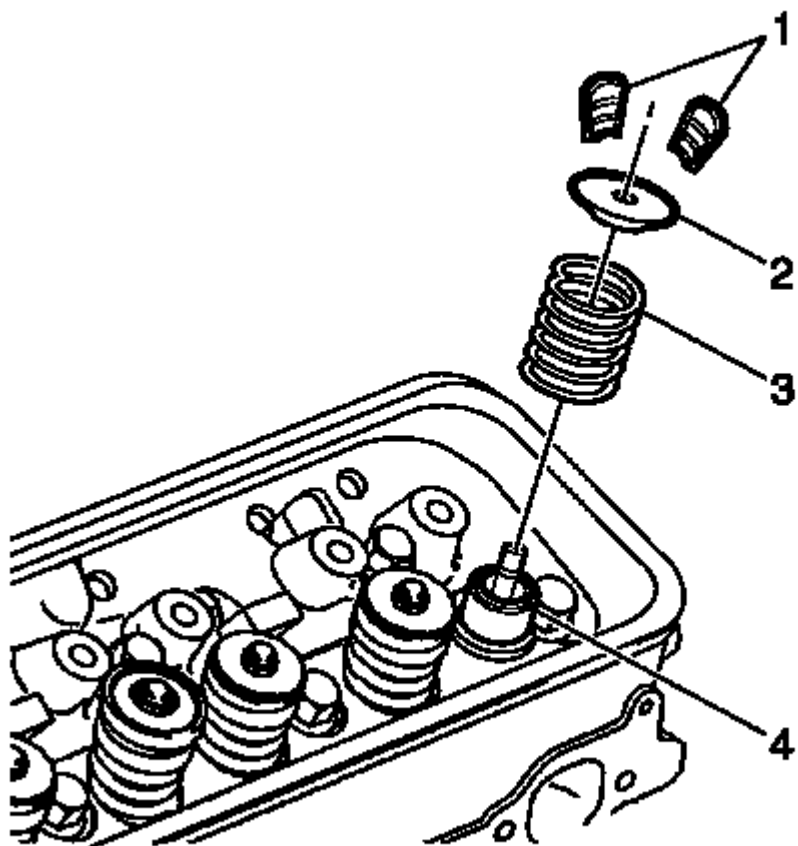


Fig. 173: Identifying Valve Components
Courtesy of GENERAL MOTORS CORP.

CAUTION: Compressed valve springs have high tension against the valve spring compressor. Valve springs that are not properly compressed by or released from the valve spring compressor can be ejected from the valve spring compressor with intense force. Use care when compressing or releasing the valve spring with the valve spring compressor and when removing or installing the valve stem keys. Failing to use care may cause personal injury.

8. Use the **J 5892-D** in order to compress the valve spring.

Hook the slotted end of **J 5892-D** under the washer on the valve rocker arm bolt.

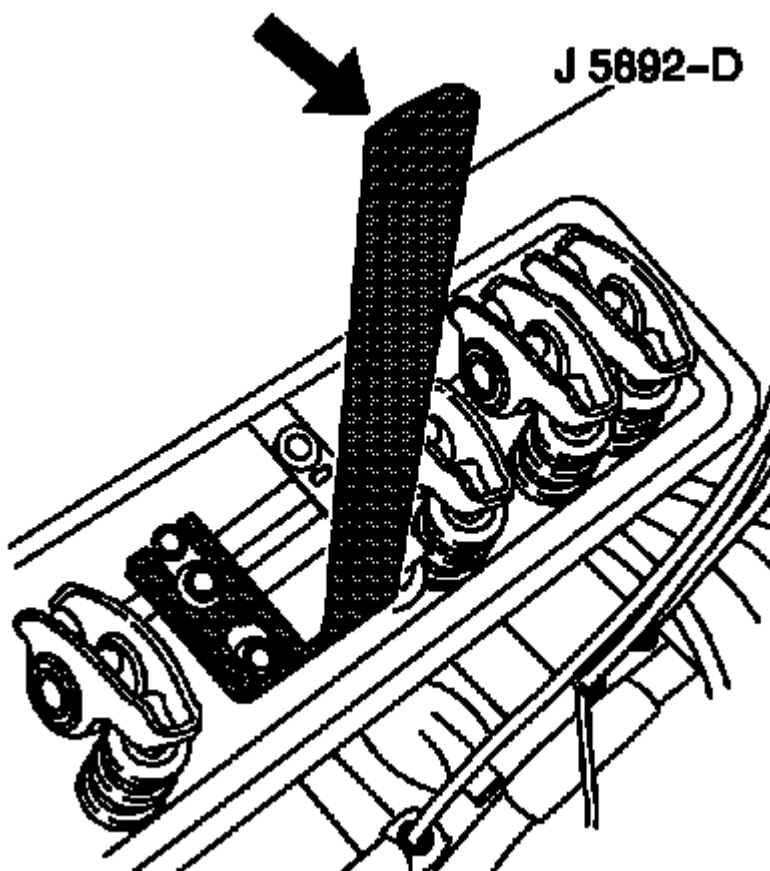


Fig. 174: Using J 5892-D To Compress Valve Spring
Courtesy of GENERAL MOTORS CORP.

9. Apply steady pressure on the valve spring cap until the valve keys are accessible.

NOTE: Completely engage the J 38606 jaws on the valve spring. The J 38606 may slip off and scratch the valve spring. Replace the valve spring if the valve spring becomes scratch.

10. Use the J 38606 if the clearance does not permit use of the J 5892-D .

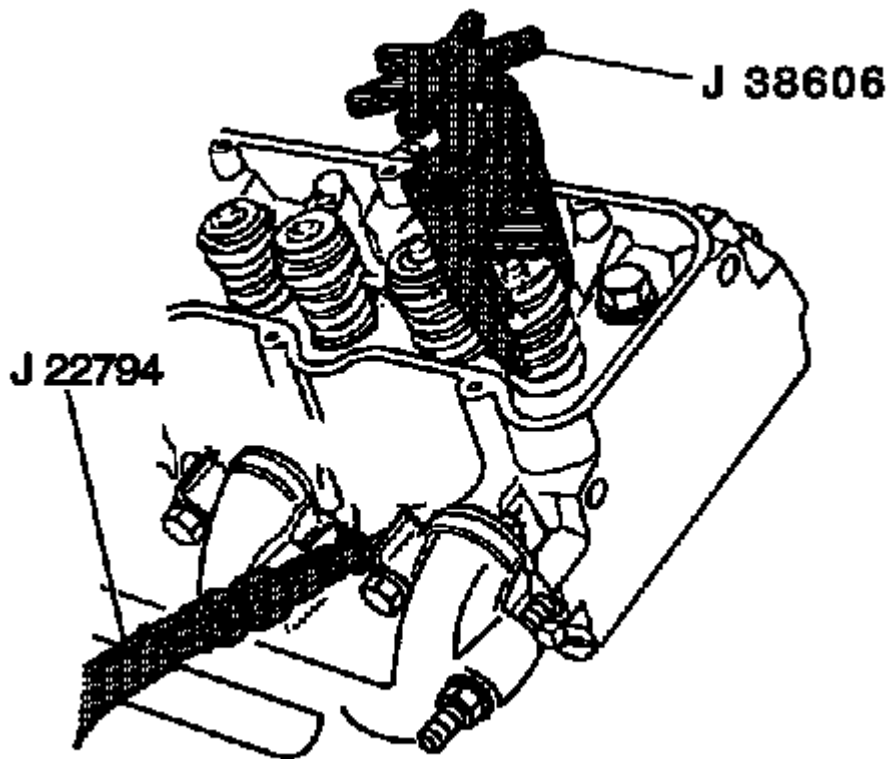


Fig. 175: Compress The Valve Spring (Cylinder Head Installed) Using Special Tools
Courtesy of GENERAL MOTORS CORP.

11. Install the valve stem O-ring seal.
12. Install the valve stem keys.

Use grease in order to hold the valve stem keys in place.

13. Carefully release the valve spring pressure, making sure the valve stem keys stay in place.

NOTE: **The valve stem keys must correctly seat in the valve spring cap. Engine damage may occur by not installing properly.**

14. Remove the **J 5892-D** or the **J 38606** .
 1. Look to ensure that the valve stem keys seat properly in the upper groove of the valve stem.
 2. Tap the end of the valve stem with a plastic faced hammer in order to seat the valve stem keys, if necessary.
15. Remove the **J 22794** .

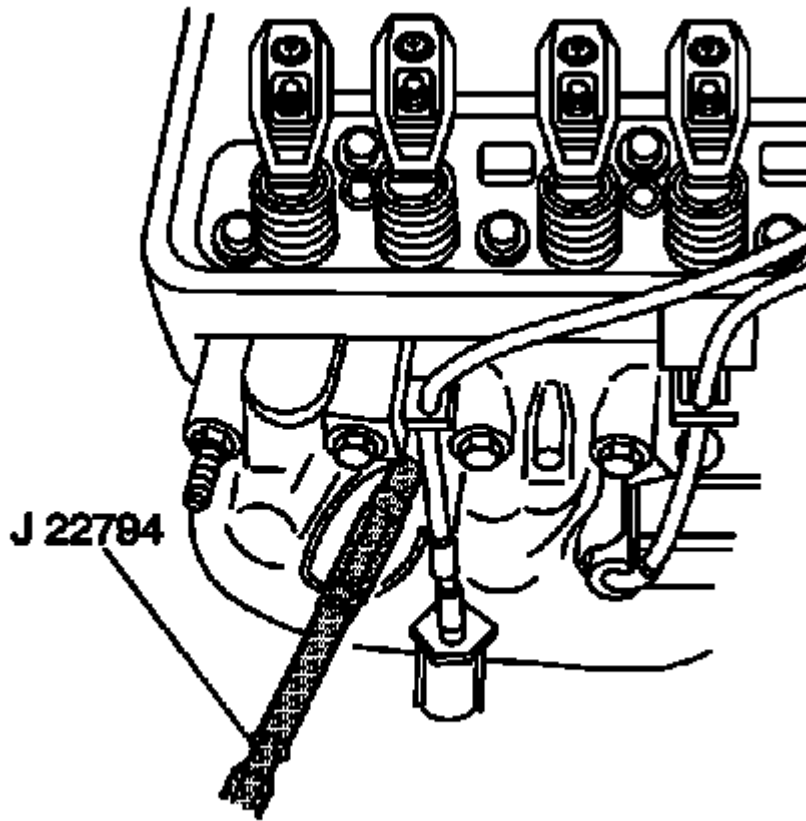


Fig. 176: Removing J 22794 From Spark Plug Hole
Courtesy of GENERAL MOTORS CORP.

16. Install the spark plugs. Refer to Spark Plug Replacement in Engine Controls - 4.3L.
17. Install the valve rocker arms. Refer to Valve Rocker Arm and Push Rod Replacement.

Valve Lifter Replacement

Tools Required

J 3049-A Valve Lifter Remover. See Special Tools and Equipment.

Removal Procedure

1. Remove the intake manifold. Refer to Intake Manifold Replacement - Lower.
2. Remove the pushrods. Refer to Valve Rocker Arm and Push Rod Replacement.

IMPORTANT: Place the components in a rack so that the components can be installed to their original location.

3. Remove the bolts and lifter pushrod guide.

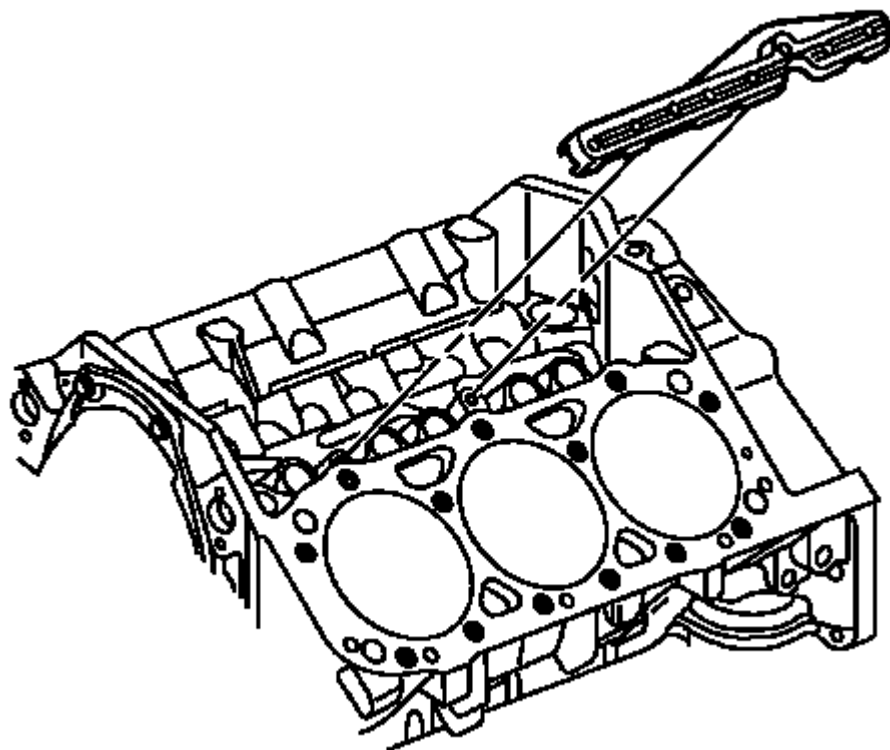


Fig. 177: View Of Valve Lifter Pushrod Guides
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Place the valve lifters in the rack in the upright position in order to maintain the oil inside the valve lifters.

4. Remove the lifters.

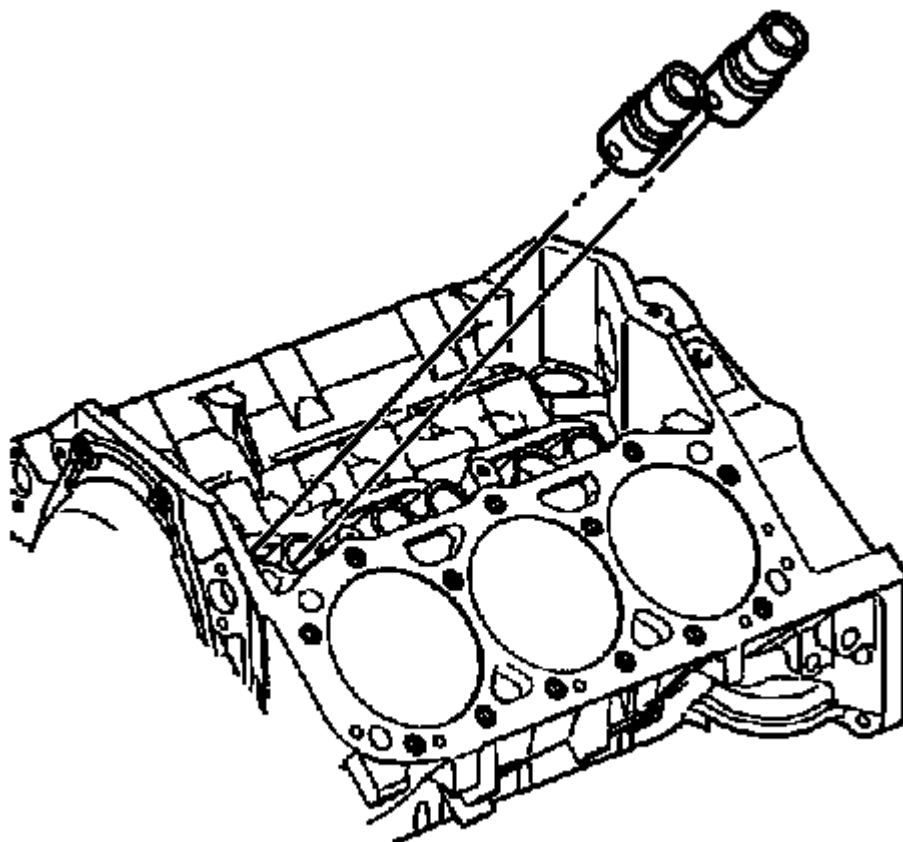


Fig. 178: View Of Valve Lifters
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Some valve lifters may be stuck in the valve lifter bores because of gum or varnish deposits and may require the use of J 3049-A for removal.

5. Use the **J 3049-A** in order to remove the stuck valve lifters.

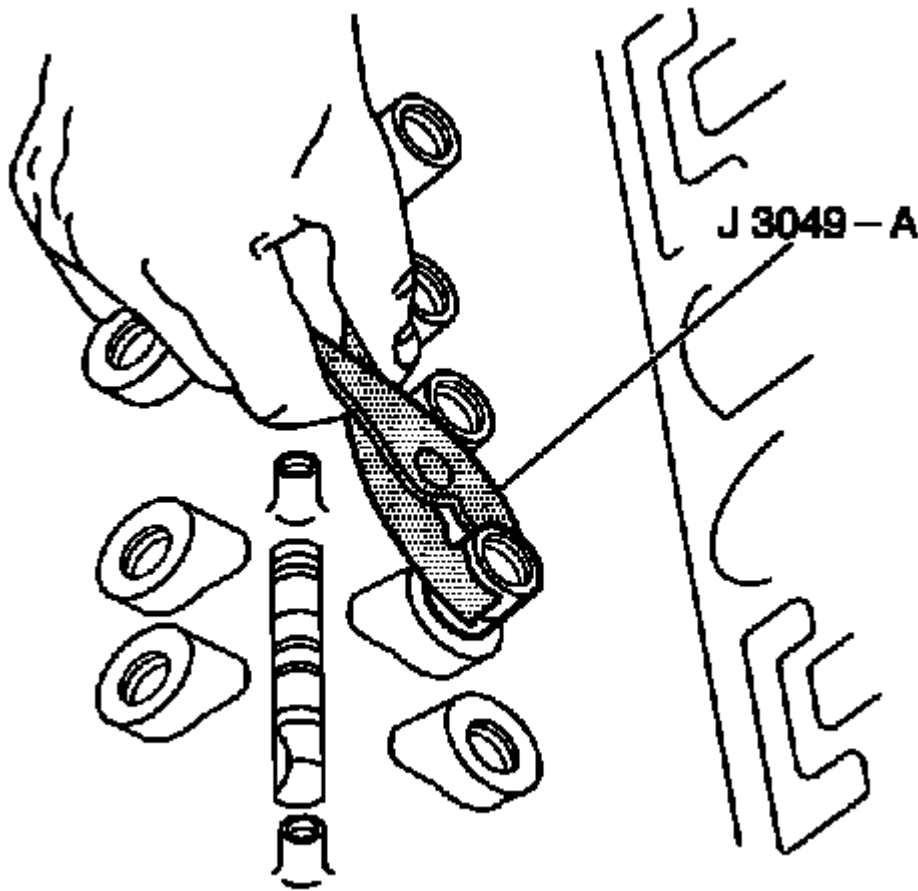


Fig. 179: Using J 3049-A To Remove The Stuck Valve Lifters
Courtesy of GENERAL MOTORS CORP.

6. Use a cleaning solvent and a shop towel to clean any varnish from the valve lifter bores.
7. Inspect the lifter bores for excessive wear or scoring. Replace the engine block if there is excessive wear or deep scoring.
8. Inspect the camshaft for wear or damage. If the wear is questionable remove the camshaft and inspect. Refer to **Camshaft and Bearings Cleaning and Inspection**.
9. Clean and inspect the lifters, if necessary. Refer to **Valve Lifters and Guides Cleaning and Inspection**.

Installation Procedure

IMPORTANT: It is normal for NEW lifters to make a slight ticking noise when the engine is first started. Increasing the engine RPMs slightly to raise oil pressure should stop the noise.

1. Apply lubricant GM P/N 12345501, (Canadian P/N 992704), or equivalent to the lifter rollers.

IMPORTANT: If reusing the lifters, install the lifters to their original positions.

2. Install the lifters.

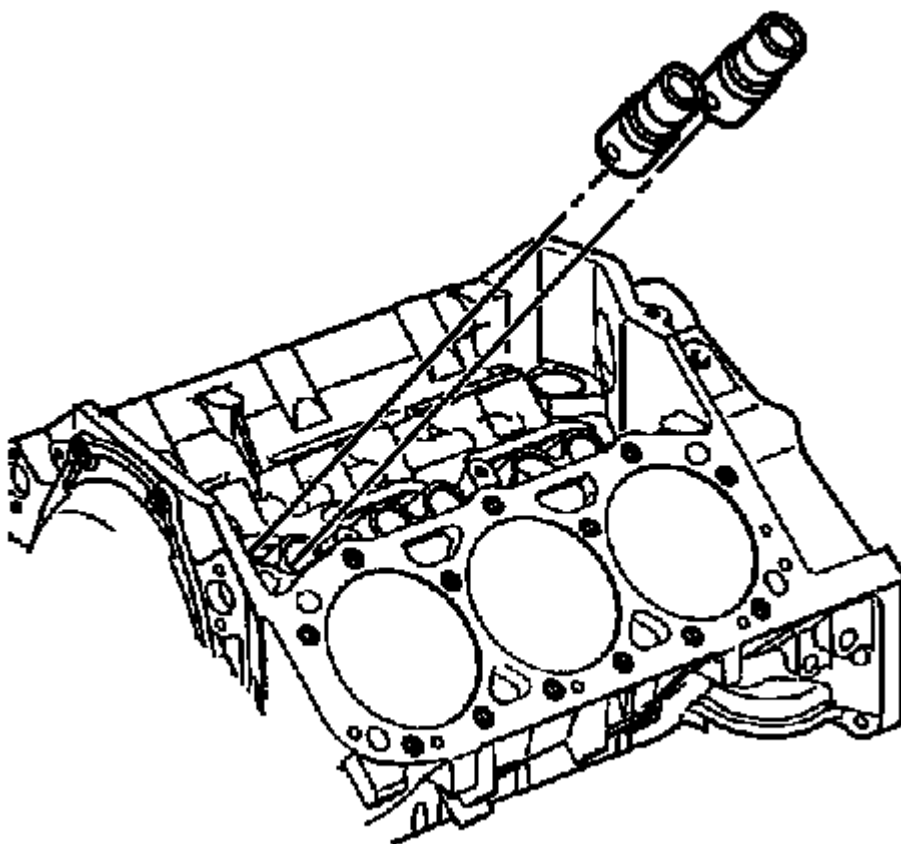


Fig. 180: View Of Valve Lifters
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install the lifter pushrod guides.

Tighten: Tighten the bolts to 16 N.m (12 lb ft).

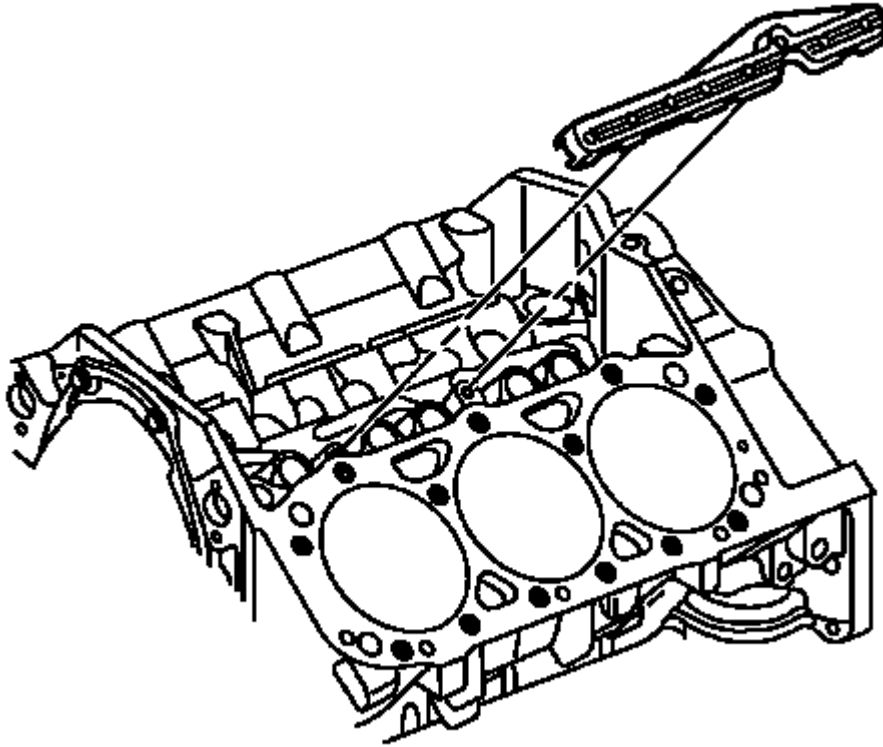


Fig. 181: View Of Valve Lifter Pushrod Guides
Courtesy of GENERAL MOTORS CORP.

4. Install the pushrods. Refer to Valve Rocker Arm and Push Rod Replacement.
5. Install the intake manifold. Refer to Intake Manifold Replacement - Lower.

Cylinder Head Replacement - Left

Tools Required

J 45059 Angle Meter

Removal Procedure

1. Drain the cooling system. Refer to Draining and Filling Cooling System (without HP2) in Engine Cooling.
2. Remove the drive belt. Refer to Drive Belt Replacement.
3. Remove the lower intake manifold. Refer to Intake Manifold Replacement - Lower.
4. Remove the left exhaust manifold. Refer to Exhaust Manifold Replacement - Left (4.3L Engine) in Engine Exhaust.
5. Remove the left side pushrods. Refer to Valve Rocker Arm and Push Rod Replacement.
6. Remove the junction block bracket bolt.

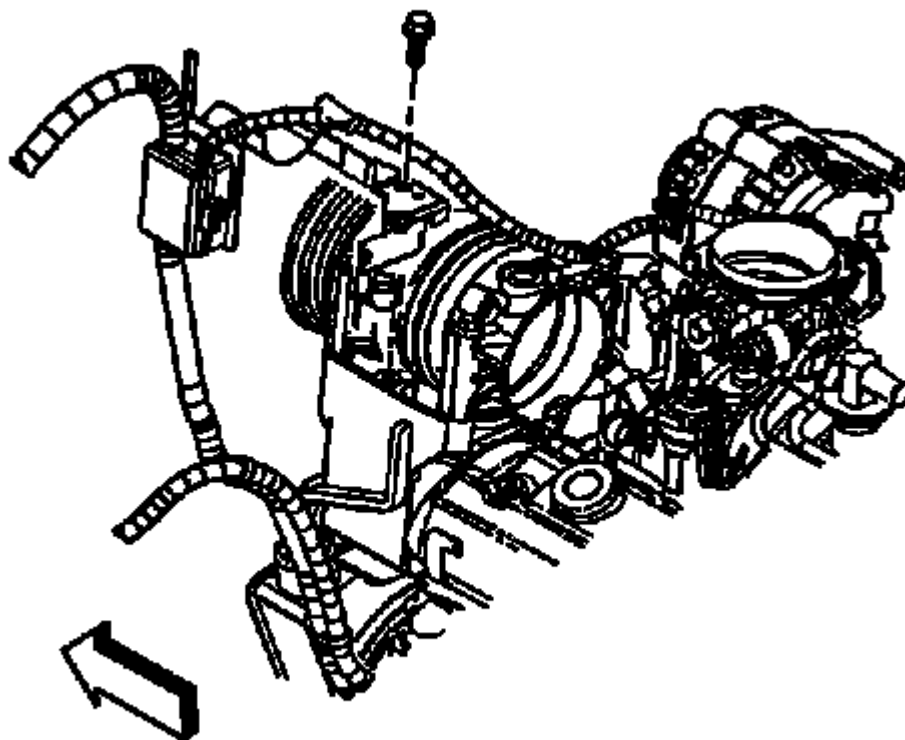


Fig. 182: Removing Junction Block Bracket Bolt
Courtesy of GENERAL MOTORS CORP.

7. Position the bracket and wiring harness aside.
8. Loosen the power steering (P/S) pump rear bracket nut.
9. Remove the P/S pump rear bracket front nut.
10. Remove the bolts and nut for the P/S pump bracket.
11. Leave the air conditioning (A/C) compressor, if equipped, and the P/S pump on the bracket.
12. Slide the P/S pump bracket off of the stud and set aside.

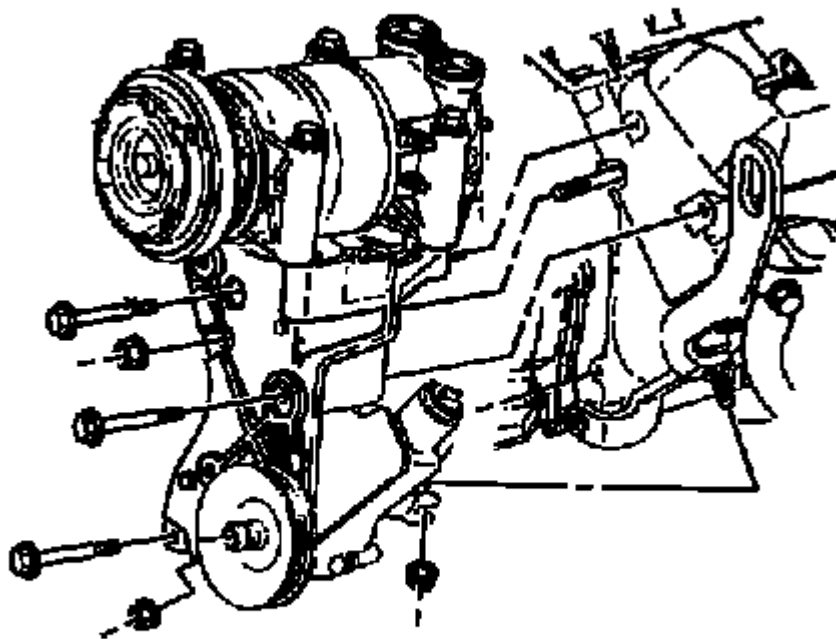


Fig. 183: View Of Power Steering Pump Bracket
Courtesy of GENERAL MOTORS CORP.

13. Remove the P/S pump bracket stud.

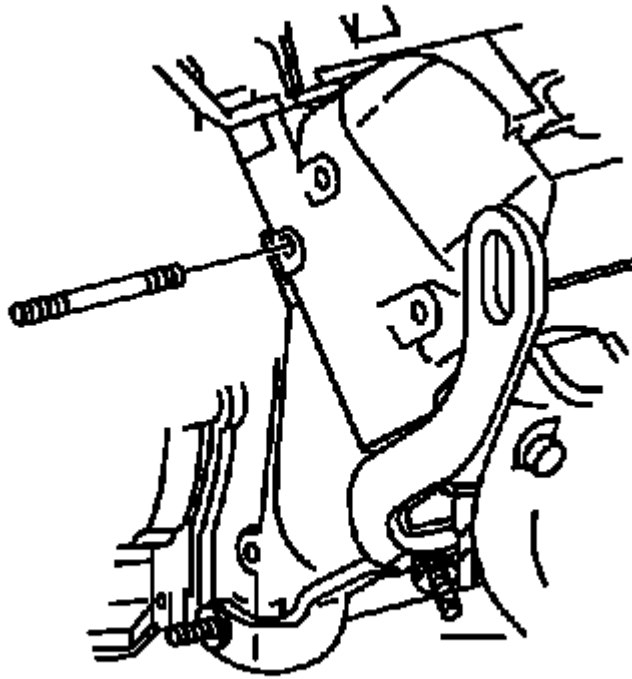


Fig. 184: Removing Power Steering Pump Bracket Stud
Courtesy of GENERAL MOTORS CORP.

14. Remove the harness ground bolt.
15. Position the harness ground (4) and ground strap (5).

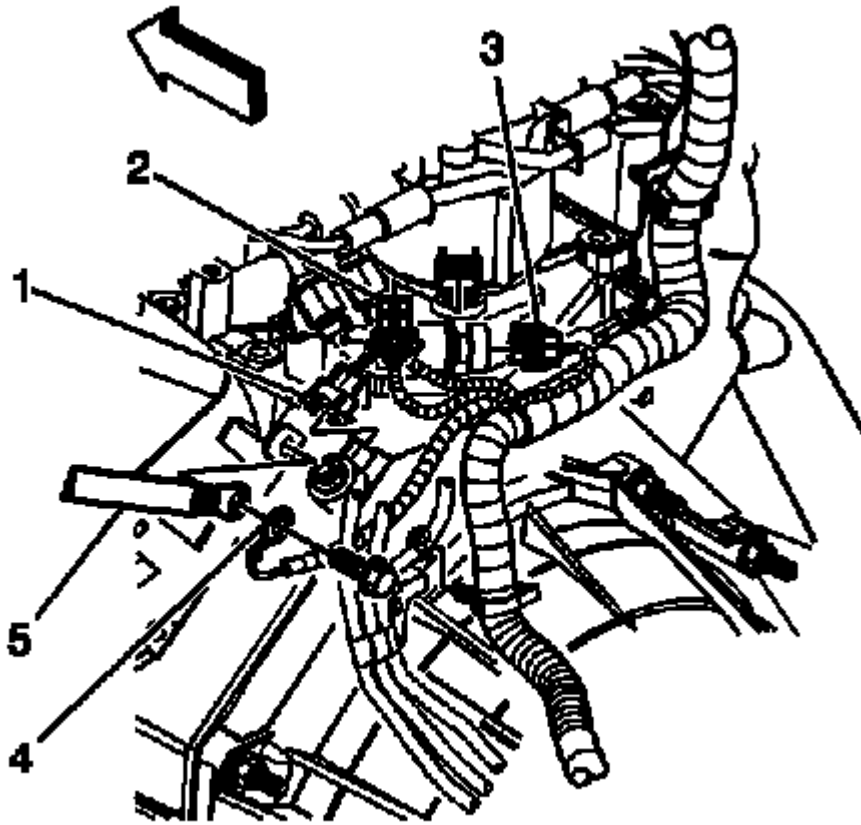


Fig. 185: View Of Ground Strap And CMP & Fuel Pump/Oil Pressure Sensor Connectors
Courtesy of GENERAL MOTORS CORP.

16. Remove the engine coolant temperature (ECT) sensor.

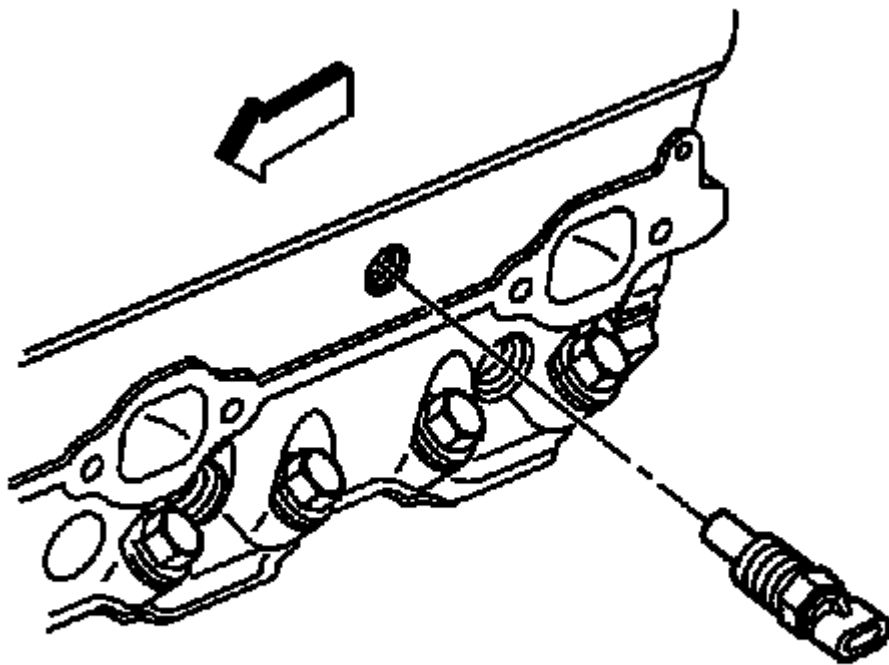


Fig. 186: View Of Engine Coolant Temperature Sensor
Courtesy of GENERAL MOTORS CORP.

17. Remove the spark plugs.

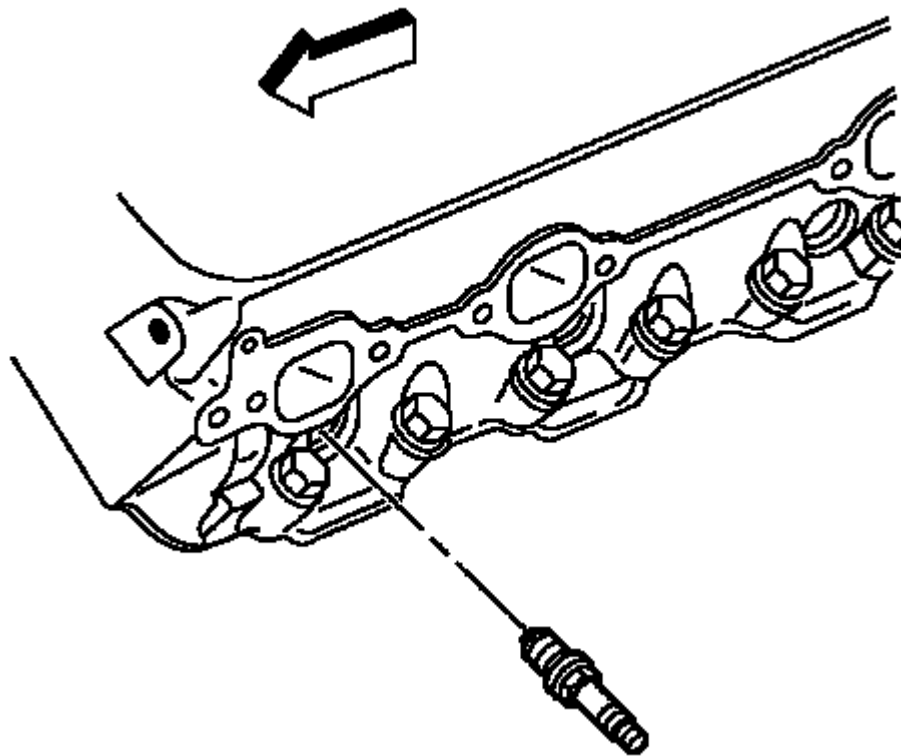


Fig. 187: Removing Spark Plugs
Courtesy of GENERAL MOTORS CORP.

18. Remove the spark plug wire support bolts and support.

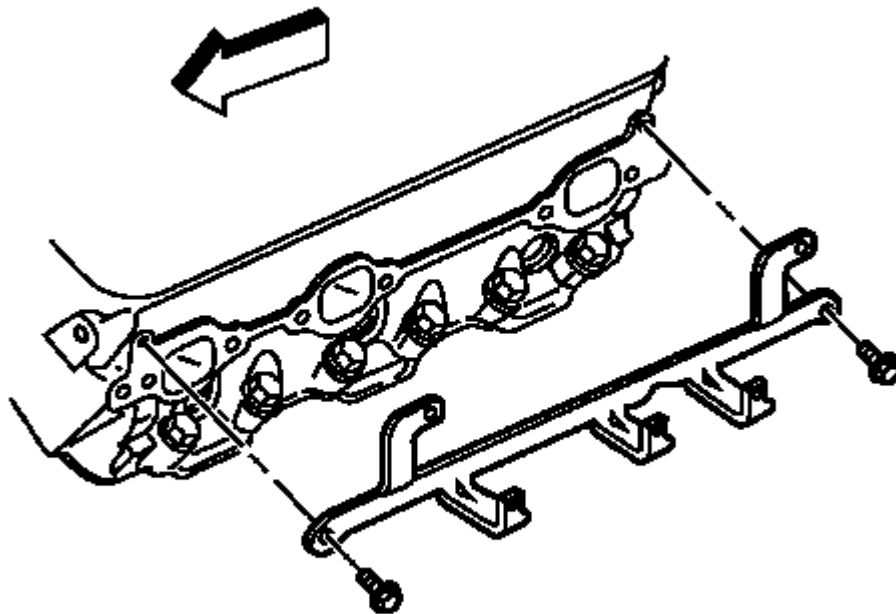


Fig. 188: Removing Spark Plug Wire Support
Courtesy of GENERAL MOTORS CORP.

19. Remove the cylinder head bolts.

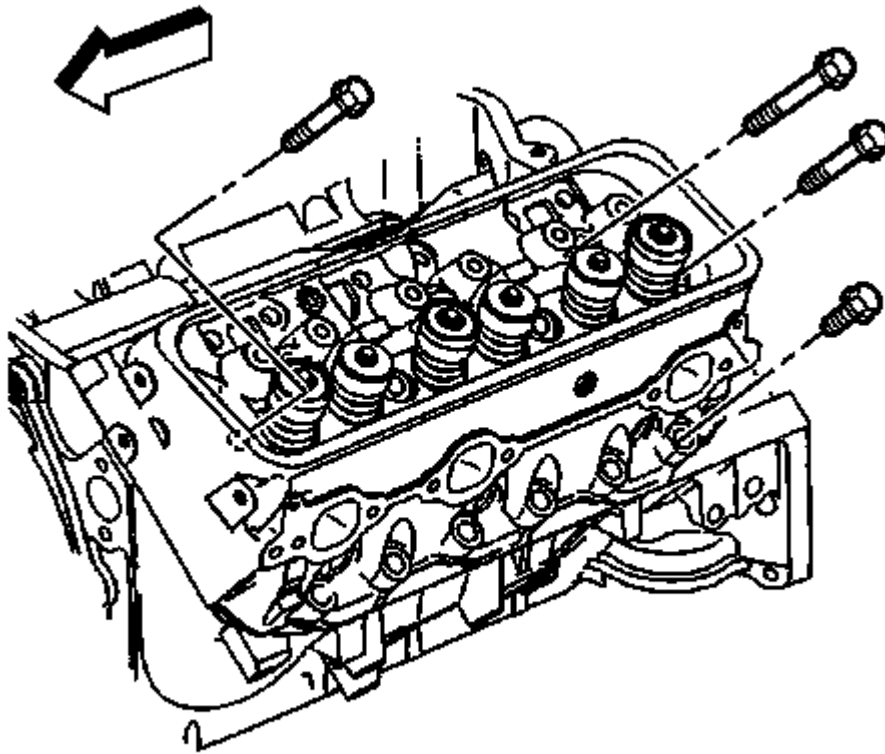


Fig. 189: Locating Cylinder Head Bolts (Left)
Courtesy of GENERAL MOTORS CORP.

20. Remove the cylinder head.

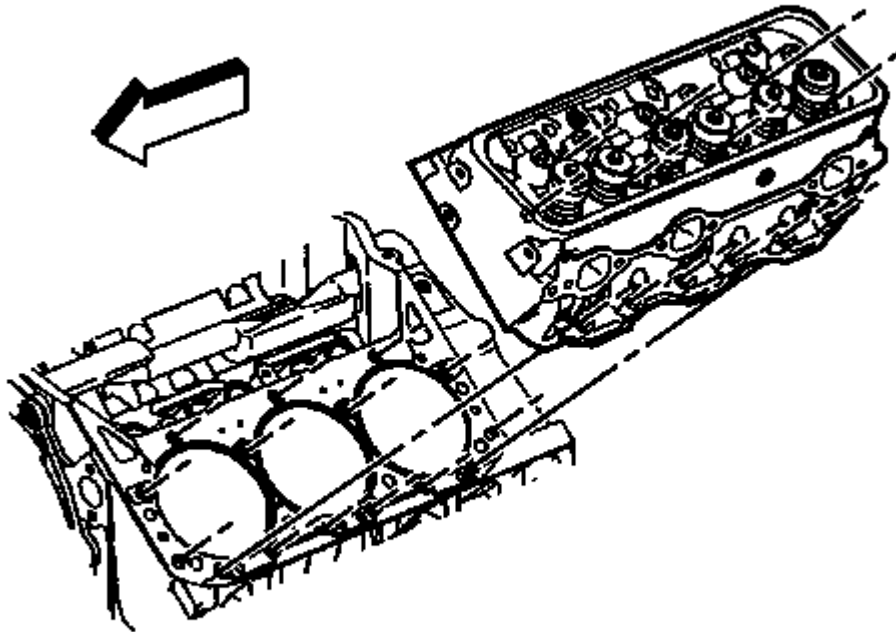


Fig. 190: Removing/Installing Cylinder Head (Left)
Courtesy of GENERAL MOTORS CORP.

21. Remove and discard the cylinder head gasket.

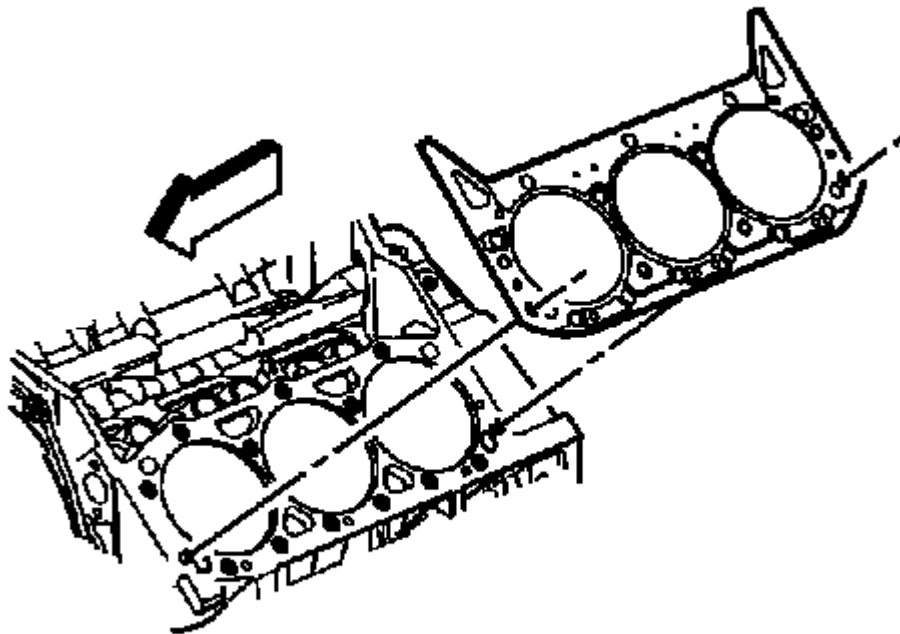


Fig. 191: View Of Cylinder Head Gasket And Alignment Pins - Left
Courtesy of GENERAL MOTORS CORP.

22. Remove the cylinder head locator pins, if necessary.

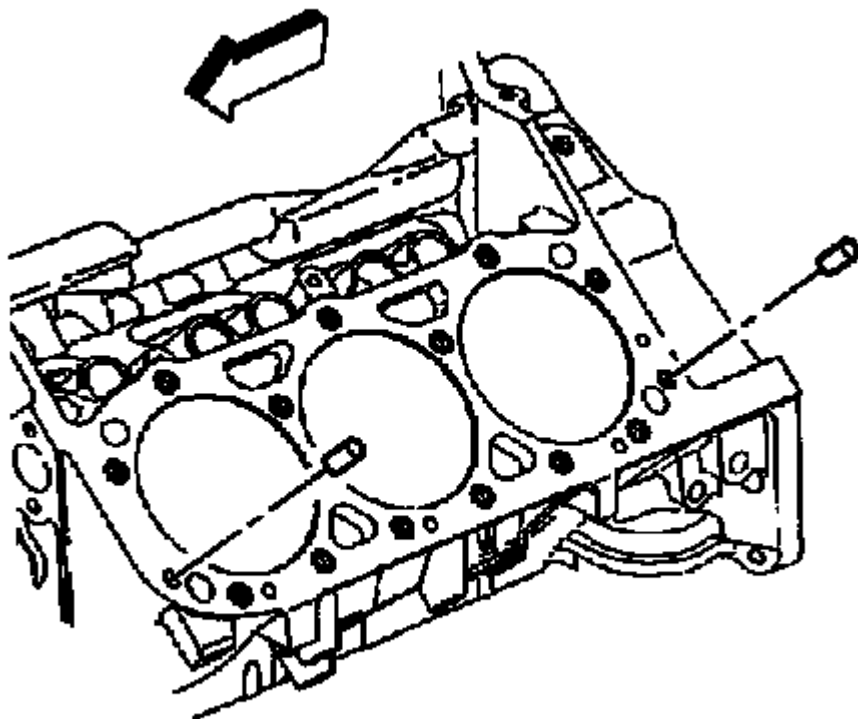


Fig. 192: Removing Cylinder Head Locator Pins
Courtesy of GENERAL MOTORS CORP.

23. Clean and inspect the cylinder head, if necessary. Refer to **Cylinder Head Cleaning and Inspection**.
24. Disassemble the cylinder head, if necessary. Refer to **Cylinder Head Disassemble**.

Installation Procedure

1. Assemble the cylinder head, if necessary. Refer to **Cylinder Head Assemble**.
2. Install the cylinder head locator pins, if necessary.

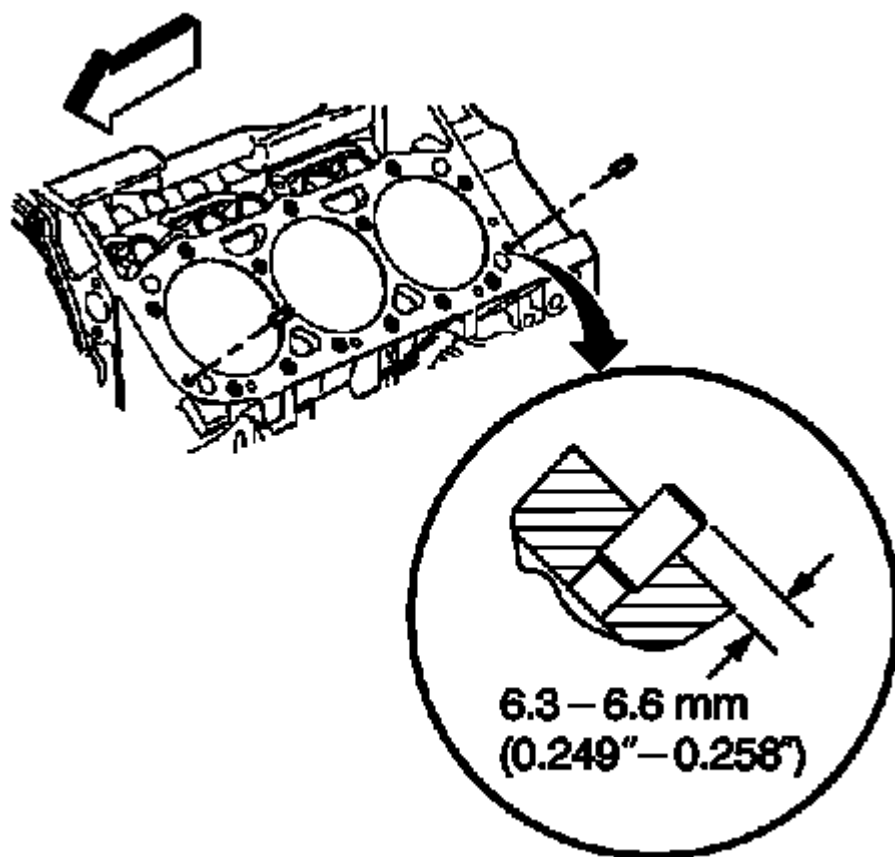


Fig. 193: Installing Cylinder Head Locator Pins
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Do not use any type of sealer on the cylinder head gasket.

3. Install a NEW cylinder head gasket.

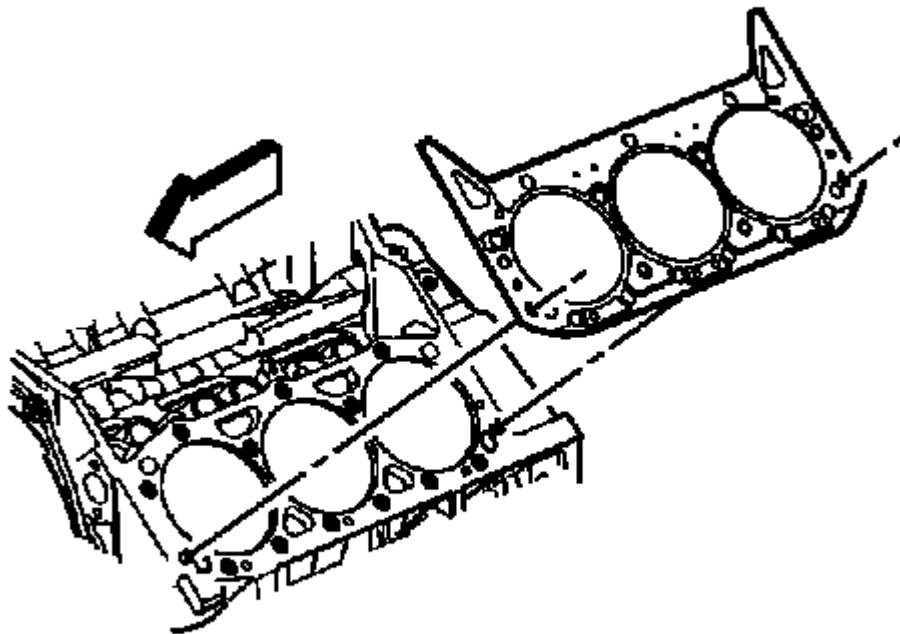


Fig. 194: View Of Cylinder Head Gasket And Alignment Pins - Left
Courtesy of GENERAL MOTORS CORP.

4. Install the cylinder head.

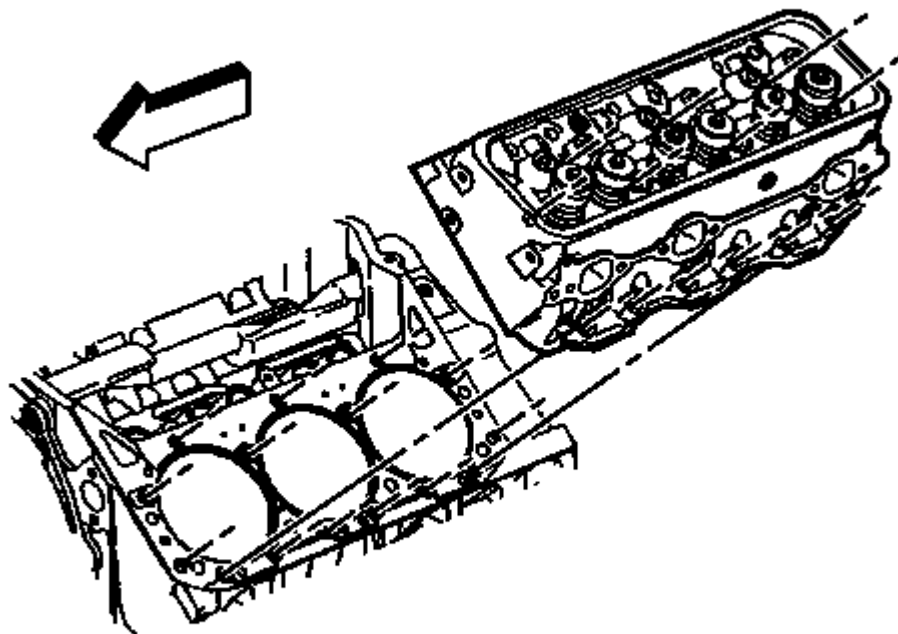


Fig. 195: Removing/Installing Cylinder Head (Left)
Courtesy of GENERAL MOTORS CORP.

5. Apply sealant GM P/N 12346004, (Canadian P/N 109534480), or equivalent to the threads of the cylinder head bolts.

NOTE: **Refer to Fastener Notice in Cautions and Notices.**

6. Install the cylinder head bolts until snug.

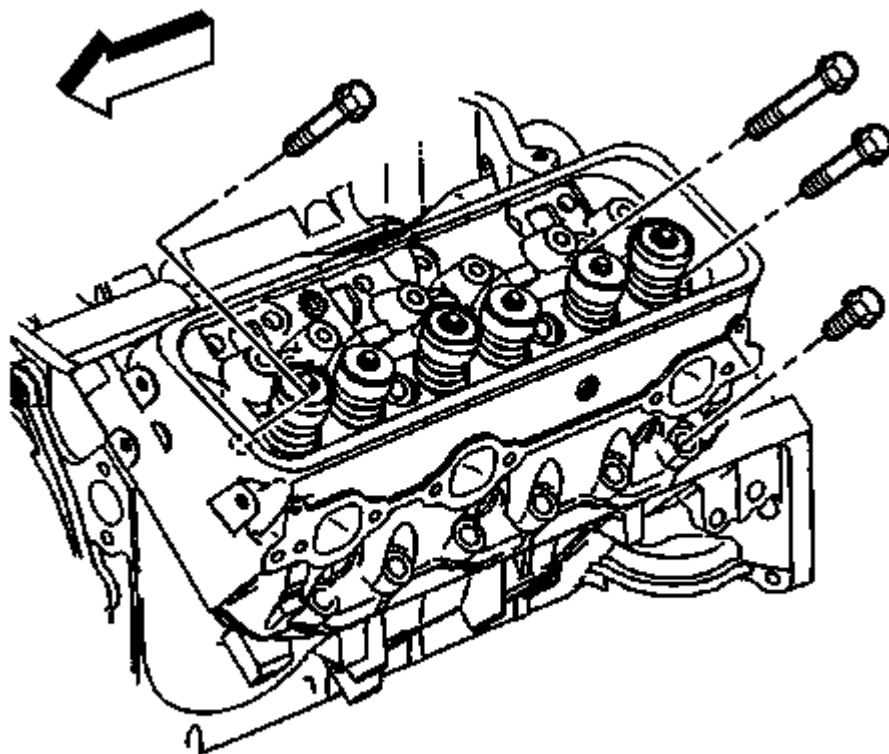


Fig. 196: Locating Cylinder Head Bolts (Left)
Courtesy of GENERAL MOTORS CORP.

7. Tighten the cylinder head bolts using the sequence shown.

Tighten:

1. Tighten the bolts a first pass to 30 N.m (22 lb ft).
2. Tighten the long bolts (1, 4, 5, 8, 9) a final pass to 75 degrees using **J 45059** .
3. Tighten the medium bolts (12, 13) a final pass to 65 degrees using **J 45059** .
4. Tighten the short bolts (2, 3, 6, 7, 10, 11) a final pass to 55 degrees using **J 45059** .

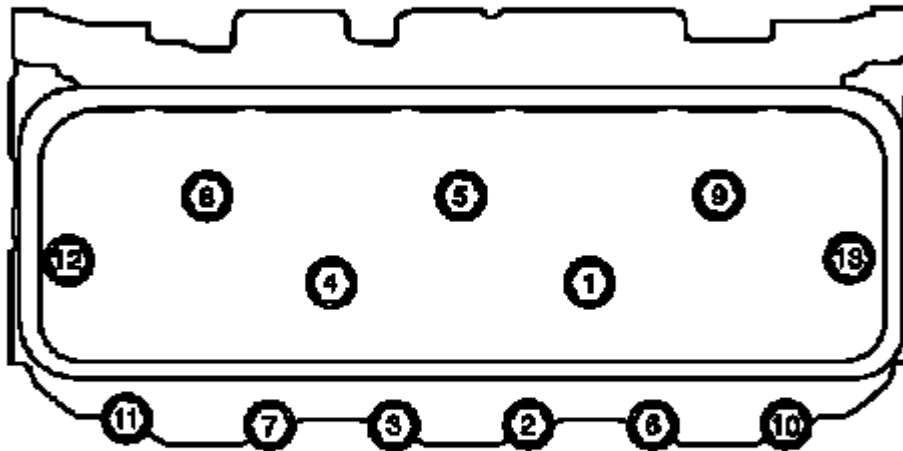


Fig. 197: Identifying Cylinder Head Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

8. Install the spark plug wire support and bolts.

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

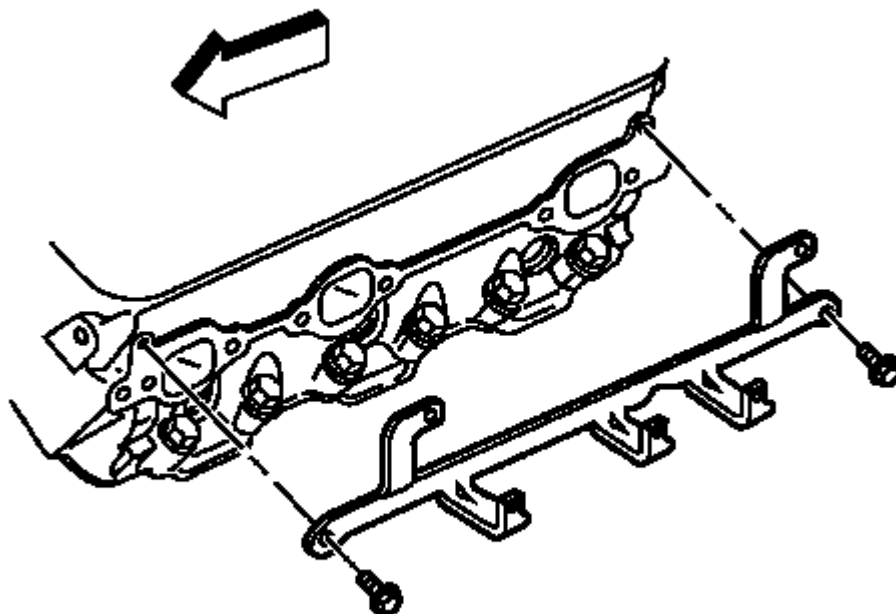


Fig. 198: Installing Spark Plug Wire Support
Courtesy of GENERAL MOTORS CORP.

9. Install the spark plugs.

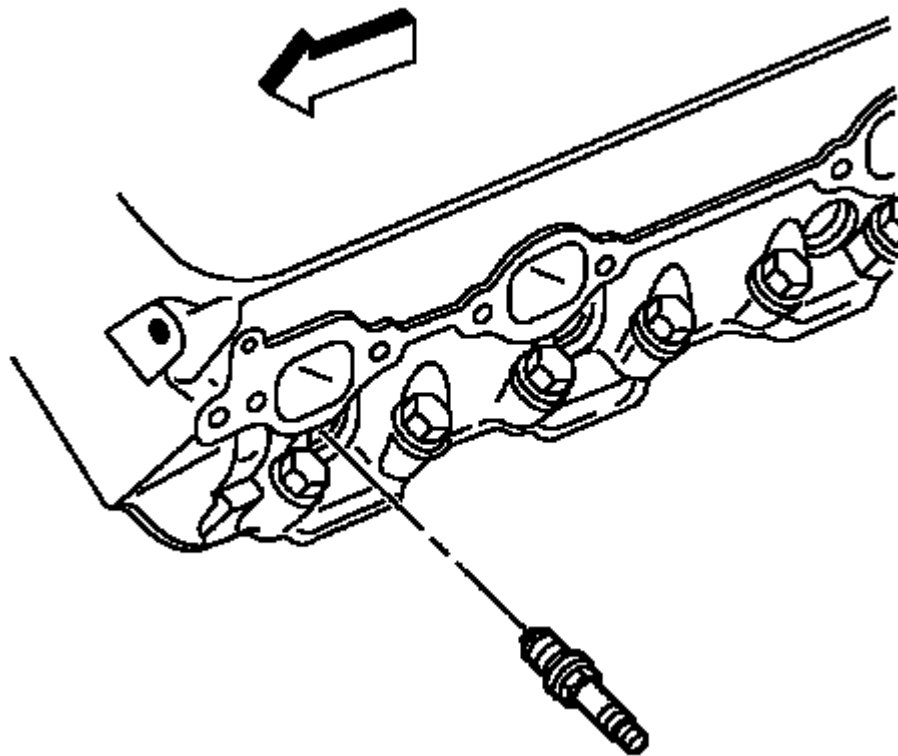


Fig. 199: Installing Spark Plugs
Courtesy of GENERAL MOTORS CORP.

10. If installing NEW spark plugs measure for the correct gap. Adjust the spark plug gap if necessary.

Specification: Spark plug gap to 1.52 mm (0.060 in).

Tighten:

- Tighten the plugs in a USED cylinder head to 15 N.m (11 lb ft).
- Tighten the plugs on the initial installation of a NEW cylinder head to 30 N.m (22 lb ft).

11. Install the ECT sensor. If reusing the old sensor, apply sealant GM P/N 12346004 (Canadian P/N 109534480), or equivalent to the threads.

Tighten: Tighten the sensor to 20 N.m (15 lb ft).

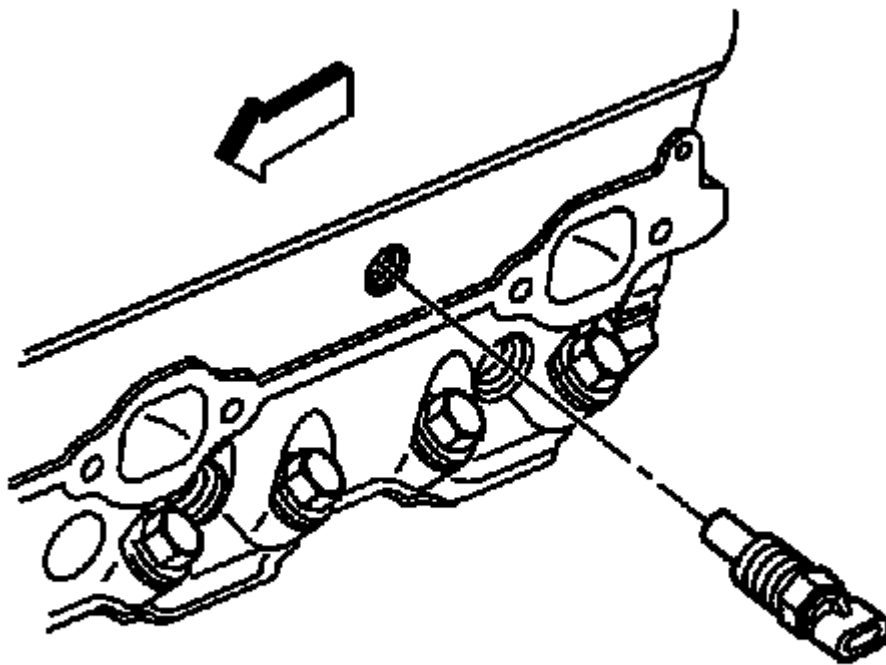


Fig. 200: View Of Engine Coolant Temperature Sensor
Courtesy of GENERAL MOTORS CORP.

12. Position the ground strap (5) and harness ground (4).

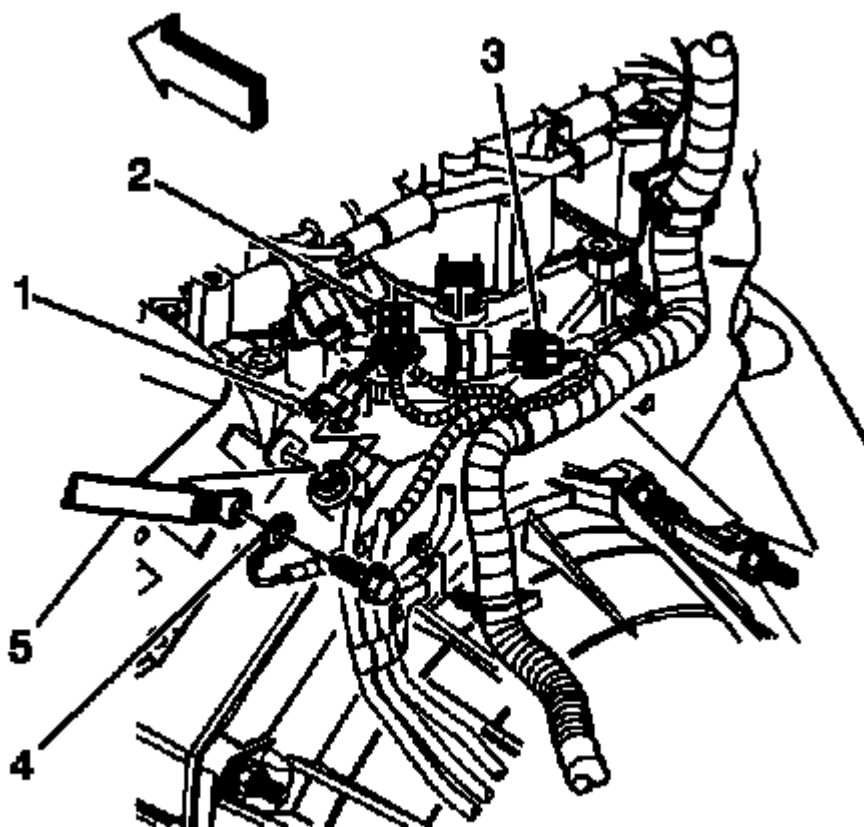


Fig. 201: View Of Ground Strap And CMP & Fuel Pump/Oil Pressure Sensor Connectors
Courtesy of GENERAL MOTORS CORP.

13. Install the harness ground bolt.

Tighten: Tighten the bolt to 16 N.m (12 lb ft).

14. Install the P/S pump bracket stud.

Tighten: Tighten the stud to 20 N.m (15 lb ft).

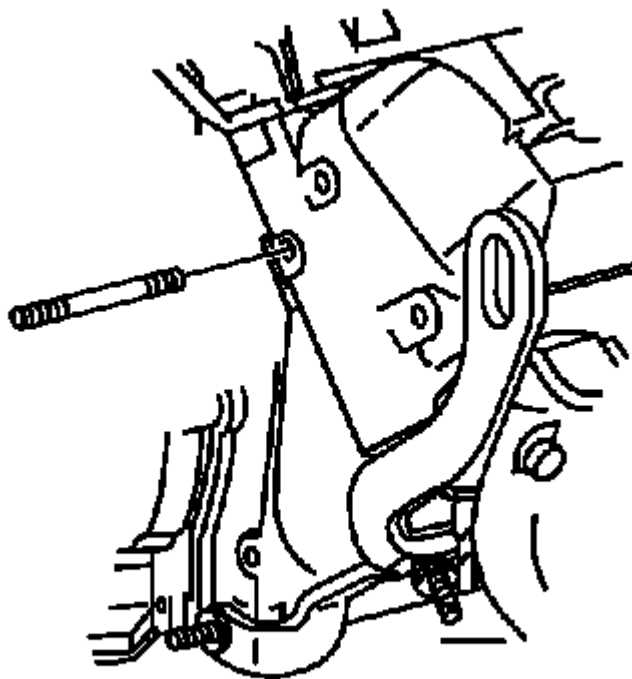


Fig. 202: Installing Power Steering Pump Bracket Stud
Courtesy of GENERAL MOTORS CORP.

15. Slide the P/S pump bracket rearward.
16. Install the bolts and nuts for the P/S pump bracket.
17. Install the P/S pump rear bracket front nut.
18. Tighten the P/S pump rear bracket nut.

Tighten: Tighten the bolts and nuts to 41 N.m (30 lb ft).

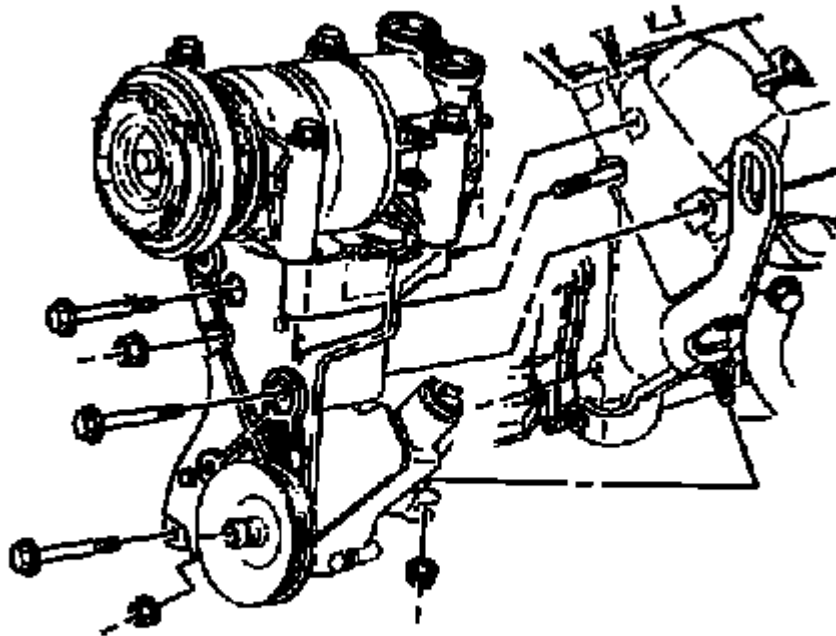


Fig. 203: View Of Power Steering Pump Bracket
Courtesy of GENERAL MOTORS CORP.

19. Position the bracket and wiring harness.
20. Install the junction block bracket bolt.

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

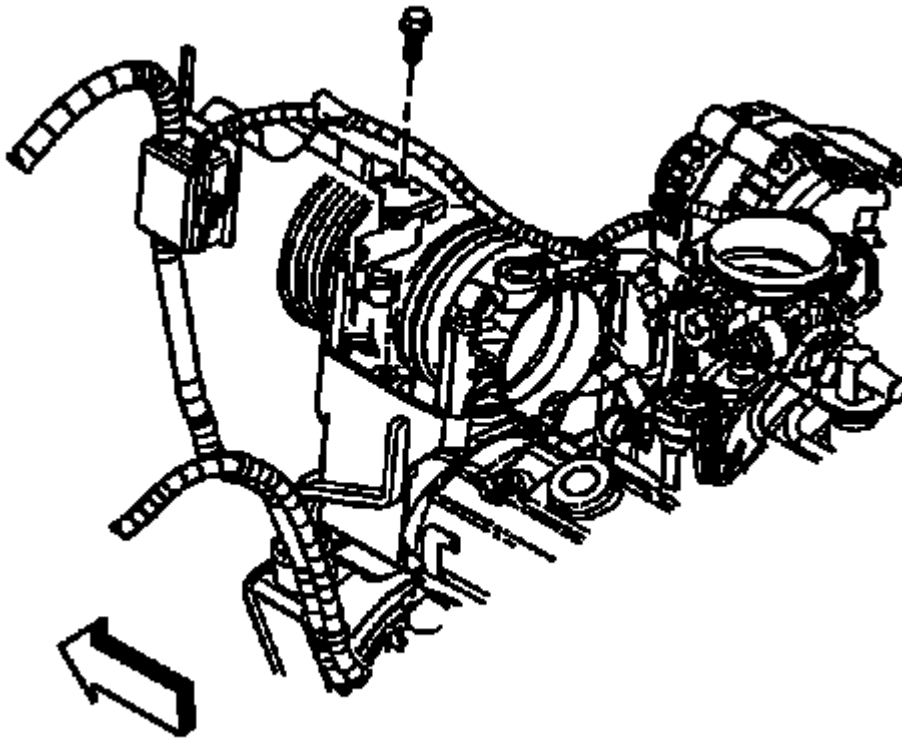


Fig. 204: Installing Junction Block Bracket Bolt
Courtesy of GENERAL MOTORS CORP.

21. Install the left side pushrods. Refer to Valve Rocker Arm and Push Rod Replacement.
22. Install the left exhaust manifold. Refer to Exhaust Manifold Replacement - Left (4.3L Engine) in Engine Exhaust.
23. Install the lower intake manifold. Refer to Intake Manifold Replacement - Lower.
24. Install the drive belt. Refer to Drive Belt Replacement.
25. Fill the cooling system. Refer to Draining and Filling Cooling System (without HP2) in Engine Cooling.

Cylinder Head Replacement - Right

Tools Required

J 45059 Angle Meter. See Special Tools and Equipment.

Removal Procedure

1. Drain the cooling system. Refer to Draining and Filling Cooling System (with HP2) or Draining and Filling Cooling System (without HP2) in Engine Cooling.

2. Remove the generator bracket. Refer to **Generator Bracket Replacement (4.3L Engine)** in Engine Electrical.
3. Remove the intake manifold. Refer to **Intake Manifold Replacement - Lower**.
4. Remove the right exhaust manifold. Refer to **Exhaust Manifold Replacement - Right (4.3L Engine)** in Engine Exhaust.
5. Remove the right pushrods. Refer to **Valve Rocker Arm and Push Rod Replacement**.
6. Remove the generator bracket stud from the cylinder head.

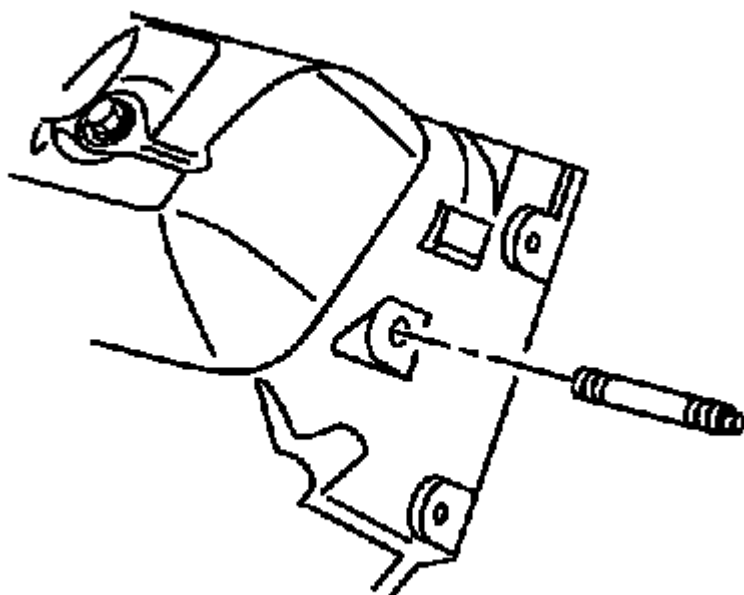


Fig. 205: Removing Generator Bracket Stud
Courtesy of GENERAL MOTORS CORP.

7. Remove the spark plugs.

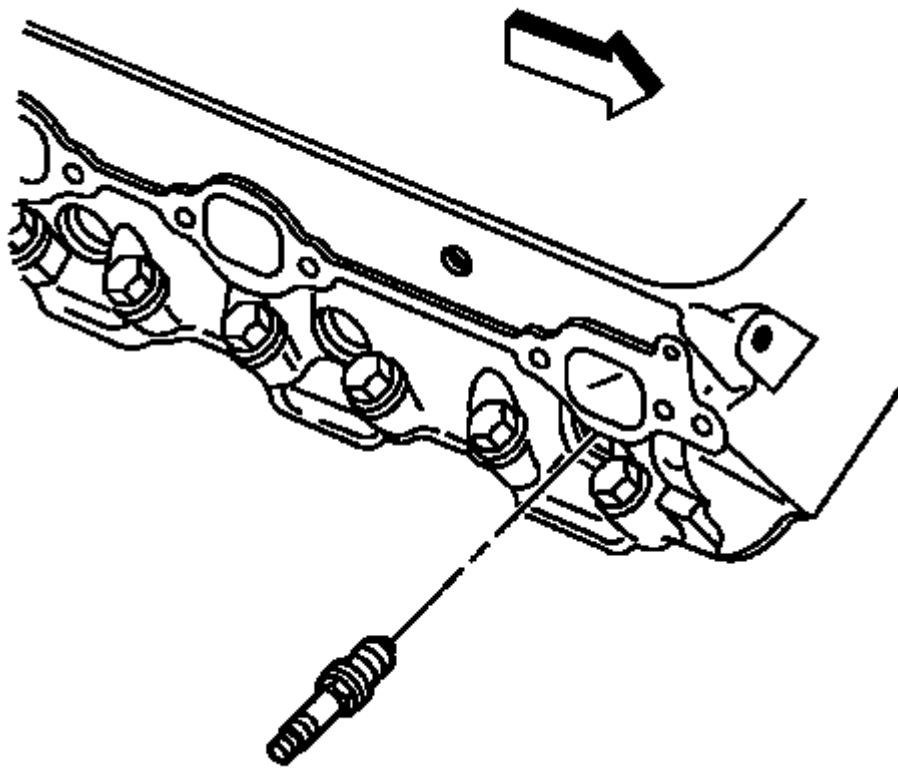


Fig. 206: Locating Spark Plugs
Courtesy of GENERAL MOTORS CORP.

8. Remove the spark plug wire support bolts and support.

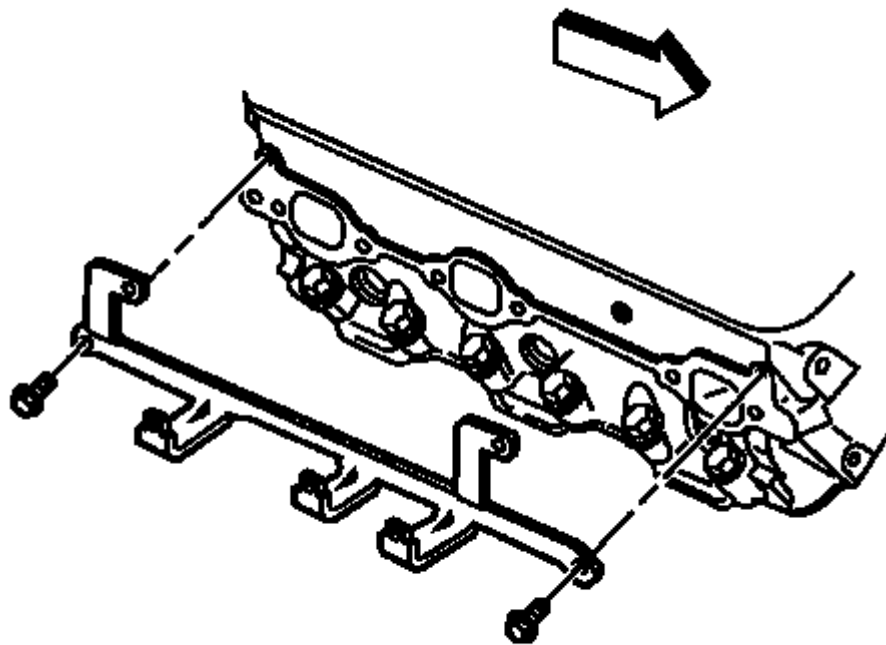


Fig. 207: Removing Spark Plug Wire Support
Courtesy of GENERAL MOTORS CORP.

9. Remove the cylinder head bolts.

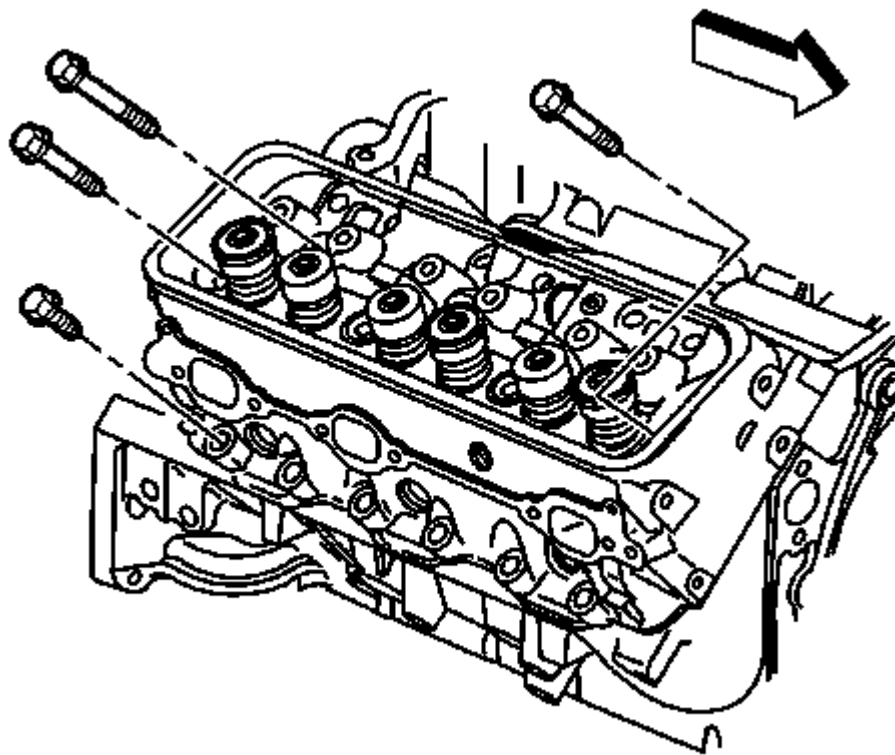


Fig. 208: Locating Cylinder Head Bolts (Right)
Courtesy of GENERAL MOTORS CORP.

10. Remove the cylinder head.

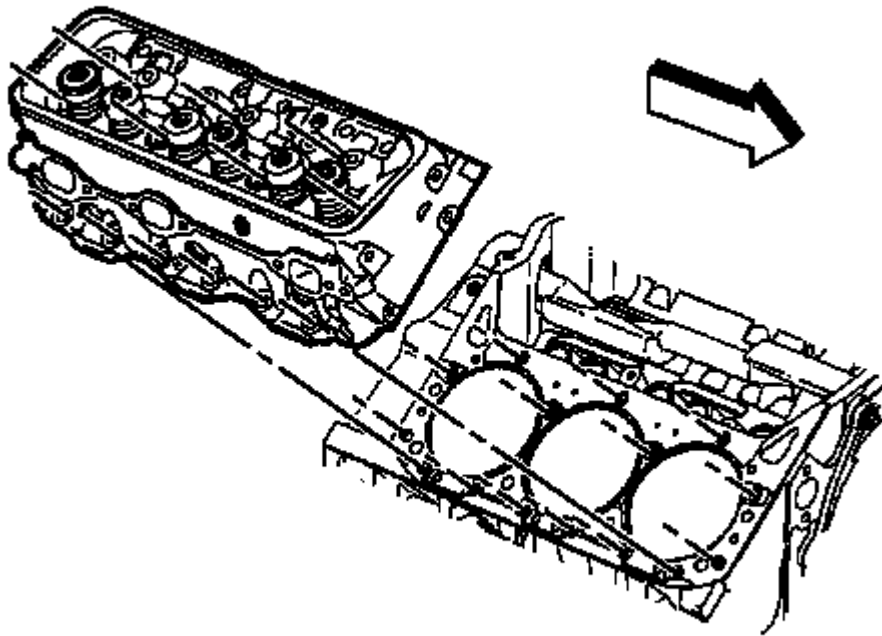


Fig. 209: Removing/Installing Cylinder Head (Right)
Courtesy of GENERAL MOTORS CORP.

11. Remove and discard the cylinder head gasket.

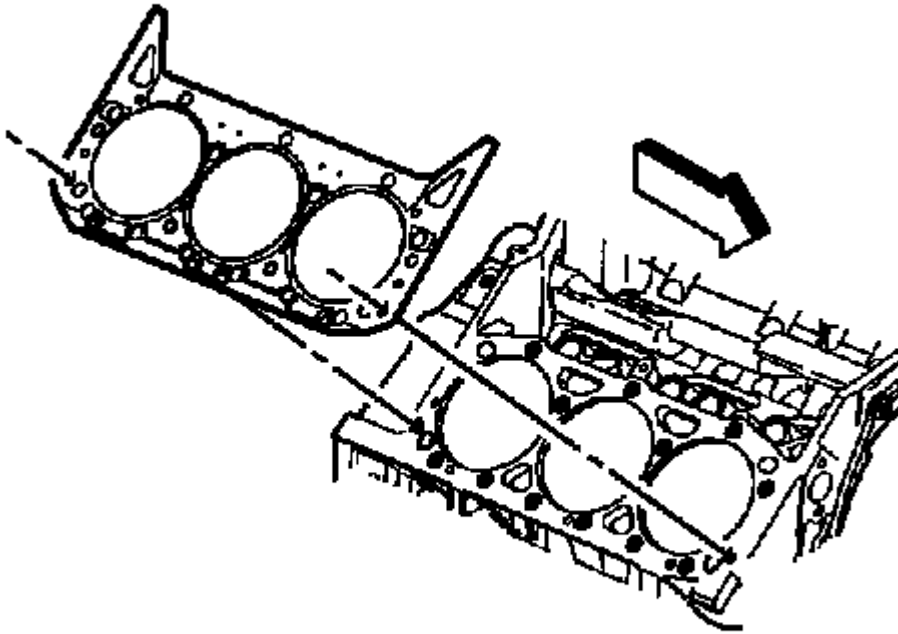


Fig. 210: View Of Cylinder Head Gasket And Alignment Pins - Right
Courtesy of GENERAL MOTORS CORP.

12. Remove the cylinder head locator pins, if necessary.

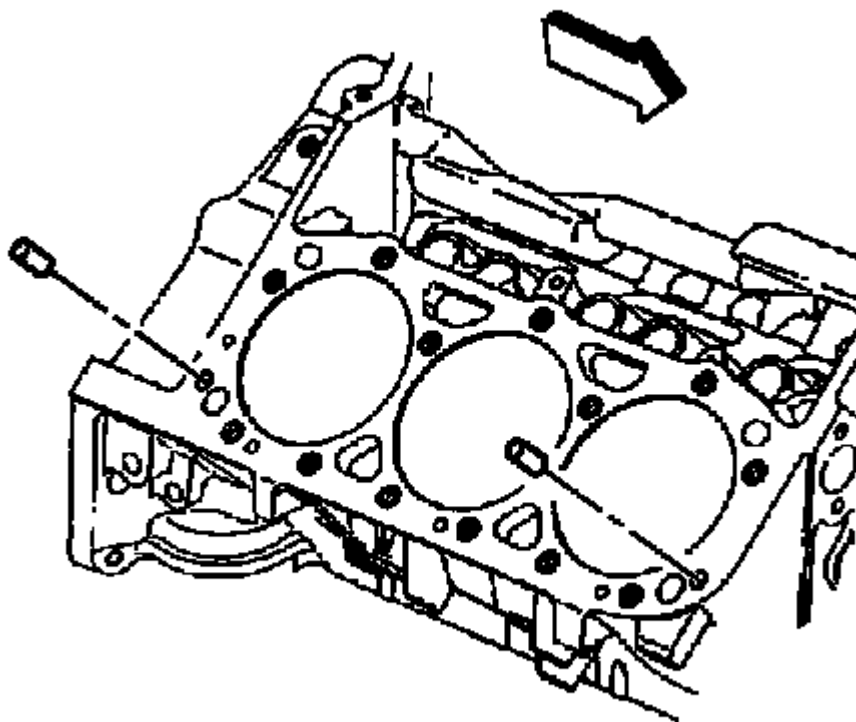


Fig. 211: Removing Cylinder Head Locator Pins
Courtesy of GENERAL MOTORS CORP.

13. Clean and inspect the cylinder head, if necessary. Refer to Cylinder Head Cleaning and Inspection.
14. Disassemble the cylinder head, if necessary. Refer to Cylinder Head Disassemble.

Installation Procedure

1. Assemble the cylinder head, if necessary. Refer to Cylinder Head Assemble.
2. Install the cylinder head locator pins, if necessary.

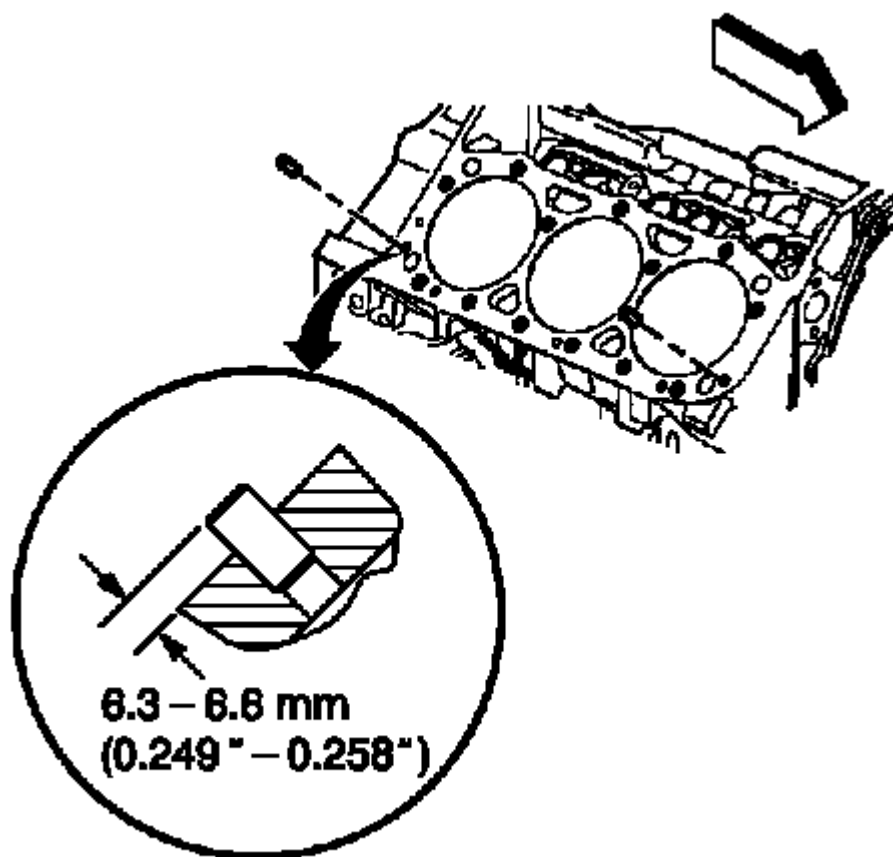


Fig. 212: Installing Cylinder Head Locator Pins
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Do not use any type of sealer on the cylinder head gasket.

3. Install a NEW cylinder head gasket.

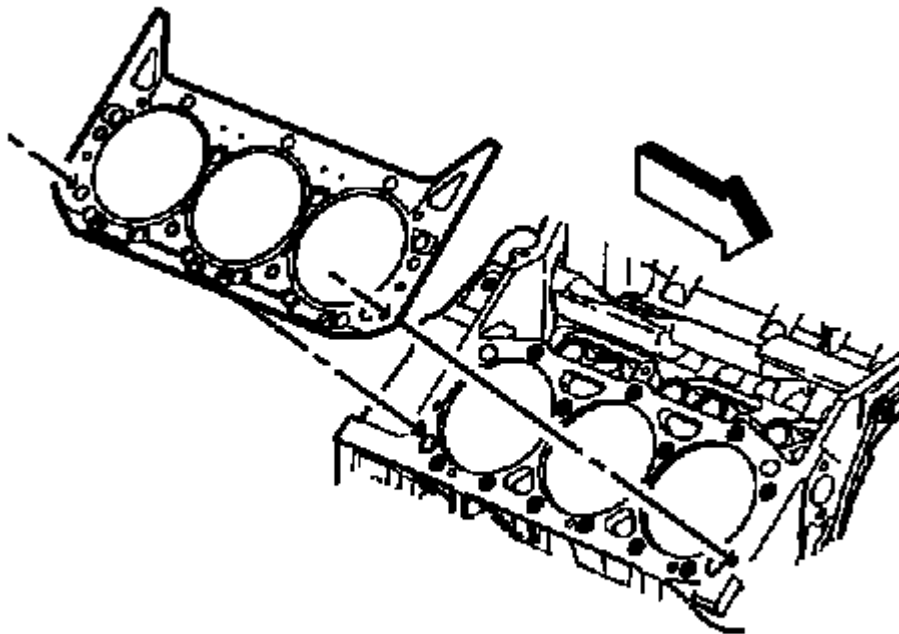


Fig. 213: View Of Cylinder Head Gasket And Alignment Pins - Right
Courtesy of GENERAL MOTORS CORP.

4. Install the cylinder head.

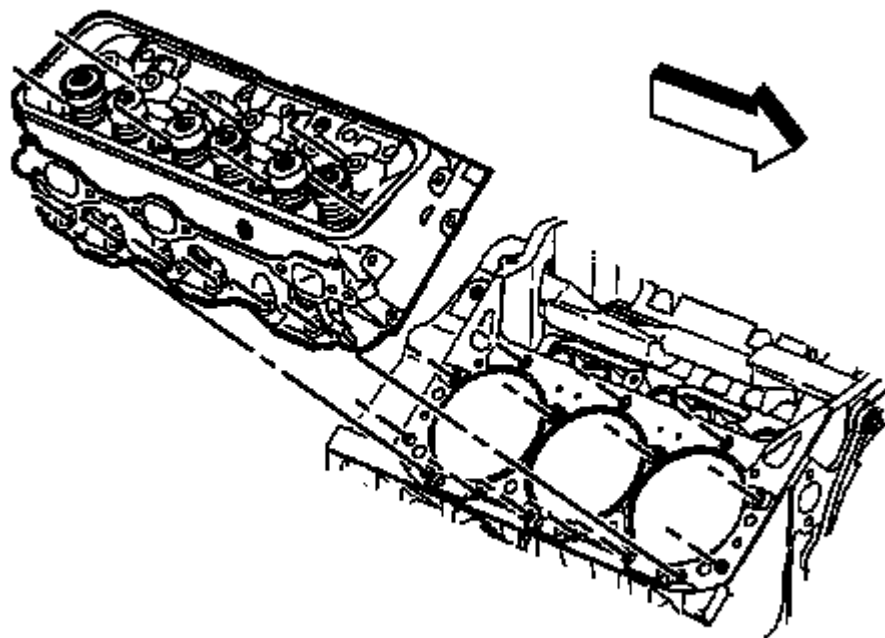


Fig. 214: Removing/Installing Cylinder Head (Right)
Courtesy of GENERAL MOTORS CORP.

5. Apply sealant GM P/N 12346004 (Canadian P/N 109534480), or equivalent, to the threads of the cylinder head bolts.
6. Install the cylinder head bolts until snug.

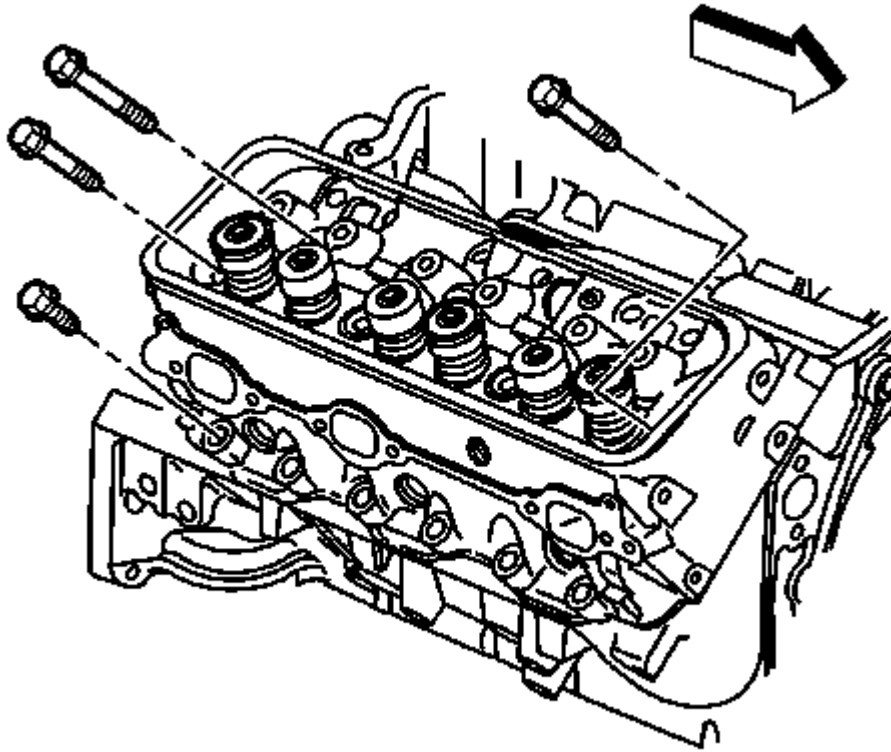


Fig. 215: Locating Cylinder Head Bolts (Right)
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

7. Tighten the cylinder head bolts using the sequence shown.

Tighten:

- Tighten the bolts a first pass to 30 N.m (22 lb ft).
- Tighten the long bolts (1, 4, 5, 8, 9) a final pass to 75 degrees using **J 45059** .
- Tighten the medium bolts (12, 13) a final pass to 65 degrees using **J 45059** .
- Tighten the short bolts (2, 3, 6, 7, 10, 11) a final pass to 55 degrees using **J 45059** .

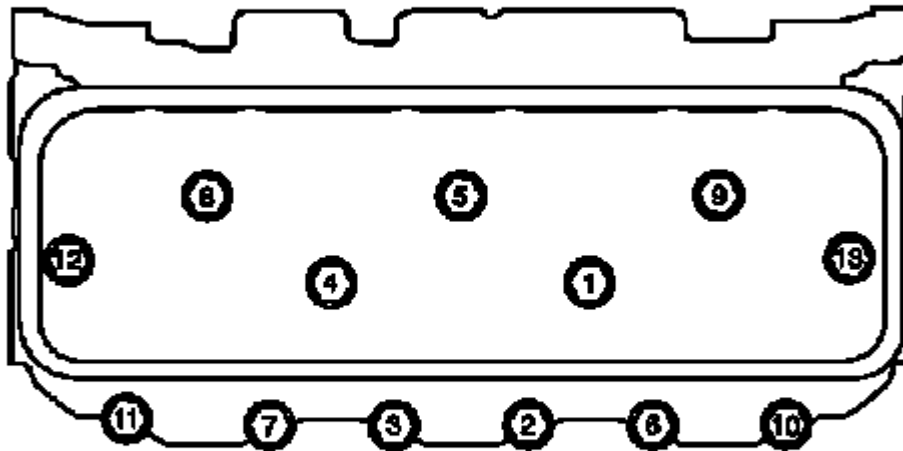


Fig. 216: Identifying Cylinder Head Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

8. Install the spark plug wire support and bolts.

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

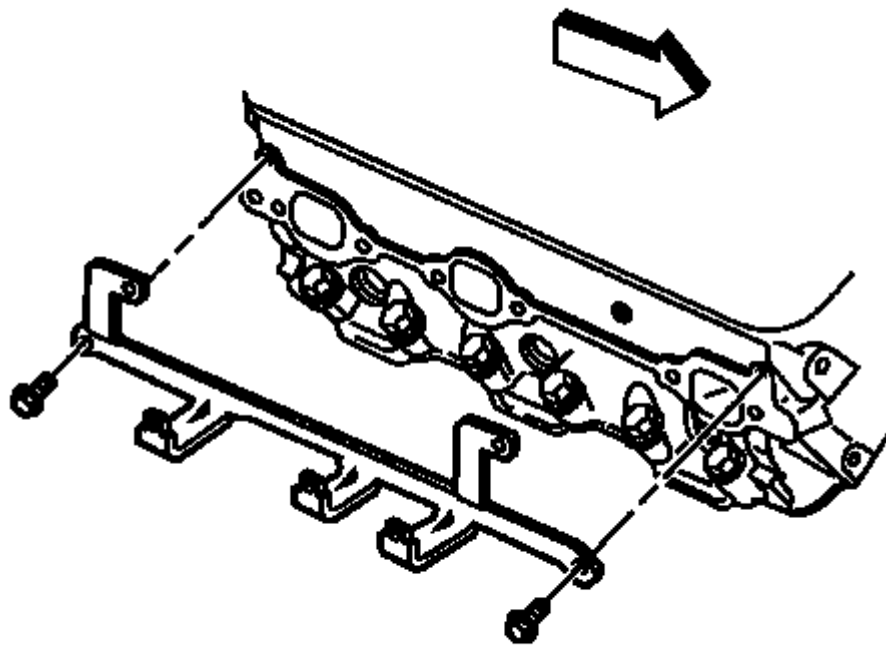


Fig. 217: Installing Spark Plug Wire Support
Courtesy of GENERAL MOTORS CORP.

9. Install the spark plugs.

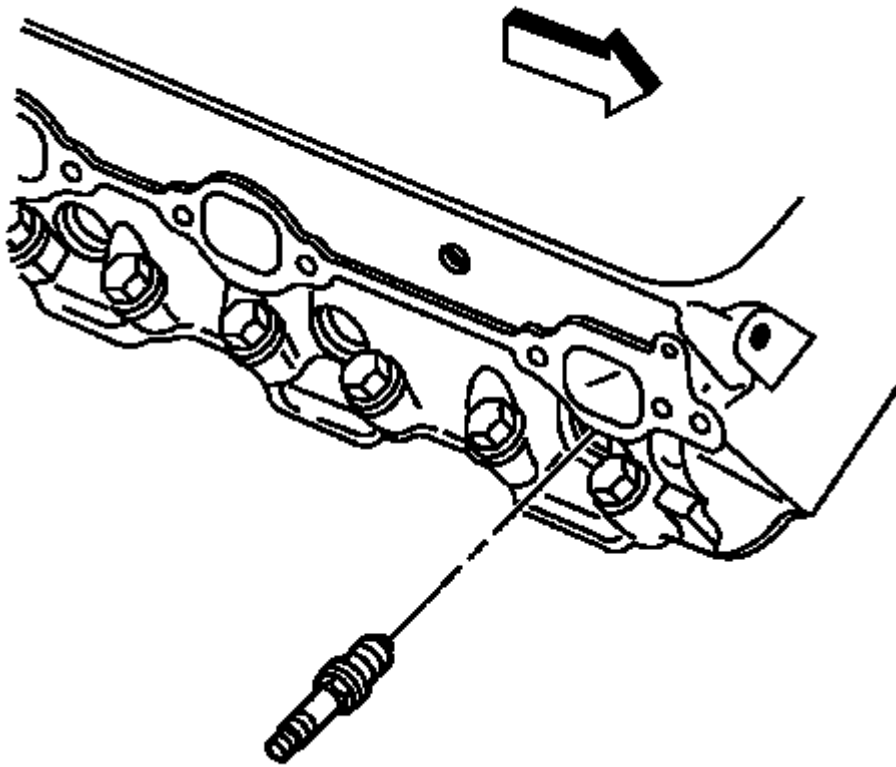


Fig. 218: Locating Spark Plugs
Courtesy of GENERAL MOTORS CORP.

10. If installing NEW spark plugs measure for the correct gap. Adjust the spark plug gap, if necessary.

Specification: Spark plug gap to 1.52 mm (0.060 in).

Tighten:

- Tighten the plugs on a USED cylinder head to 15 N.m (11 lb ft).
- Tighten the plugs on the initial installation of a NEW cylinder head to 30 N.m (22 lb ft).

11. Install the generator bracket stud.

Tighten: Tighten the stud to 20 N.m (15 lb ft).

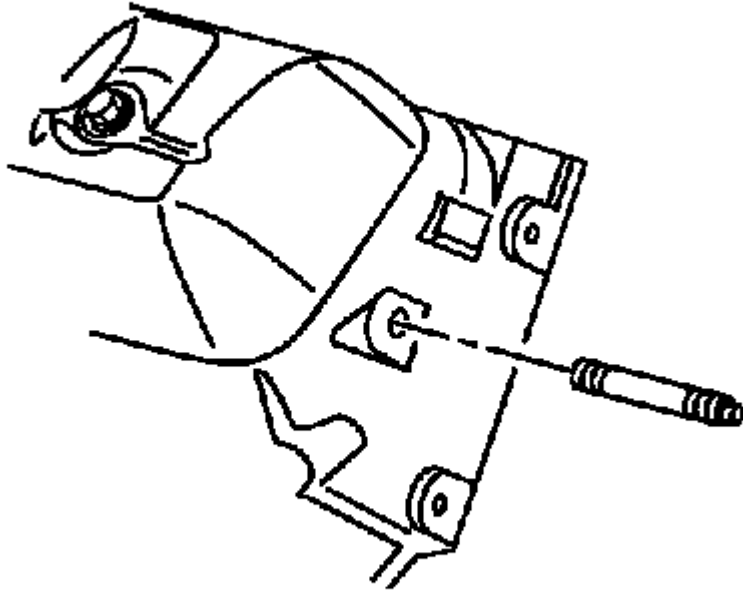


Fig. 219: Installing Generator Bracket Stud
Courtesy of GENERAL MOTORS CORP.

12. Install the right pushrods. Refer to **Valve Rocker Arm and Push Rod Replacement**.
13. Install the exhaust manifold. Refer to **Exhaust Manifold Replacement - Right (4.3L Engine)** in Engine Exhaust.
14. Install the intake manifold. Refer to **Intake Manifold Replacement - Lower**.
15. Install the generator bracket. Refer to **Generator Bracket Replacement (4.3L Engine)** in Engine Electrical.
16. Fill the cooling system. Refer to **Draining and Filling Cooling System (without HP2)** in Engine Cooling.

Crankshaft Balancer Replacement

Tools Required

J 23523-F Crankshaft Balancer Remover and Installer. See **Special Tools and Equipment**.

Removal Procedure

1. Remove the drive belt. Refer to **Drive Belt Replacement**.

2. Remove the cooling fan. Refer to **Fan Replacement** in Engine Cooling.

NOTE: To prevent damage to the end of the crankshaft when using a crankshaft balancer removal tool install a bolt in the crankshaft. Use a shorter bolt with the same threads as the crankshaft balancer bolt. This bolt will allow a place for the tool to push against. The shorter bolt is to keep from going past the threads in the crankshaft and damaging the crankshaft threads.

3. Remove the crankshaft balancer bolt and washer.

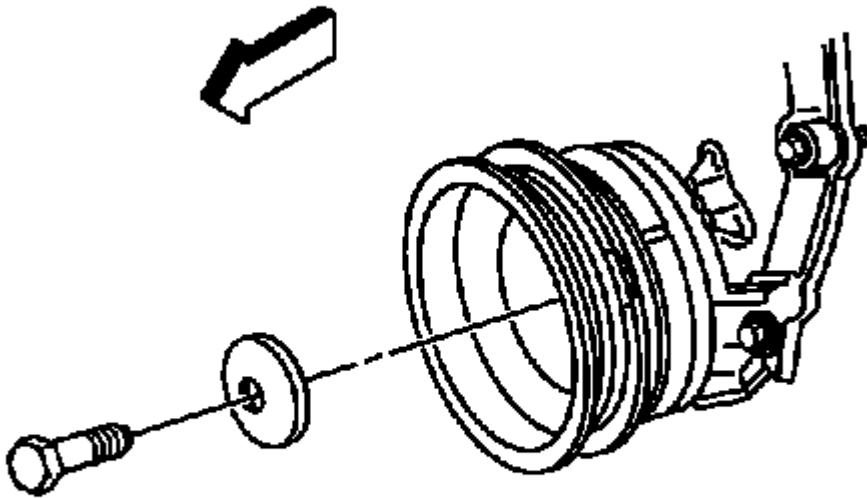


Fig. 220: View Of Crankshaft Balancer Washer & Bolt
Courtesy of GENERAL MOTORS CORP.

4. Remove the crankshaft pulley bolts and pulley.

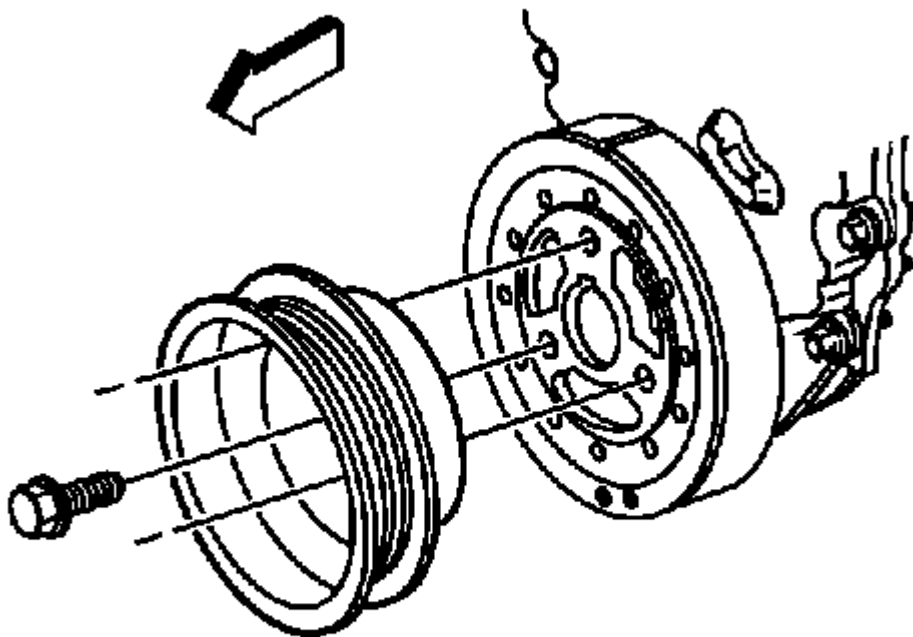


Fig. 221: View Of Crankshaft Pulley & Bolts
Courtesy of GENERAL MOTORS CORP.

5. Using **J 23523-F** , remove the crankshaft balancer.

NOTE: **Refer to Fastener Notice in Cautions and Notices.**

1. Install the **J 23523-F** plate and bolts onto the crankshaft balancer.

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

2. Install the **J 23523-F** forcing screw into the plate.
3. Rotate the **J 23523-F** forcing screw clockwise in order to remove the crankshaft balancer.
6. Remove the **J 23523-F** from the crankshaft balancer.

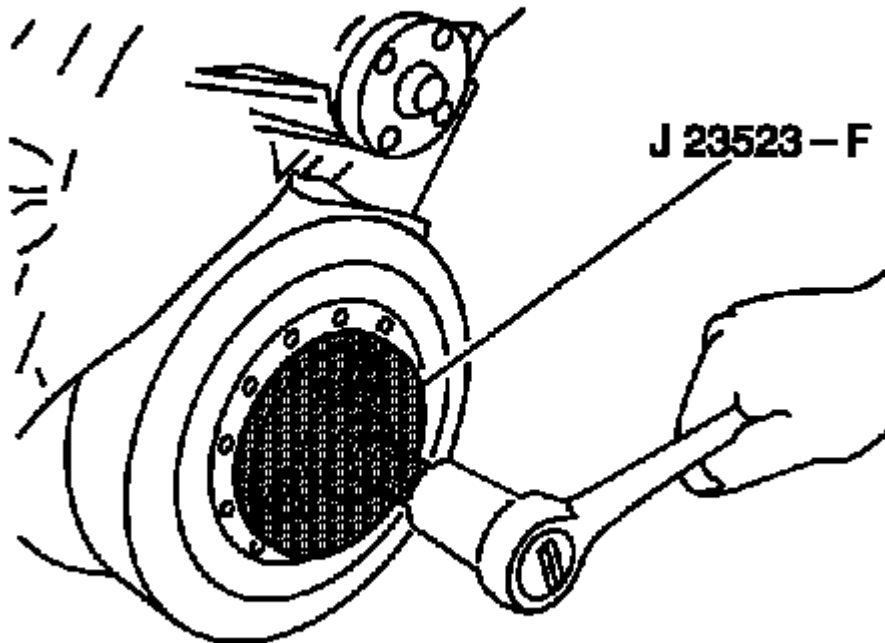


Fig. 222: Removing Crankshaft Balancer Using J 23523-F
Courtesy of GENERAL MOTORS CORP.

7. Note the position and length of any crankshaft balancer weights, if necessary.

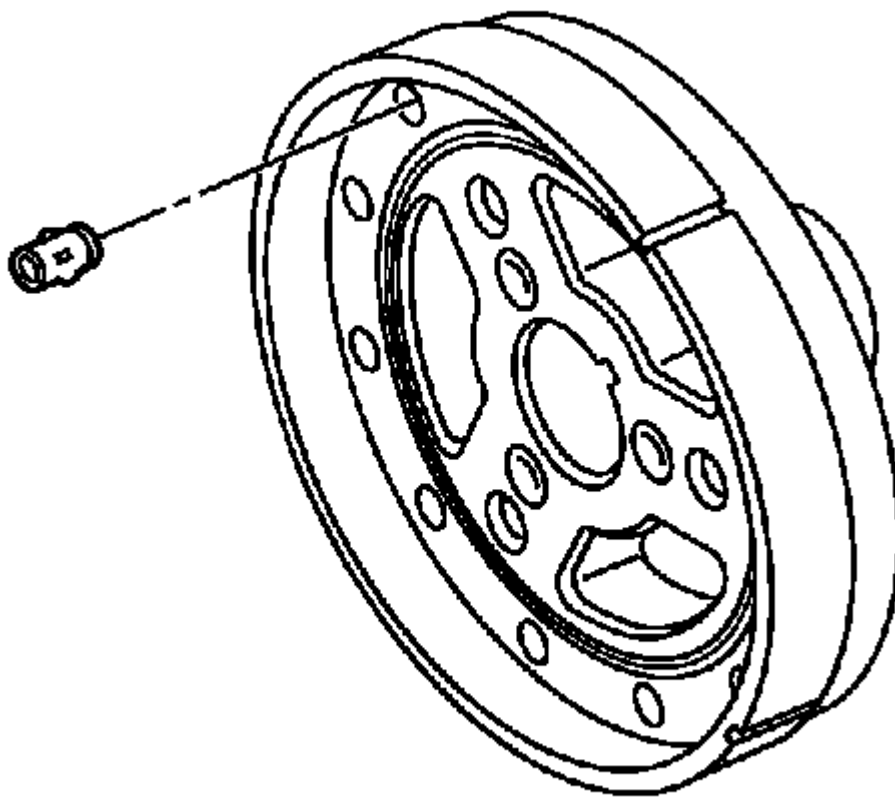


Fig. 223: View Of Crankshaft Balancer Weights
Courtesy of GENERAL MOTORS CORP.

8. Clean and inspect the crankshaft balancer, if necessary. Refer to **Crankshaft Balancer Cleaning and Inspection**.

Installation Procedure

1. Apply a small amount of grease to the crankshaft front cover seal sealing surface if reusing the seal.

IMPORTANT: The length and location of the weight(s) must be the same as the original.

2. Ensure that the crankshaft balancer weight(s) is installed in the proper location, if necessary.

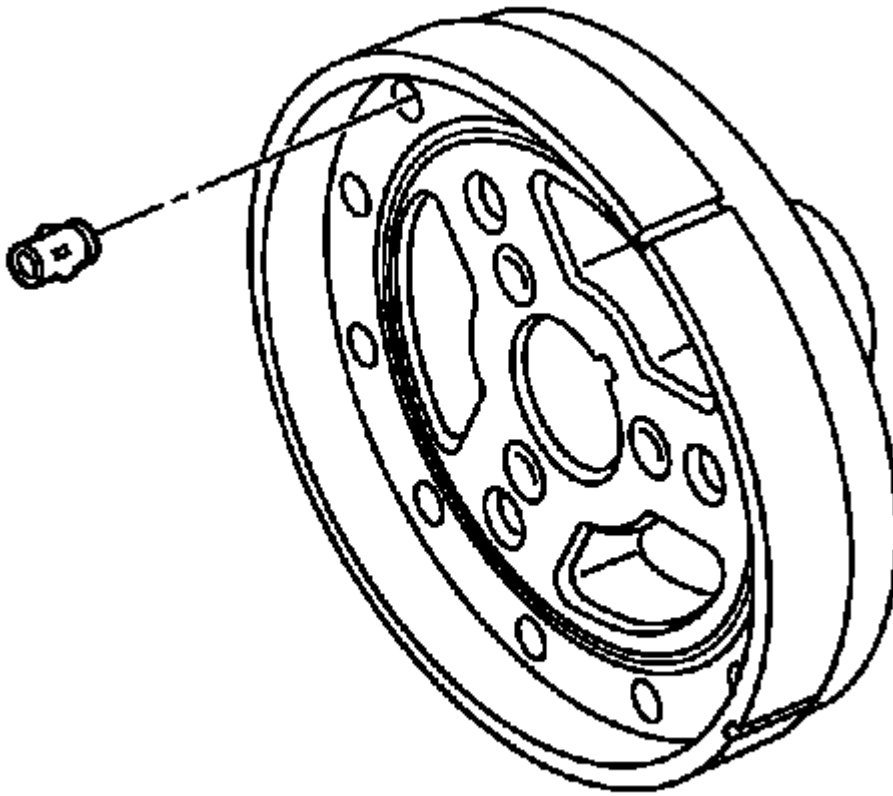


Fig. 224: View Of Crankshaft Balancer Weights

Courtesy of GENERAL MOTORS CORP.

NOTE: 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.

3. Apply a small amount of adhesive GM P/N 12346141, (Canadian P/N 10953433), or equivalent into the crankshaft balancer keyway in order to seal the crankshaft balancer keyway and crankshaft joint.
4. Align the keyway of the crankshaft balancer with the crankshaft balancer key.
5. Install the crankshaft balancer onto the end of the crankshaft.

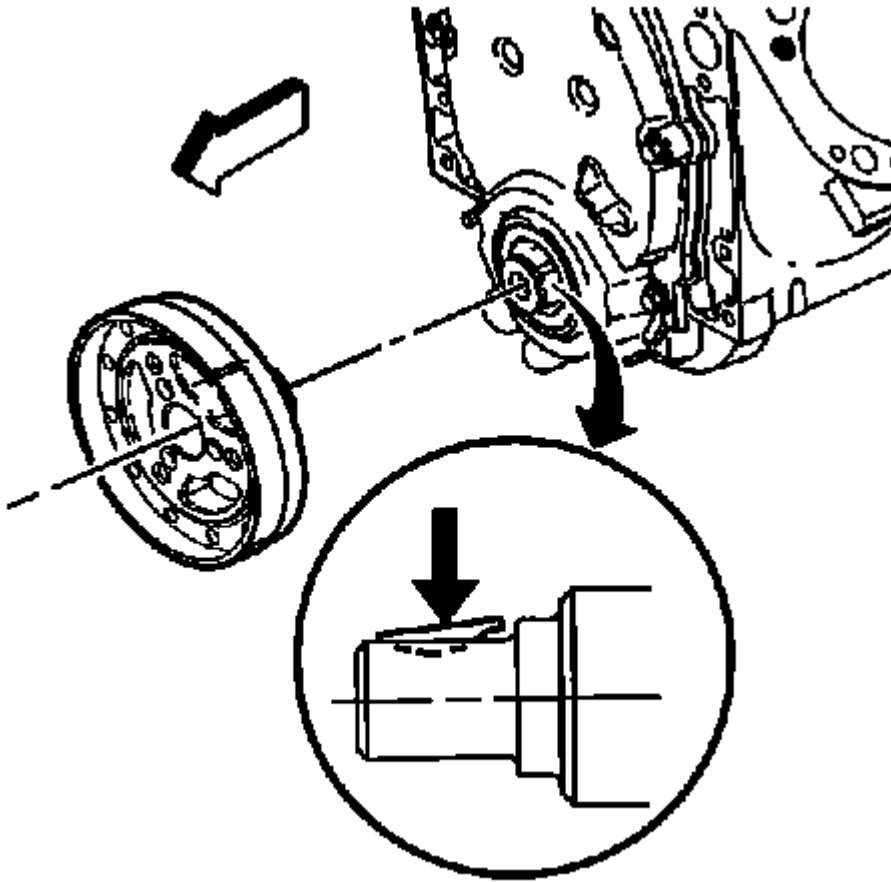


Fig. 225: Installing Crankshaft Balancer
Courtesy of GENERAL MOTORS CORP.

6. Using **J 23523-F** , press the crankshaft balancer onto the crankshaft.

NOTE: **Refer to Fastener Notice in Cautions and Notices.**

1. Install the **J 23523-F** plate and bolts onto the front of the crankshaft balancer.

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

2. Install the **J 23523-F** forcing screw into the end for the crankshaft.
 3. Install the **J 23523-F** bearing, the washer, and the nut onto the forcing screw.
 4. Rotate the **J 23523-F** nut clockwise until the crankshaft balancer hub is completely seated against the crankshaft position sensor reluctor ring.
7. Remove the **J 23523-F** .

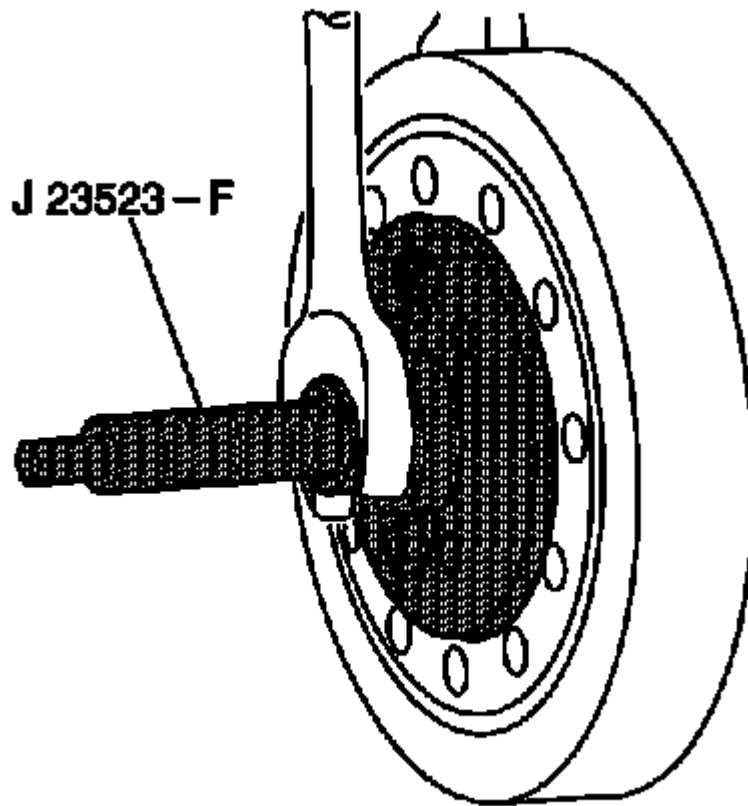


Fig. 226: Pressing The Crankshaft Balancer Onto The Crankshaf Using J 23523-F
Courtesy of GENERAL MOTORS CORP.

8. Install the crankshaft pulley and bolts. Finger tighten all bolts until snug in order to fully seat the pulley.
9. Tighten the bolts.

Tighten: Tighten the bolts to 58 N.m (43 lb ft).

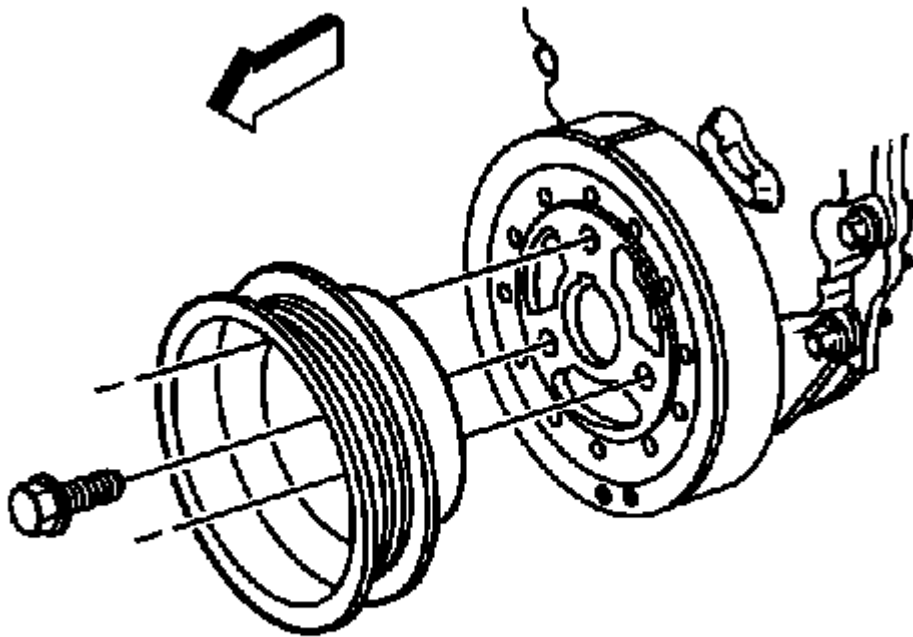


Fig. 227: View Of Crankshaft Pulley & Bolts
Courtesy of GENERAL MOTORS CORP.

10. Ensure that the crown of the crankshaft balancer washer (2) is faced away from the engine.

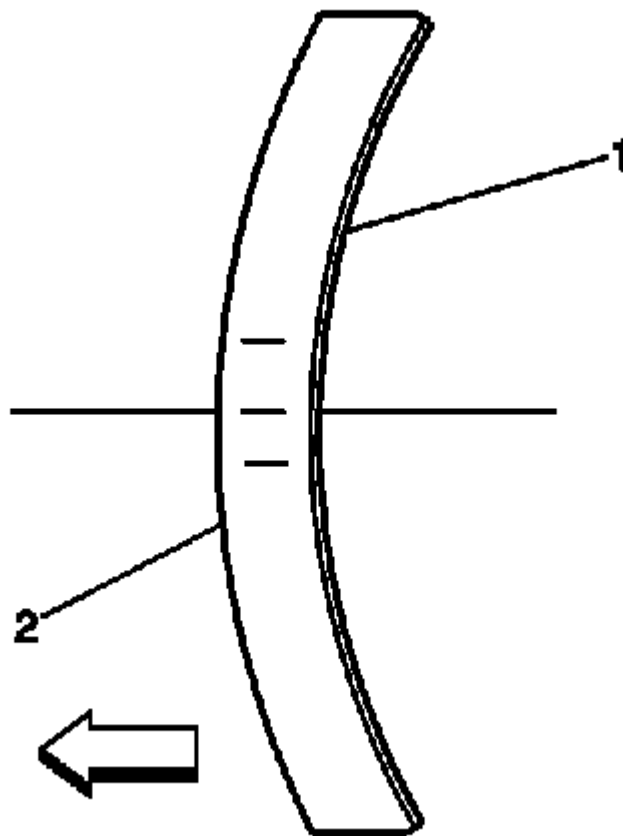


Fig. 228: Crankshaft Balancer Washer
Courtesy of GENERAL MOTORS CORP.

11. Install the crankshaft balancer washer and bolt.

Tighten: Tighten the bolt to 95 N.m (70 lb ft).

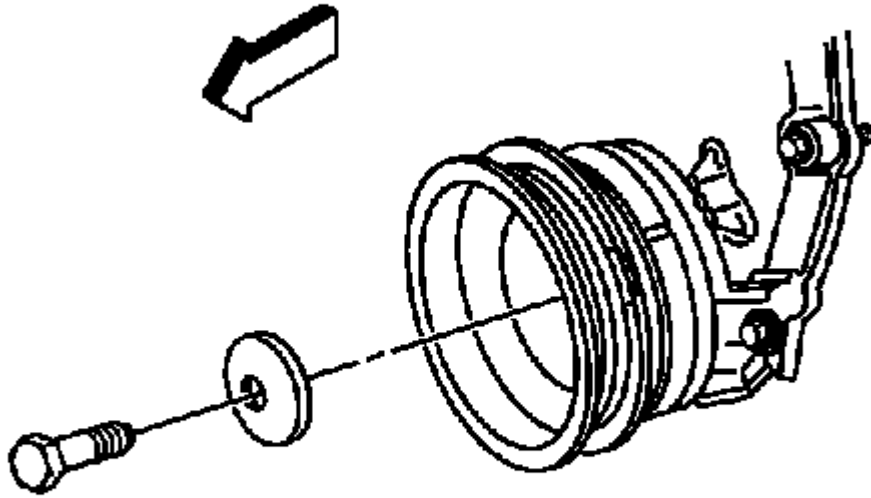


Fig. 229: View Of Crankshaft Balancer Washer & Bolt
Courtesy of GENERAL MOTORS CORP.

12. Install the cooling fan. Refer to **Fan Replacement** in Engine Cooling.
13. Install the drive belt. Refer to **Drive Belt Replacement**.

Crankshaft Front Oil Seal Replacement

Tools Required

J 35468 Cover Aligner and Seal Installer. See **Special Tools and Equipment**.

Removal Procedure

1. Remove the crankshaft balancer. Refer to **Crankshaft Balancer Replacement**.
2. Use a suitable seal puller, remove the crankshaft front oil seal.

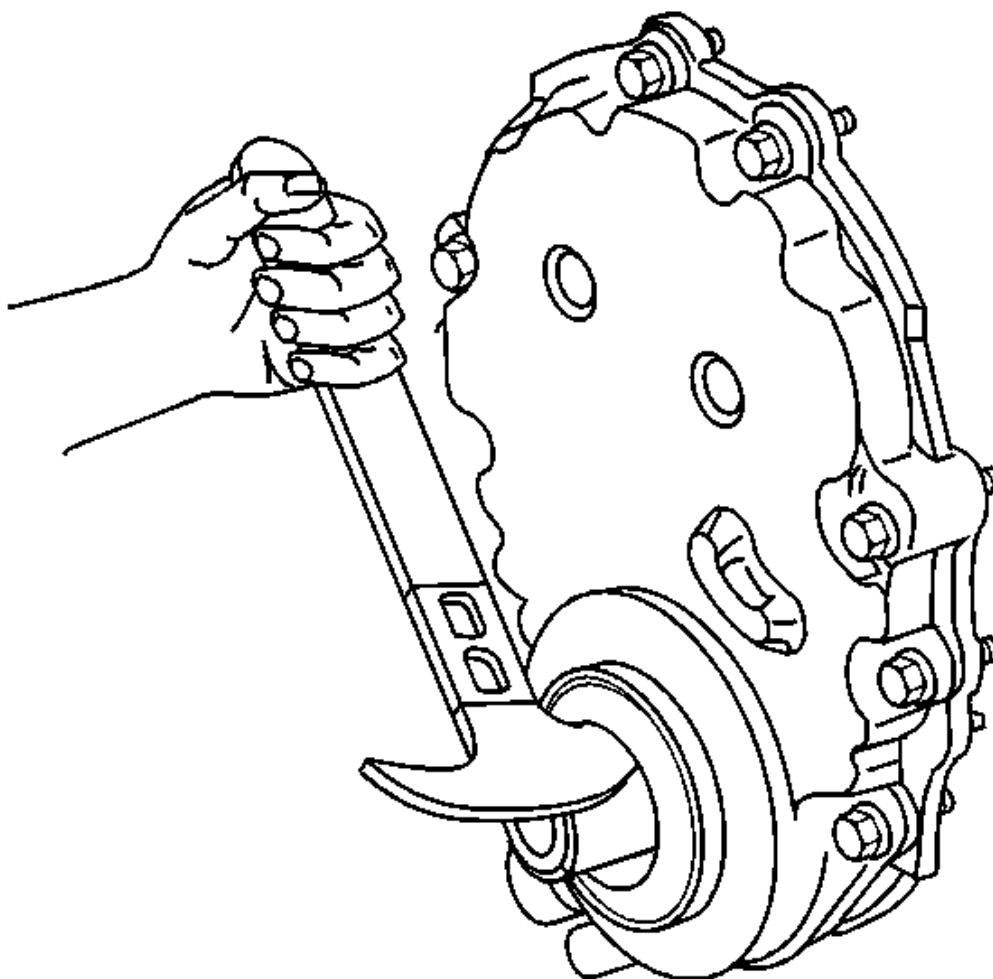


Fig. 230: Removing Crankshaft Front Oil Seal
Courtesy of GENERAL MOTORS CORP.

3. Inspect the engine front cover seal bore area for damage.

Installation Procedure

1. Lubricate the exterior of the NEW seal with clean engine oil.
2. Using **J 35468** and a hammer, install the crankshaft front oil seal.

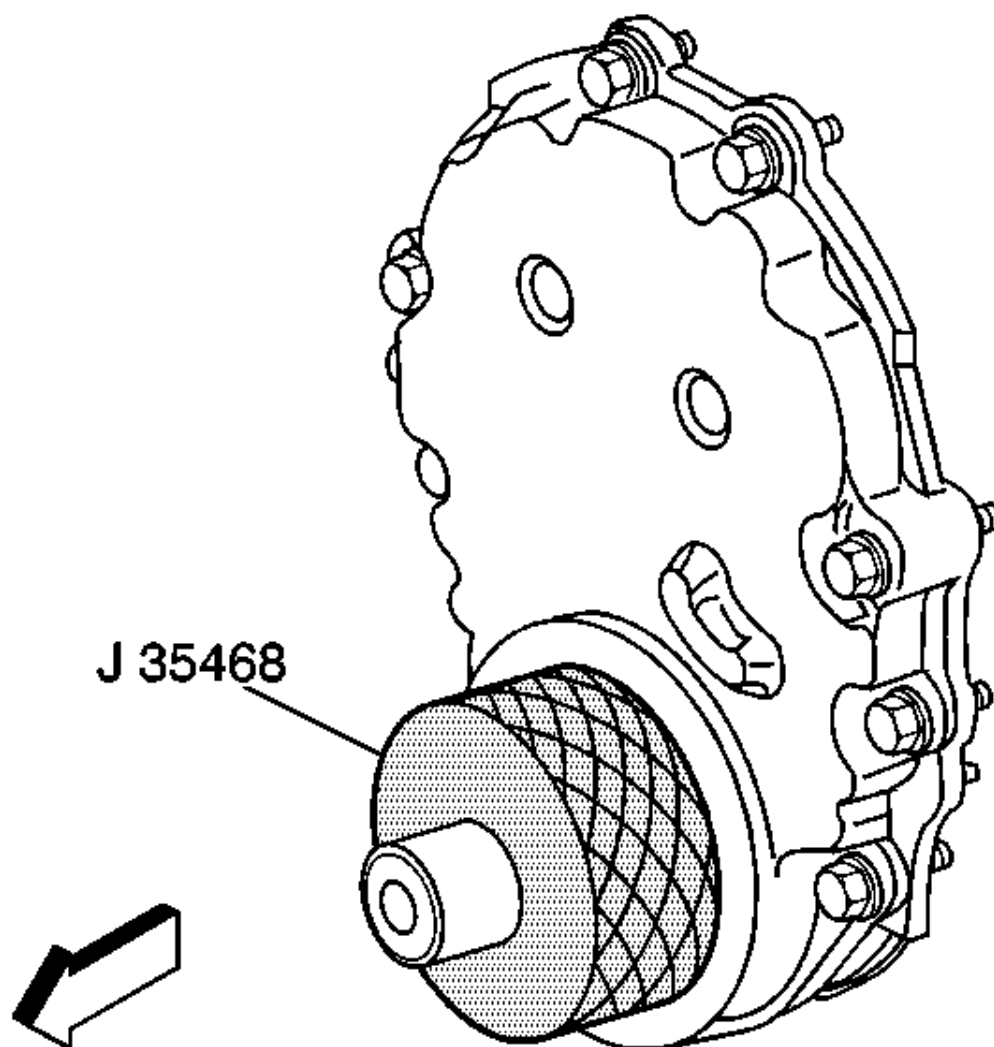


Fig. 231: Installing Crankshaft Front Oil Seal
Courtesy of GENERAL MOTORS CORP.

3. Ensure the crankshaft front oil seal is flush and square to the engine front cover.
4. Install the crankshaft balancer. Refer to **Crankshaft Balancer Replacement**.

Engine Front Cover Replacement

Removal Procedure

1. Remove the water pump. Refer to **Water Pump Replacement (4.3L Engine)** in Engine Cooling.

2. Remove the crankshaft balancer. Refer to **Crankshaft Balancer Replacement**.
3. Remove the oil pan. Refer to **Oil Pan Replacement**.
4. Remove the engine shield bolts and shield.

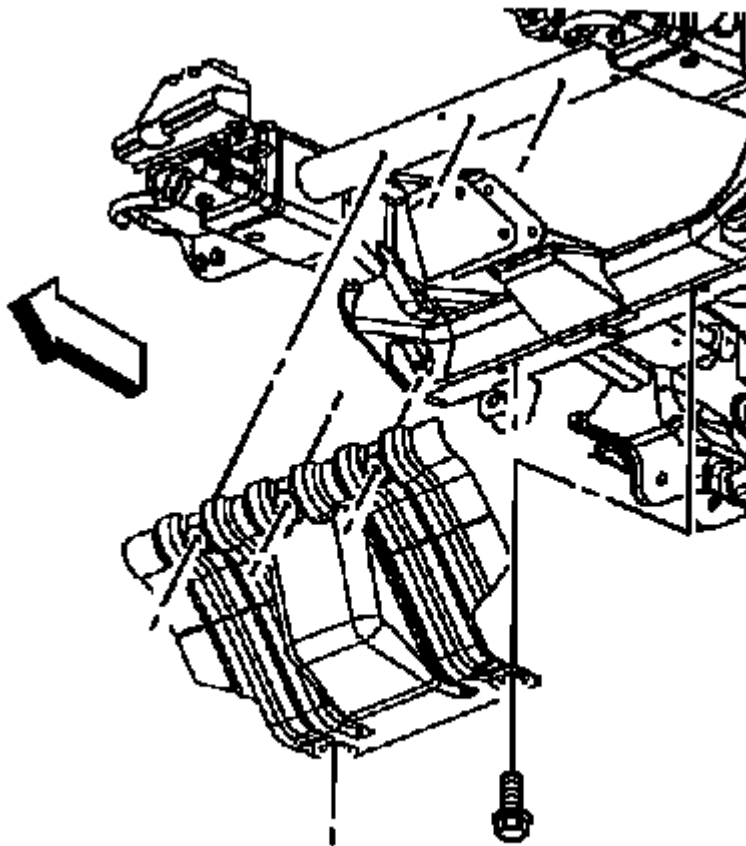


Fig. 232: View Of Engine Protection Shield
Courtesy of GENERAL MOTORS CORP.

5. Disconnect the crankshaft position (CKP) sensor electrical connector (5).

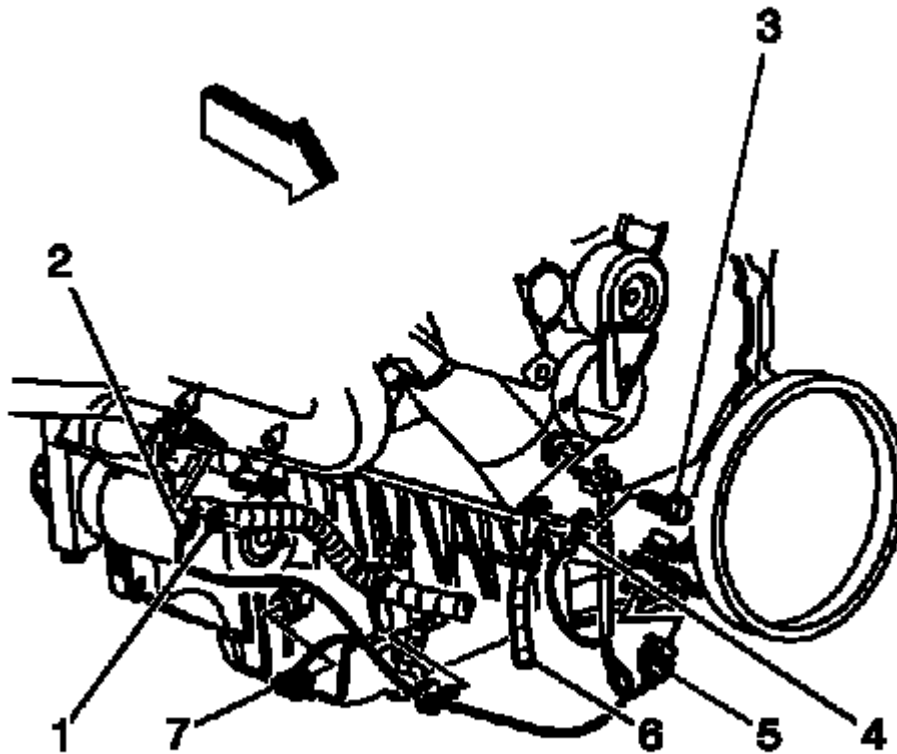


Fig. 233: View Of Oil Level Sensor Electrical Connector, CKP Electrical Connector & Battery Ground Bolt

Courtesy of GENERAL MOTORS CORP.

6. Remove the CKP sensor bolt and sensor.

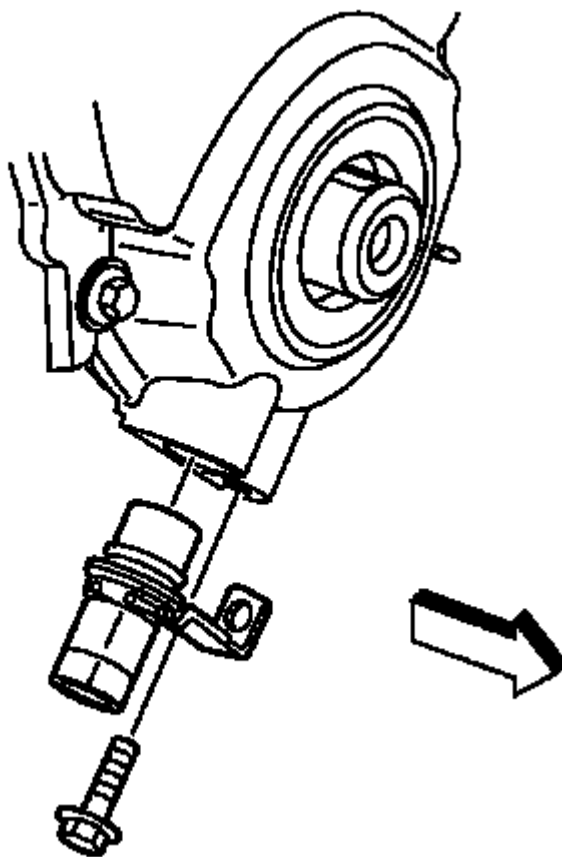


Fig. 234: View Of CKP Sensor & Bolt
Courtesy of GENERAL MOTORS CORP.

7. Remove and discard the CKP sensor O-ring seal.

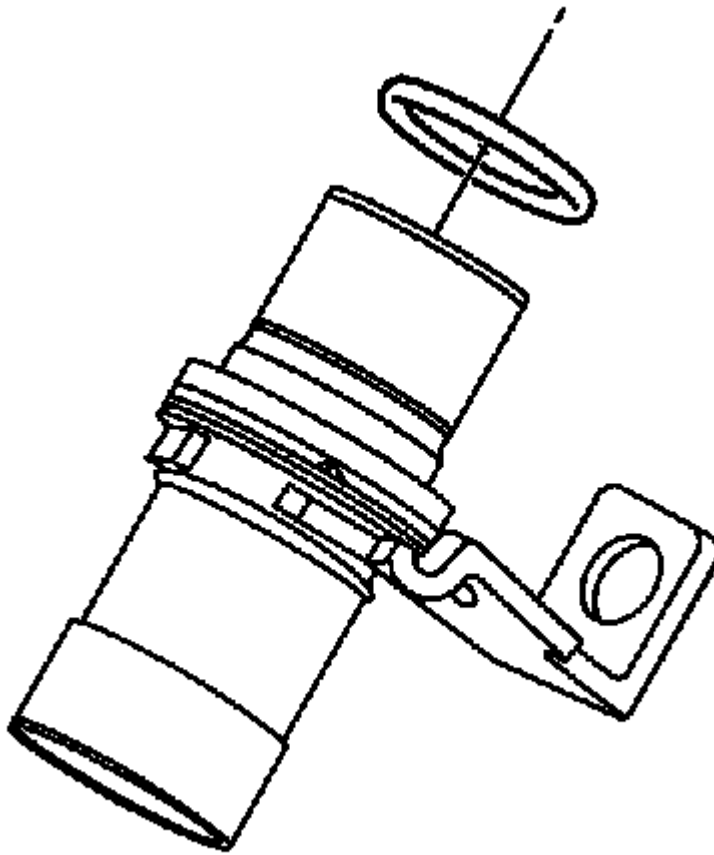


Fig. 235: View Of Crankshaft Position Sensor Seal O-Ring
Courtesy of GENERAL MOTORS CORP.

8. Remove the front cover bolts.

IMPORTANT: After the composite front cover is removed do not reinstall the front cover. Always install a NEW front cover.

9. Remove and discard the front cover.

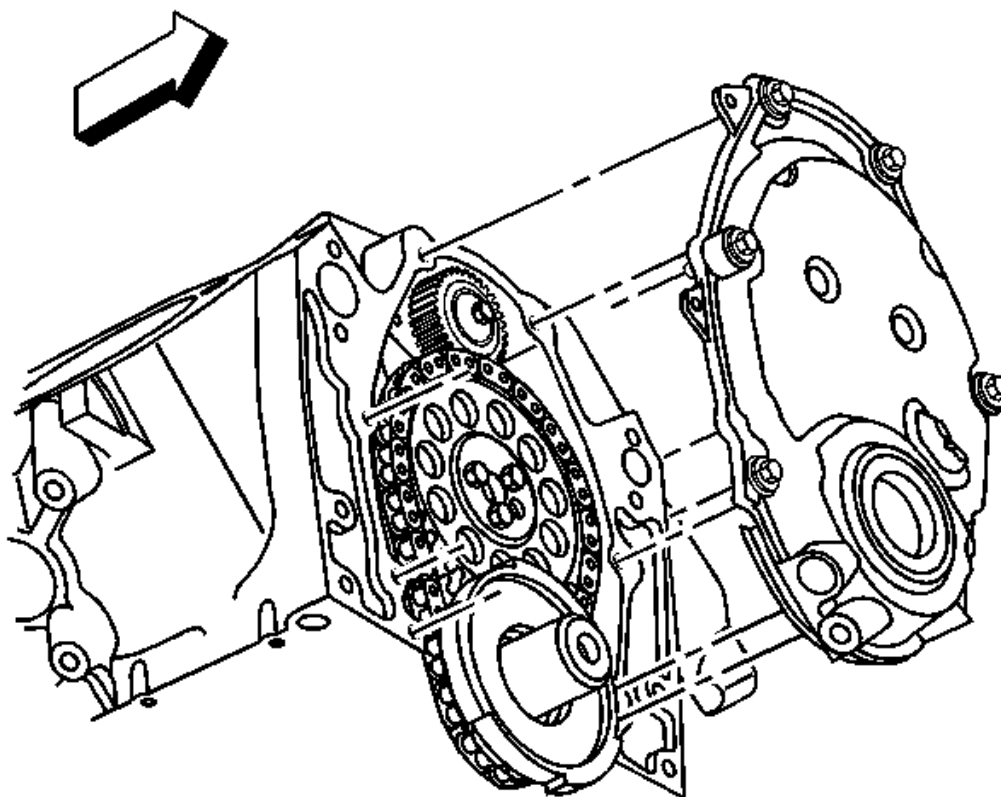


Fig. 236: Removing Front Cover
Courtesy of GENERAL MOTORS CORP.

10. Clean all sealing surfaces.

Installation Procedure

1. Install a NEW front cover.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the front cover bolts.

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

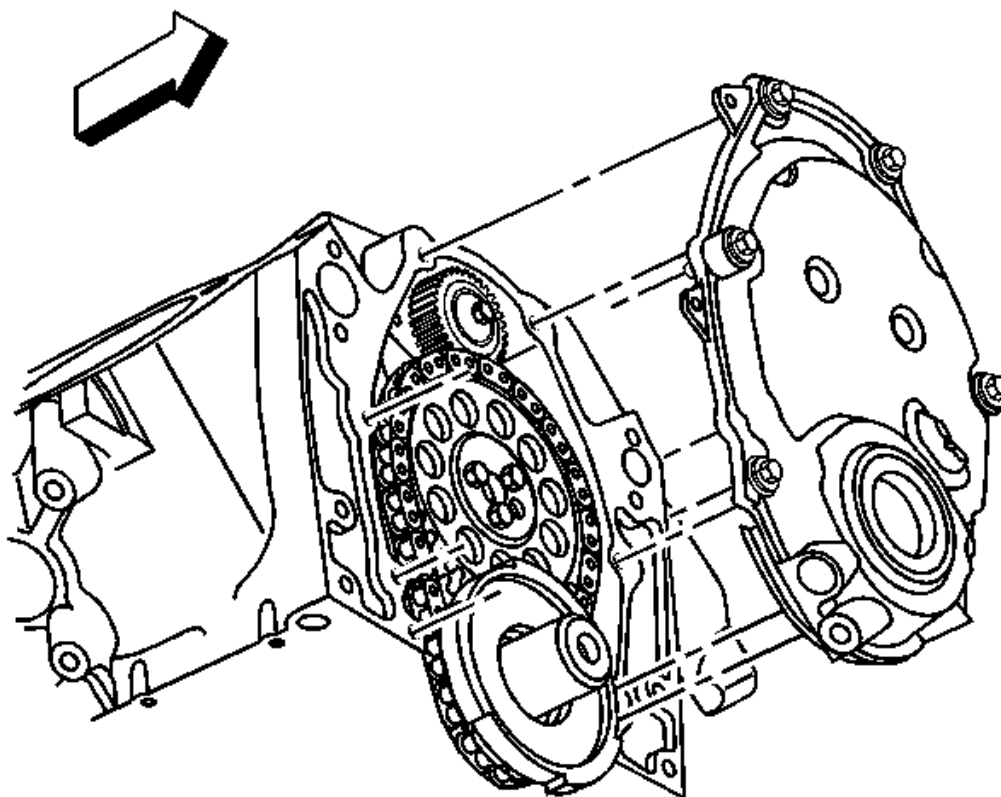


Fig. 237: Installing Front Cover
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: DO NOT reuse the original CKP sensor O-ring seal.

3. Lubricate a NEW CKP sensor O-ring seal with clean engine oil.
4. Install the NEW O-ring seal onto the CKP sensor.

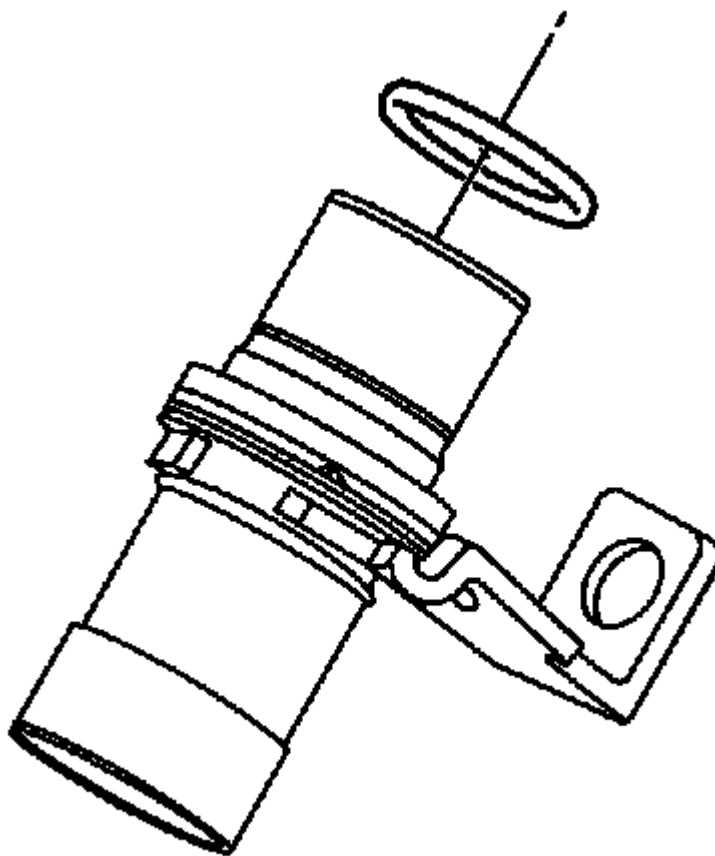


Fig. 238: View Of Crankshaft Position Sensor Seal O-Ring
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: When installing the CKP sensor, make sure the sensor is fully seated before tightening the bolt. A poorly seated sensor may perform erratically and may set false DTCs.

5. Install the CKP sensor and bolt.

Tighten: Tighten the bolt to 8 N.m (71 lb in).

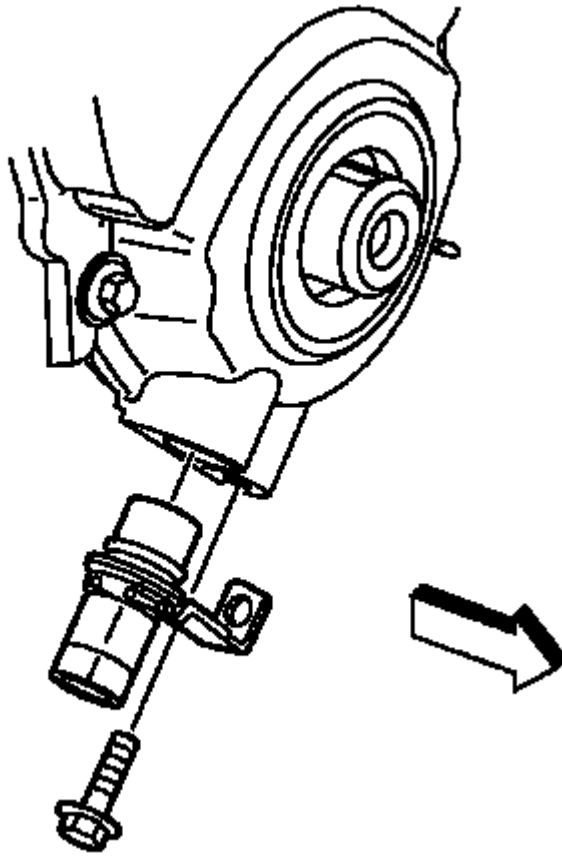


Fig. 239: View Of CKP Sensor & Bolt
Courtesy of GENERAL MOTORS CORP.

6. Connect the CKP sensor electrical connector (5).

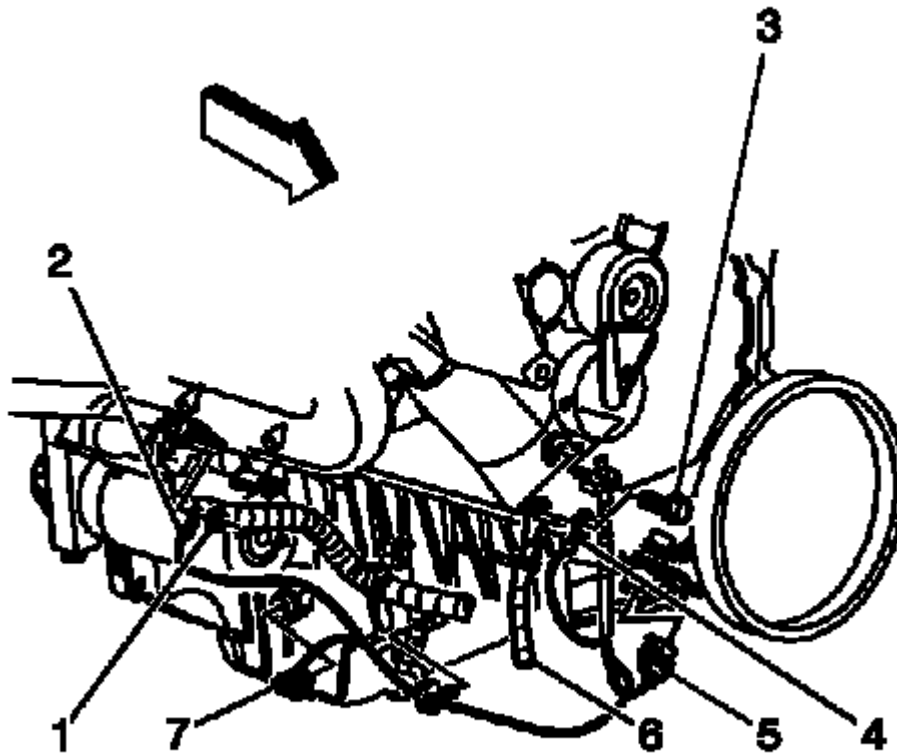


Fig. 240: View Of Oil Level Sensor Electrical Connector, CKP Electrical Connector & Battery Ground Bolt

Courtesy of GENERAL MOTORS CORP.

7. Install the engine shield and bolts.

Tighten: Tighten the bolts to 20 N.m (15 lb ft).

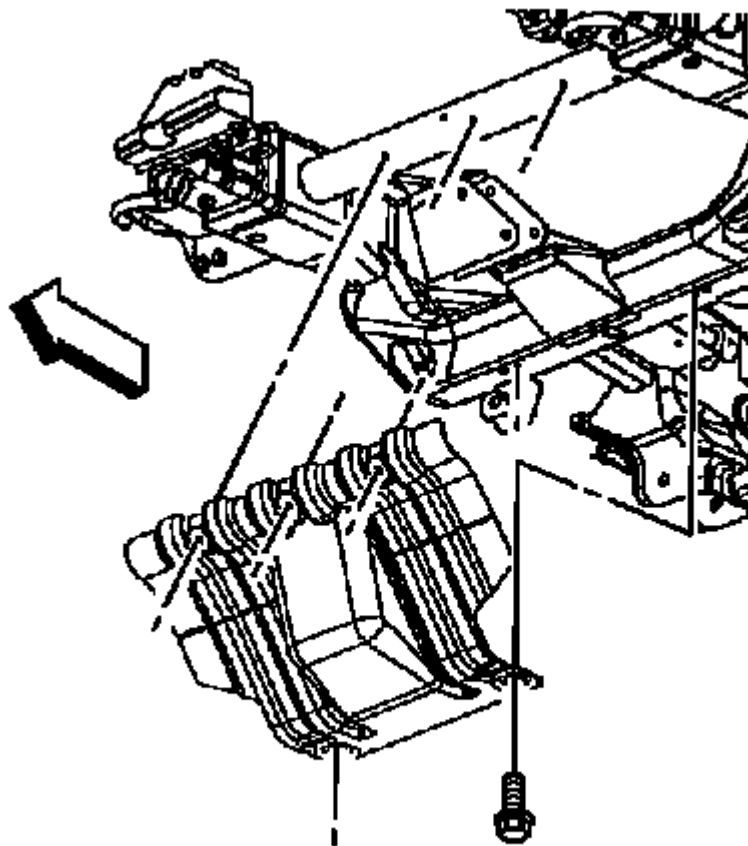


Fig. 241: View Of Engine Protection Shield
Courtesy of GENERAL MOTORS CORP.

8. Install the oil pan. Refer to **Oil Pan Replacement**.
9. Install the crankshaft balancer. Refer to **Crankshaft Balancer Replacement**.
10. Install the water pump. Refer to **Water Pump Replacement (4.3L Engine)** in Engine Cooling.

Crankshaft Position (CKP) Reluctor Ring Replacement

Tools Required

J 5590 Rear Pinion Bearing Race Installer

Removal Procedure

1. Remove the engine front cover. Refer to **Engine Front Cover Replacement**.
2. Remove the crankshaft position (CKP) sensor reluctor ring.

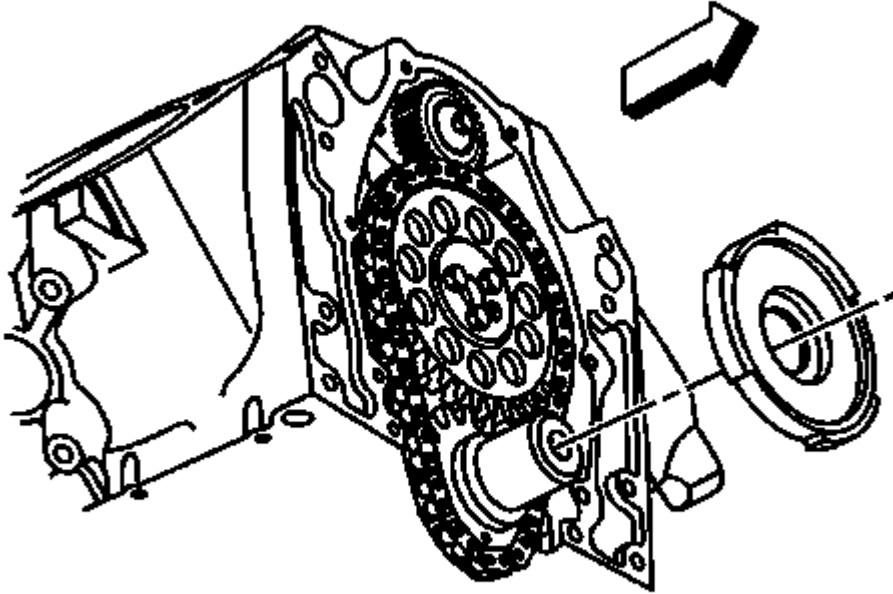


Fig. 242: Removing CKP Sensor Reluctor Ring
Courtesy of GENERAL MOTORS CORP.

Installation Procedure

NOTE: Failure to properly align the crankshaft position sensor reluctor ring may result in component damage and effect OBD II system performance.

IMPORTANT: The reluctor ring is shaped like a dish. The dish must face the engine front cover. Failure to do so will damage the front cover and the reluctor ring.

1. Install the CKP sensor reluctor ring.
 1. Align the keyway on the CKP sensor reluctor ring with the key in the crankshaft.
 2. Using **J 5590** , push the CKP sensor reluctor ring onto the crankshaft until completely seated against the crankshaft sprocket.

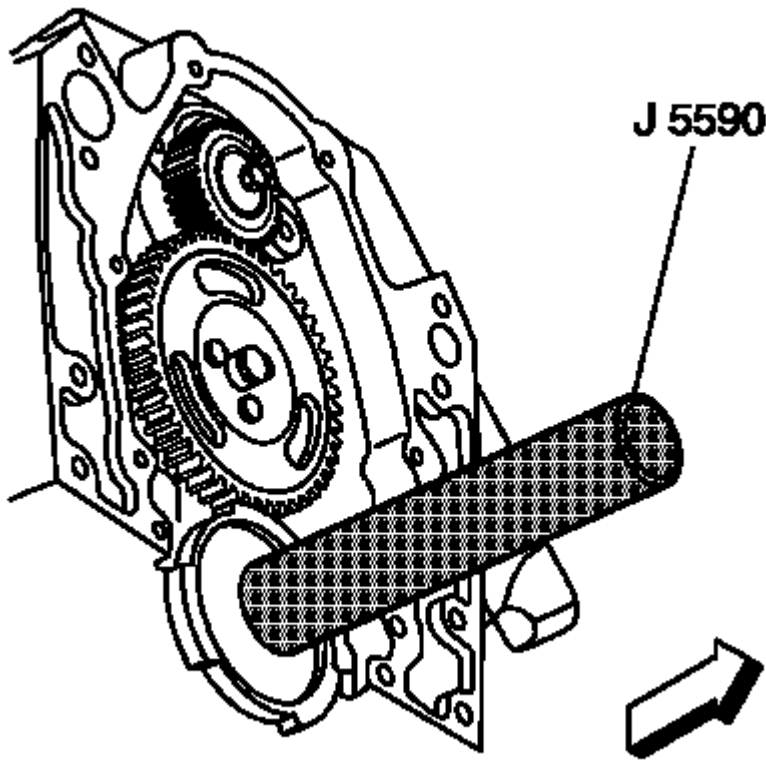


Fig. 243: Installing CKP Sensor Ring
Courtesy of GENERAL MOTORS CORP.

2. Install the engine front cover. Refer to **Engine Front Cover Replacement**.

Timing Chain, Sprockets, and/or Tensioner Replacement

Tools Required

- **J 5590** Rear Pinion Bearing Race Installer. See **Special Tools and Equipment**.
- **J 5825-A** Crankshaft Gear Remover. See **Special Tools and Equipment**.

Removal Procedure

NOTE: In order to rotate the engine install a bolt with the same threads as the crankshaft, but do not use the crankshaft balancer bolt or a bolt longer than 1 inch, in the crankshaft. Failing to do so will cause damage to the bolt threads and the crankshaft threaded hole when removing the bolt.

1. Remove the crankshaft position (CKP) sensor reluctor ring. Refer to **Crankshaft Position (CKP) Reluctor Ring Replacement**.

2. Install a 7/16-20 x 1 inch bolt into the end of the crankshaft.

NOTE: Align the timing marks before removing the timing chain. If it is necessary to turn either the camshaft or the crankshaft with the timing chain removed, loosen or remove the valve rocker arms. Turning either the crankshaft or camshaft with the timing chain removed may cause the pistons to contact the valves, resulting in damage.

3. Rotate the crankshaft until:
 - The timing marks on both sprockets line up.
 - The number 4 cylinder is at top dead center (TDC) of the compression stroke.

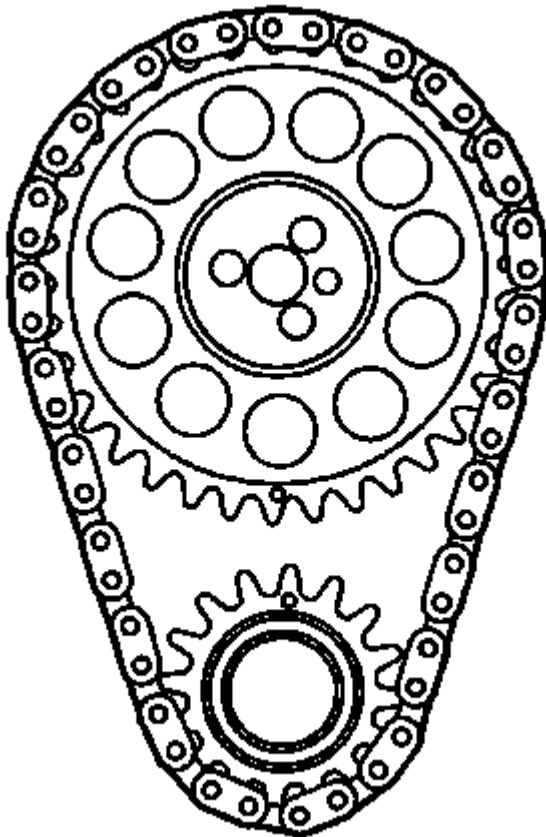


Fig. 244: View Of Camshaft & Crankshaft Sprocket Timing Marks
Courtesy of GENERAL MOTORS CORP.

4. Unsnap the timing chain tensioner shoe from the pin (1).

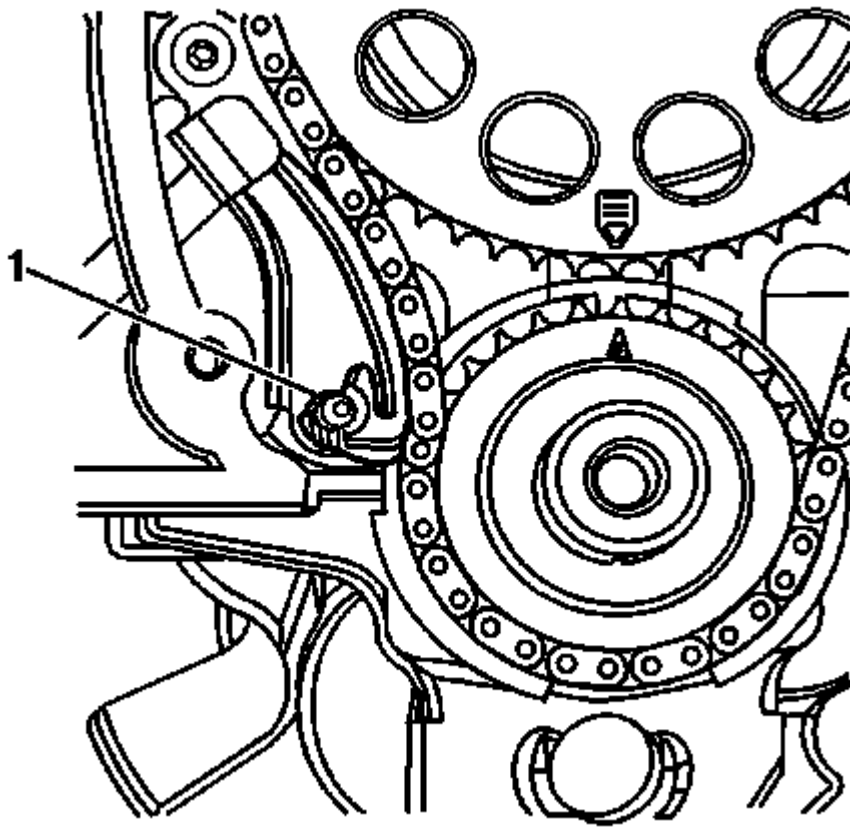


Fig. 245: Timing Chain Tensioner Shoe
Courtesy of GENERAL MOTORS CORP.

5. Remove the camshaft sprocket bolts.

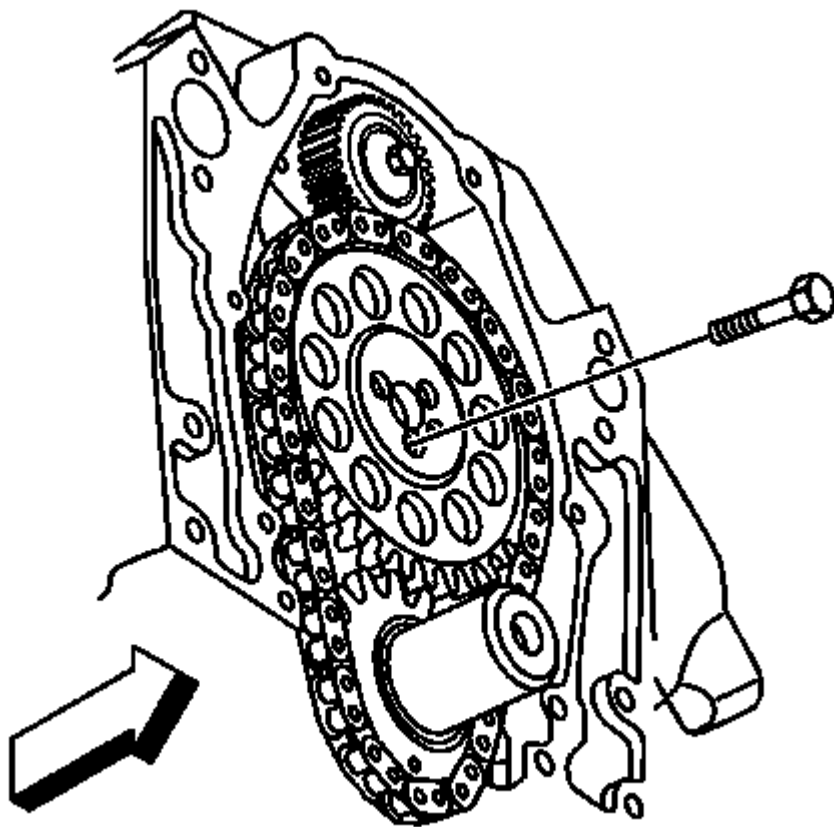


Fig. 246: Removing Camshaft Sprocket Bolts
Courtesy of GENERAL MOTORS CORP.

6. Remove the camshaft sprocket and the camshaft timing chain.

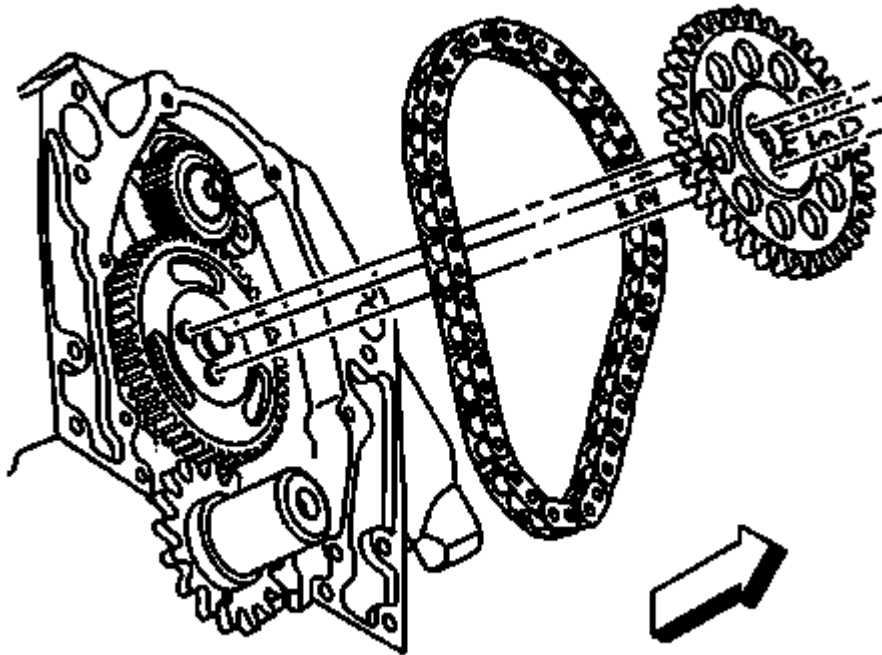


Fig. 247: Removing Camshaft Sprocket & Camshaft Timing Chain
Courtesy of GENERAL MOTORS CORP.

7. Using **J 5825-A** and an open end wrench, remove the crankshaft sprocket.

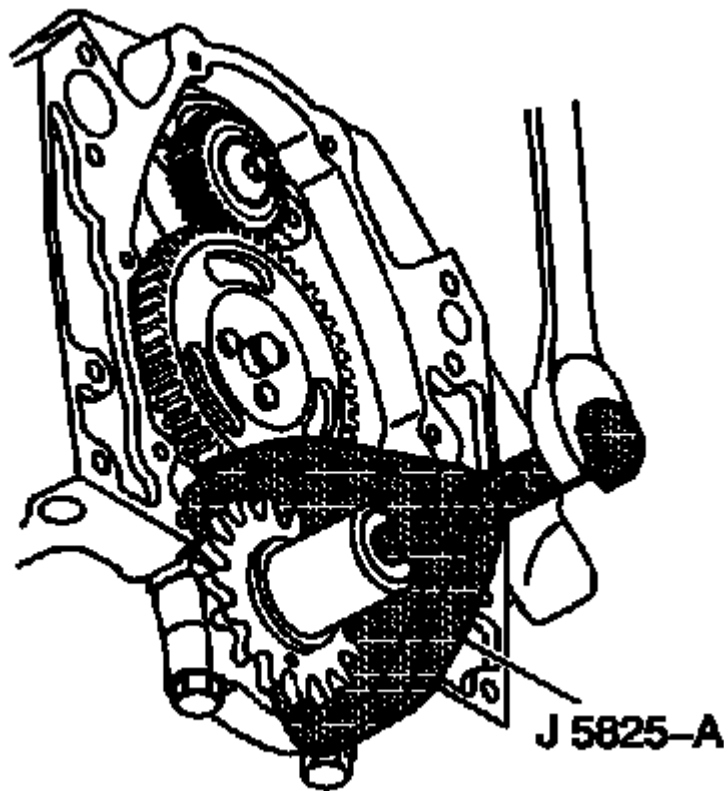


Fig. 248: Removing Crankshaft Sprocket Using J 5825-A
Courtesy of GENERAL MOTORS CORP.

8. Remove the crankshaft balancer key.

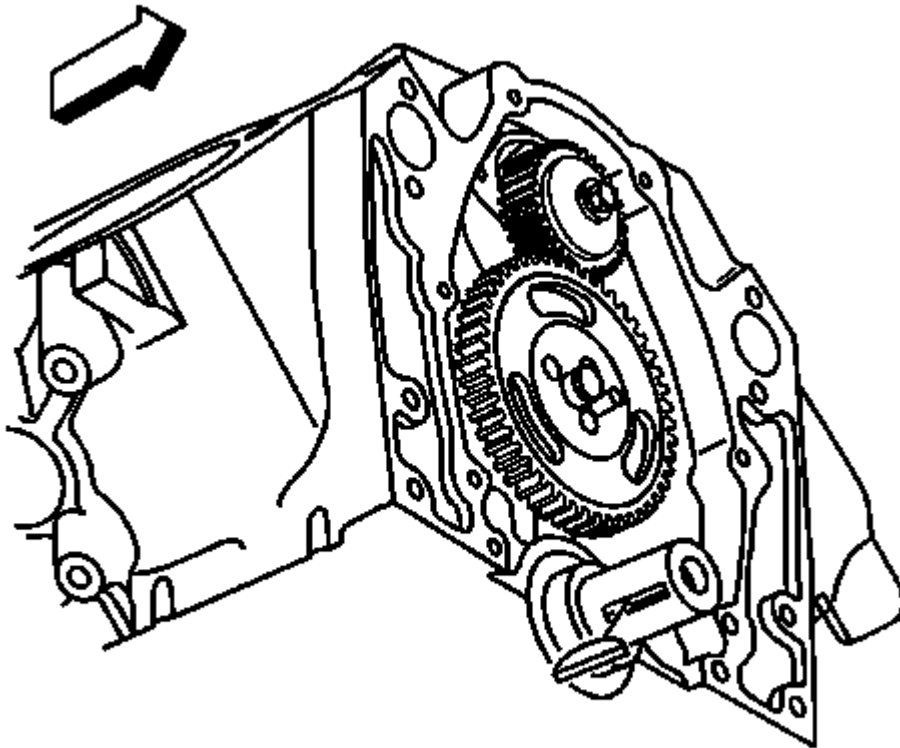


Fig. 249: Removing Crankshaft Balancer Key
Courtesy of GENERAL MOTORS CORP.

9. If necessary, remove the timing chain tensioner bracket bolt and bracket.

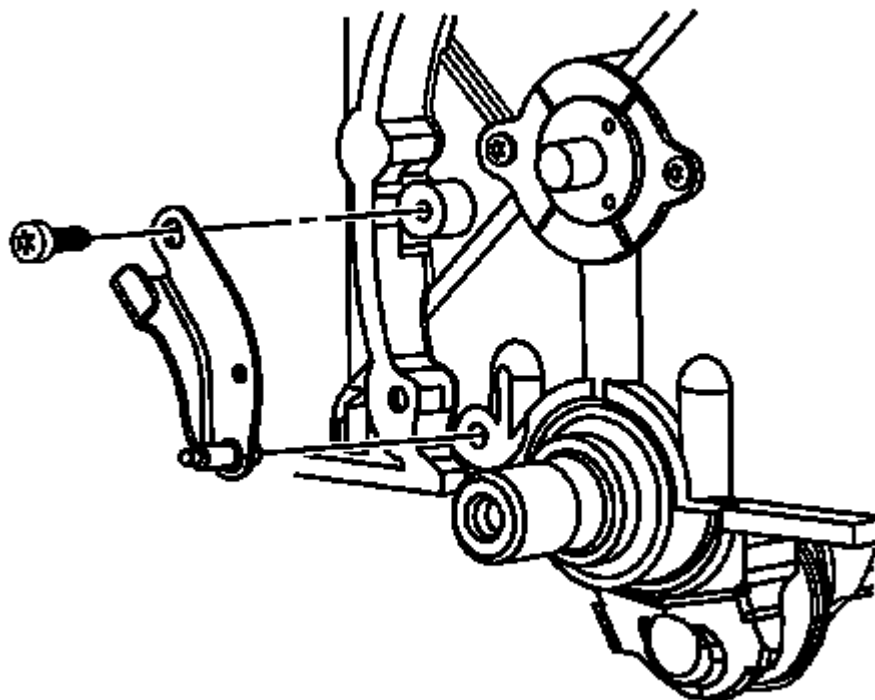


Fig. 250: Removing Timing Chain Tensioner Bracket
Courtesy of GENERAL MOTORS CORP.

10. Clean and inspect the timing chain and sprockets, if necessary. Refer to **Timing Chain and Sprockets Cleaning and Inspection**.

Installation Procedure

NOTE: Refer to **Fastener Notice** in Cautions and Notices.

1. If necessary, install the timing chain tensioner bracket and bolt.

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

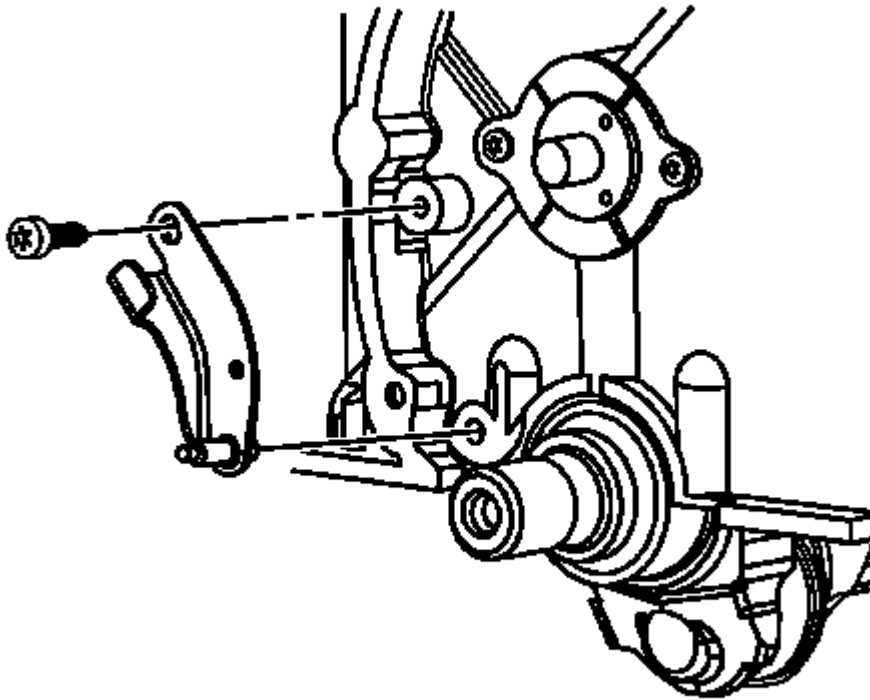


Fig. 251: Installing Timing Chain Tensioner Bracket
Courtesy of GENERAL MOTORS CORP.

2. Install the key into the crankshaft keyway.

The crankshaft balancer key should be parallel to the crankshaft or with a slight incline.

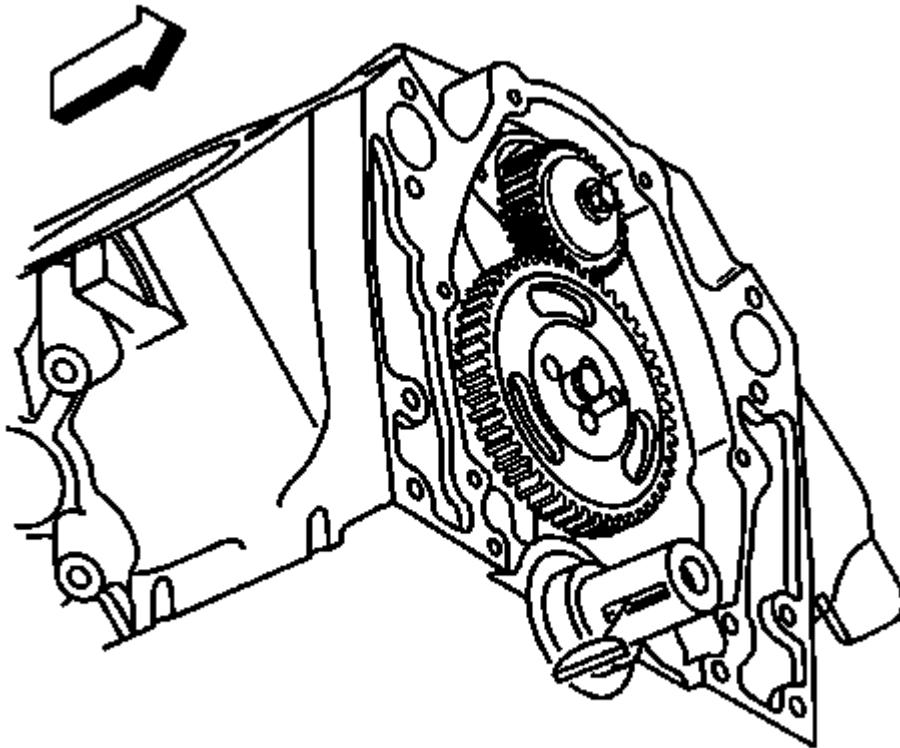


Fig. 252: Installing Crankshaft Balancer Key
Courtesy of GENERAL MOTORS CORP.

3. Align the keyway of the crankshaft sprocket with the crankshaft balancer key.
4. Using **J 5590** , install the crankshaft sprocket.

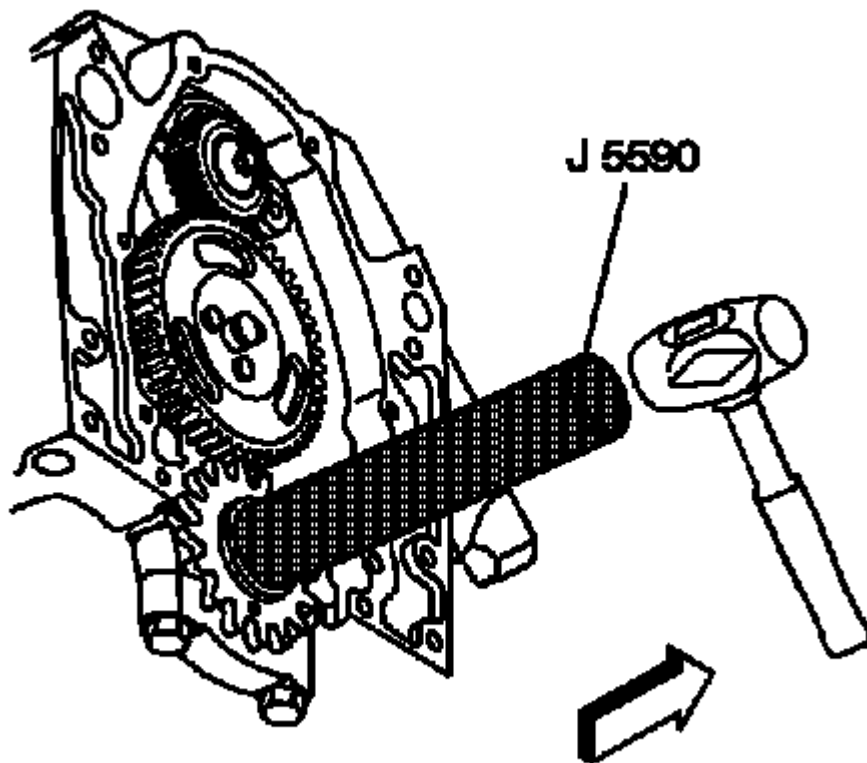


Fig. 253: Installing Crankshaft Sprocket
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Install the camshaft sprocket with the alignment mark at the 6 o'clock position.

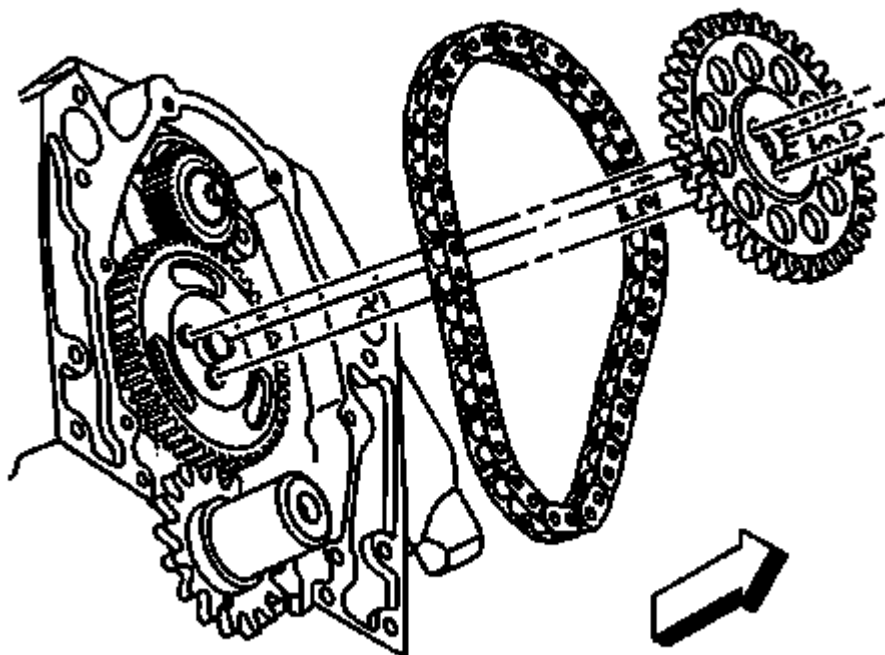


Fig. 254: Installing Camshaft Sprocket & Camshaft Timing Chain
Courtesy of GENERAL MOTORS CORP.

5. Install the camshaft sprocket and the camshaft timing chain. Wrap the timing chain around the crankshaft sprocket and position to the driver's side of the engine.
6. Install the timing chain tensioner shoe onto the bracket and position the top of the shoe under the tab at the top of the bracket.

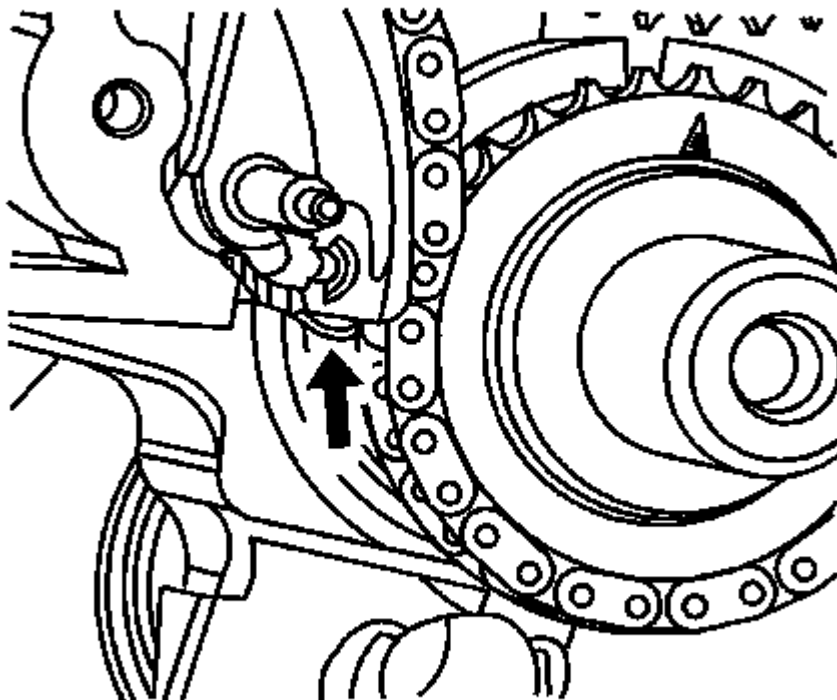


Fig. 255: Timing Chain Tensioner Shoe
Courtesy of GENERAL MOTORS CORP.

7. Insert the camshaft timing chain sprocket into the timing chain and position so when the camshaft timing chain sprocket is installed on the camshaft, the camshaft timing marks will line up.

IMPORTANT: Do not use a hammer to install the camshaft sprocket onto the camshaft.
To do so may dislodge the expansion cup plug.

8. Install the camshaft sprocket bolts.

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

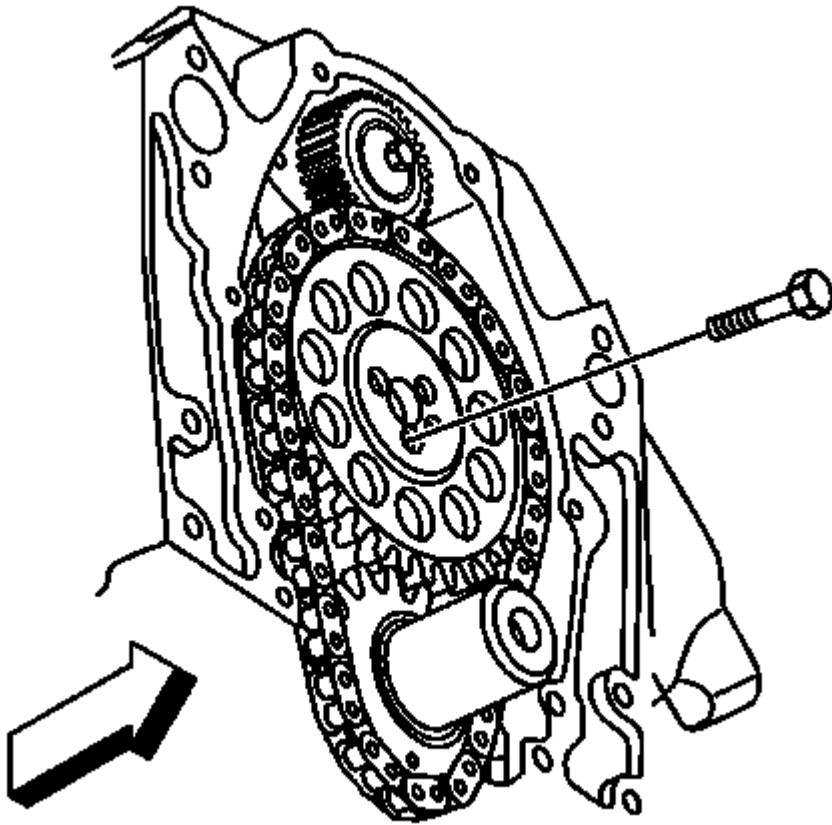


Fig. 256: Installing Camshaft Sprocket Bolts
Courtesy of GENERAL MOTORS CORP.

9. Ensure that the crankshaft sprocket is aligned at the 12 o'clock position and camshaft sprocket is aligned at the 6 o'clock position.

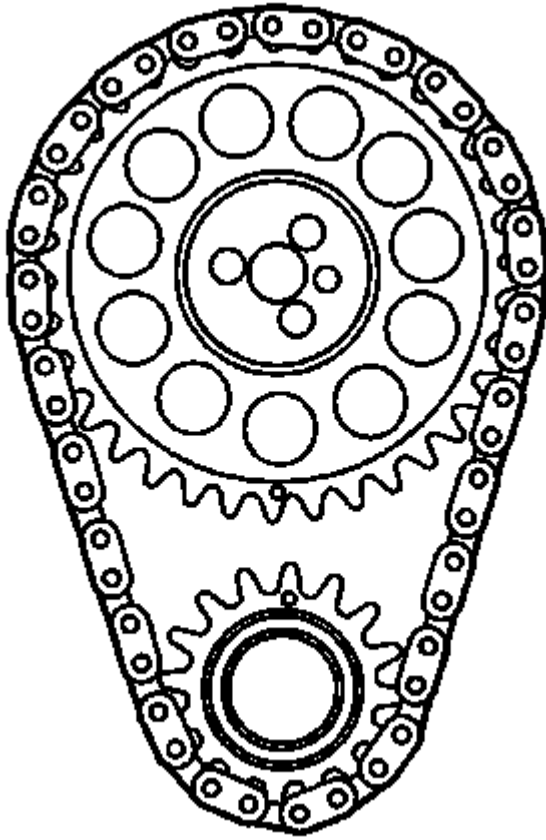


Fig. 257: View Of Camshaft & Crankshaft Sprocket Timing Marks
Courtesy of GENERAL MOTORS CORP.

10. Remove the bolt that was installed in the end of the crankshaft.
11. Install the CKP sensor reluctor ring. Refer to **Crankshaft Position (CKP) Reluctor Ring Replacement**.

Balance Shaft Replacement

Tools Required

- **J 8092** Universal Driver Handle. See **Special Tools and Equipment**.
- **J 36996** Balance Shaft Installer. See **Special Tools and Equipment**.
- **J 45059** Angle Meter. See **Special Tools and Equipment**.

Removal Procedure

1. Remove the radiator. Refer to **Radiator Replacement (EXC 8.1L)** or **Radiator Replacement (8.1L)** in Engine Cooling.
2. Remove the air conditioning (A/C) condenser. Refer to **Condenser Replacement** in Heating, Ventilation, and Air Conditioning.
3. Remove the lifter pushrod guide. Refer to **Valve Lifter Replacement**.
4. Remove the timing chain and camshaft sprocket. Refer to **Timing Chain, Sprockets, and/or Tensioner**

Replacement.

5. Remove the balance shaft drive gear.

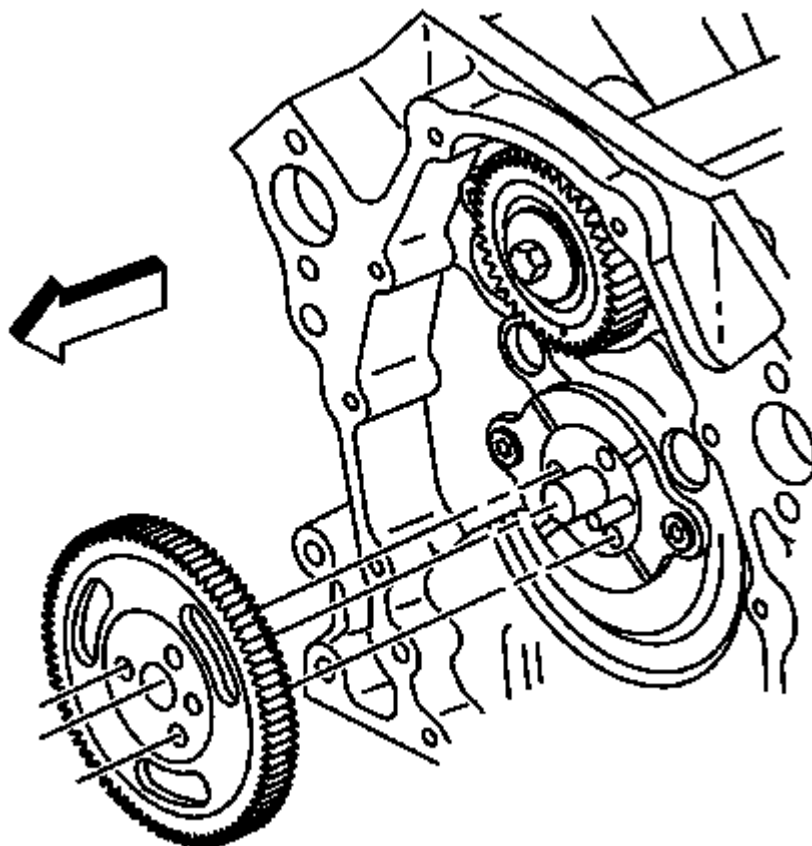


Fig. 258: View Of Balance Shaft Drive Gear
Courtesy of GENERAL MOTORS CORP.

6. Remove the balance shaft driven gear bolt.
 1. Use a wrench in order to secure the balance shaft.

Place the wrench onto the balance shaft near to the balance shaft front bearing.

2. Remove the balance shaft bolt.
 3. Remove the wrench from the balance shaft.
7. Remove the balance shaft driven gear.

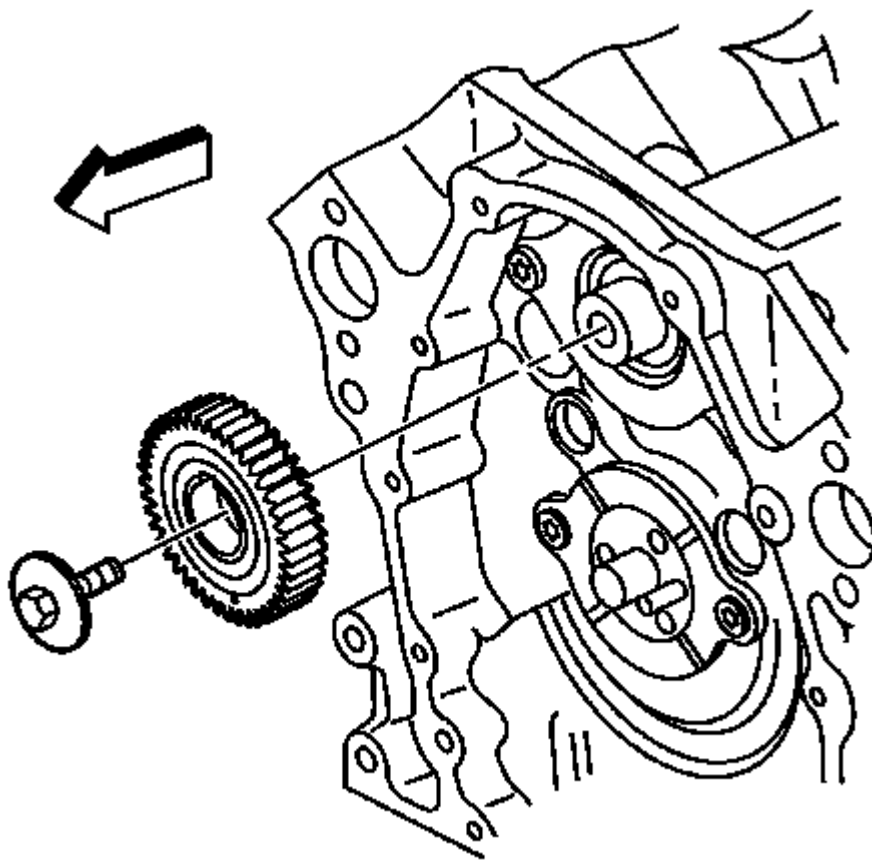


Fig. 259: Locating Balance Shaft Driven Gear
Courtesy of GENERAL MOTORS CORP.

8. Remove the balance shaft retainer bolts and retainer.

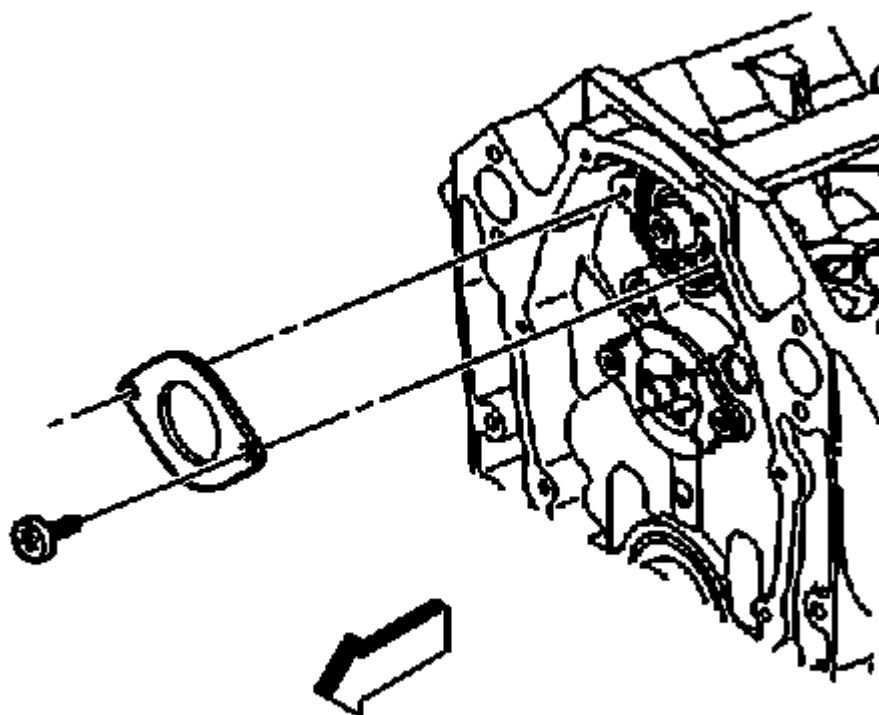


Fig. 260: View of Balance Shaft Retainer & Bolts
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The balance shaft and the balance shaft front bearing are serviced only as a package. Do not remove the balance shaft front bearing from the balance shaft.

9. Use a soft-faced hammer in order to remove the balance shaft from the engine block.

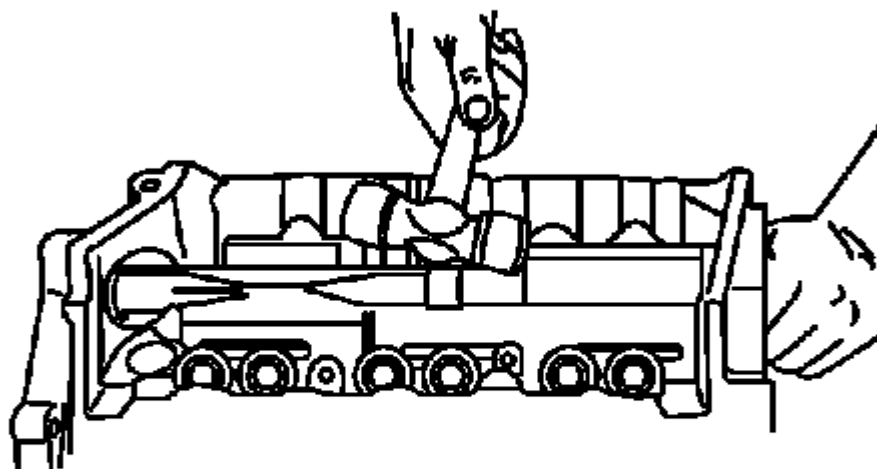


Fig. 261: Removing Balance Shaft
Courtesy of GENERAL MOTORS CORP.

10. Clean and inspect the balance shaft, if necessary. Refer to **Balance Shaft Cleaning and Inspection**.

Installation Procedure

IMPORTANT: The balance shaft drive and balance shaft driven gears are serviced as a set.
The set includes the balance shaft driven gear bolt.

1. Apply clean engine oil to the balance shaft front bearing.
2. Using **J 36996** and **J 8092** , install the balance shaft.

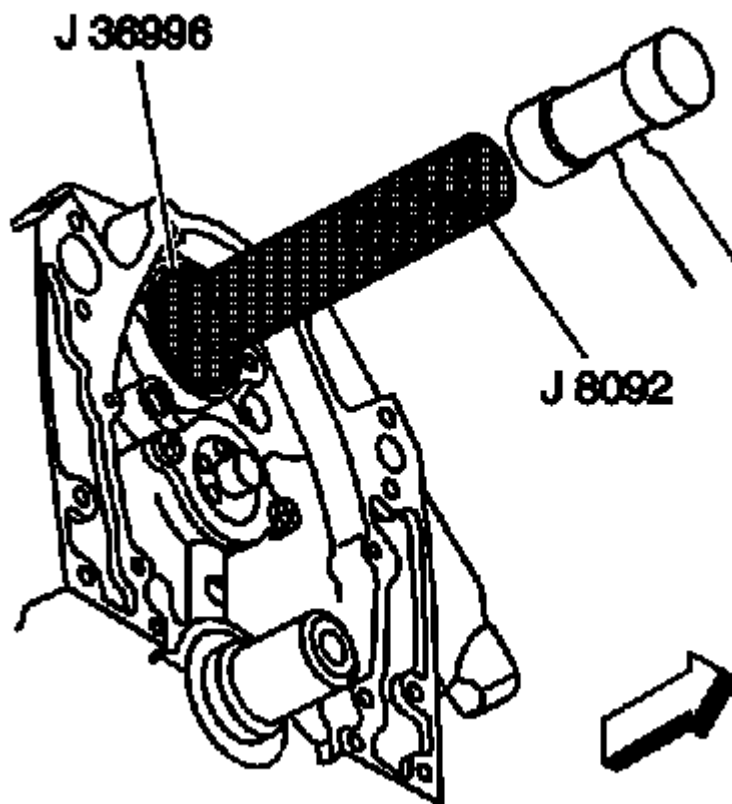


Fig. 262: Installing Balance Shaft
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install the balance shaft retainer and bolts.

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

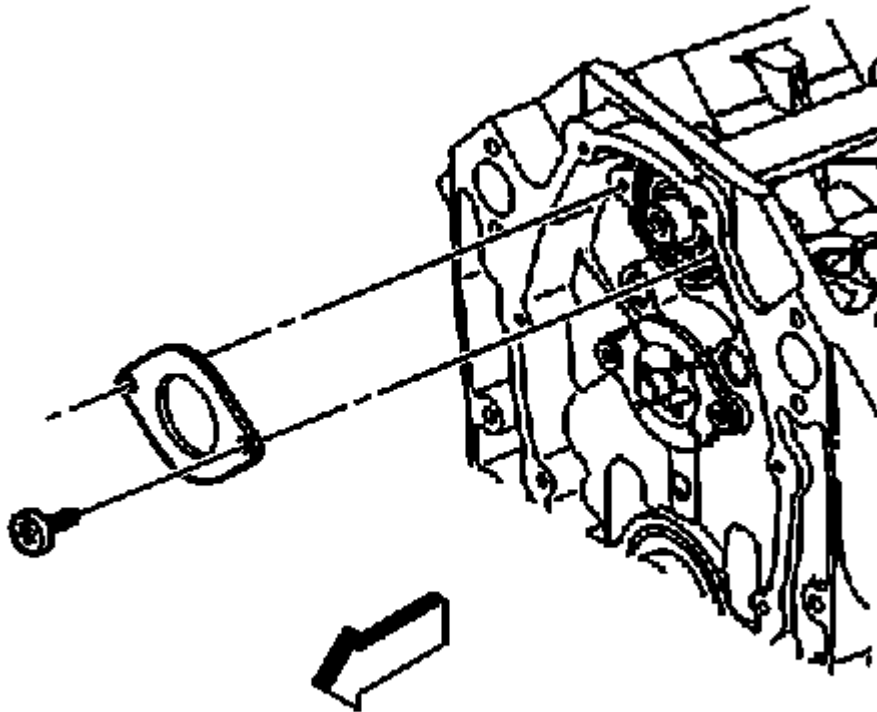


Fig. 263: View of Balance Shaft Retainer & Bolts
Courtesy of GENERAL MOTORS CORP.

4. Install the balance shaft driven gear.
5. If reusing the fastener, apply Threadlocker GM P/N 12345382 (Canadian P/N 10953489), or equivalent, to the threads of the balance shaft driven gear bolt.
6. Install the balance shaft driven gear bolt.
 1. Use a wrench to secure the balance shaft.

Place the wrench onto the balance shaft near to the balance shaft front bearing.

2. Install the balance shaft driven gear bolt.

Tighten:

1. Tighten the bolt a first pass to 20 N.m (15 lb ft).
2. Tighten the bolt a final pass an additional 35 degrees using **J 45059** .

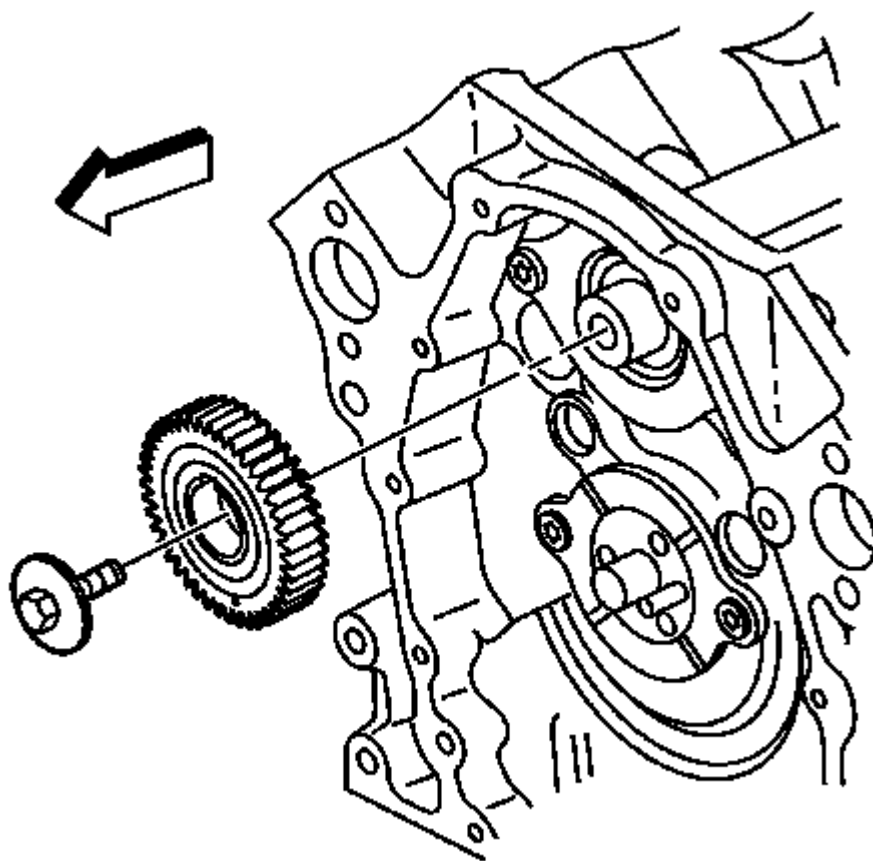


Fig. 264: Locating Balance Shaft Driven Gear
Courtesy of GENERAL MOTORS CORP.

7. Remove the wrench from the balance shaft.
8. Rotate the balance shaft by hand in order to ensure that there is clearance between the balance shaft and the valve lifter pushrod guide. If the balance shaft does not rotate freely, check to ensure that the retaining ring on the balance shaft front bearing is seated on the case.
9. Install the balance shaft drive gear. DO NOT install the camshaft sprocket bolts at this time.

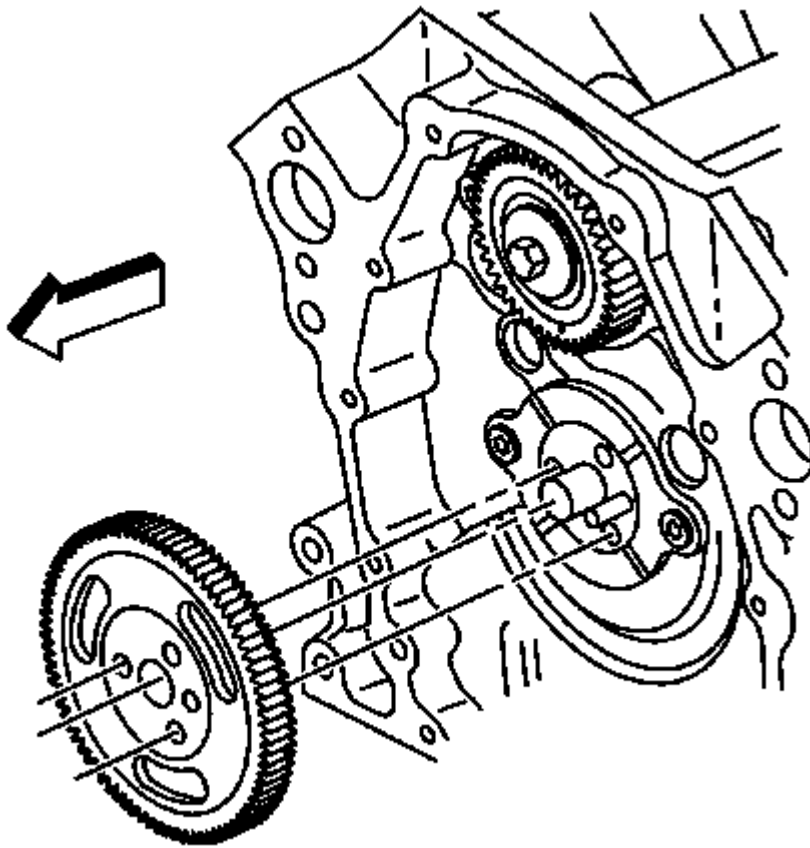


Fig. 265: View Of Balance Shaft Drive Gear
Courtesy of GENERAL MOTORS CORP.

10. Rotate the camshaft so that the timing mark on the balance shaft drive gear is in the 12 o'clock position.

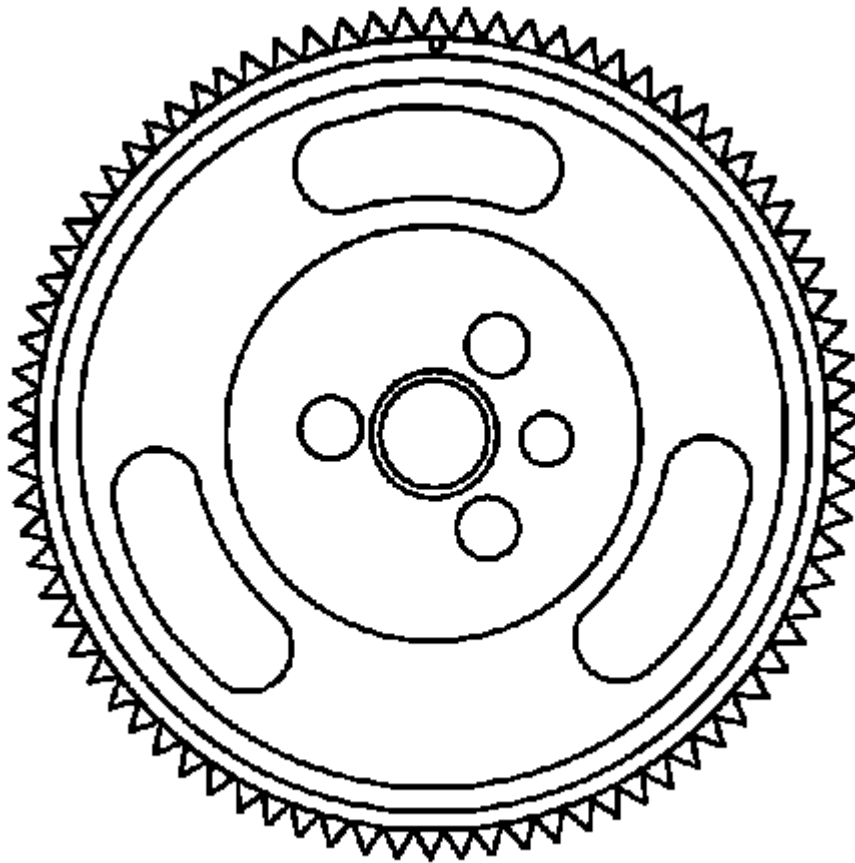


Fig. 266: Balance Shaft Drive Gear Camshaft Timing Mark
Courtesy of GENERAL MOTORS CORP.

11. Remove the balance shaft drive gear.

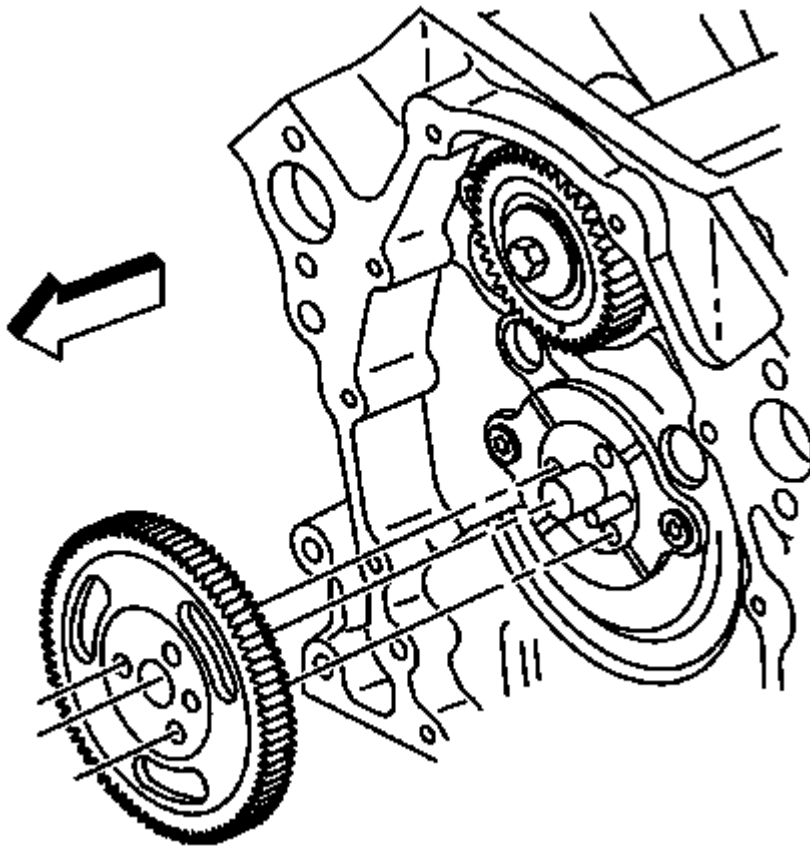


Fig. 267: View Of Balance Shaft Drive Gear
Courtesy of GENERAL MOTORS CORP.

12. Rotate the balance shaft so that the timing mark on the balance shaft driven gear is in the 6 o'clock position.

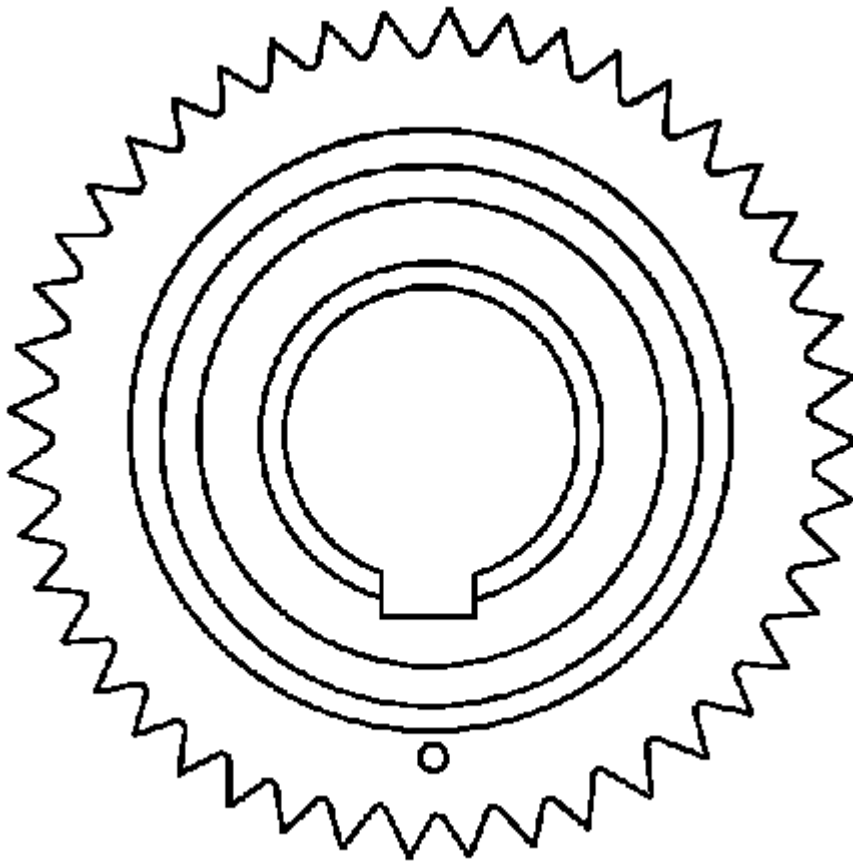


Fig. 268: Balance Shaft Driven Gear Timing Mark
Courtesy of GENERAL MOTORS CORP.

13. Position the balance shaft drive gear onto the engine camshaft.
14. Look to ensure that the balance shaft drive gear and the balance shaft driven gear timing marks are aligned.

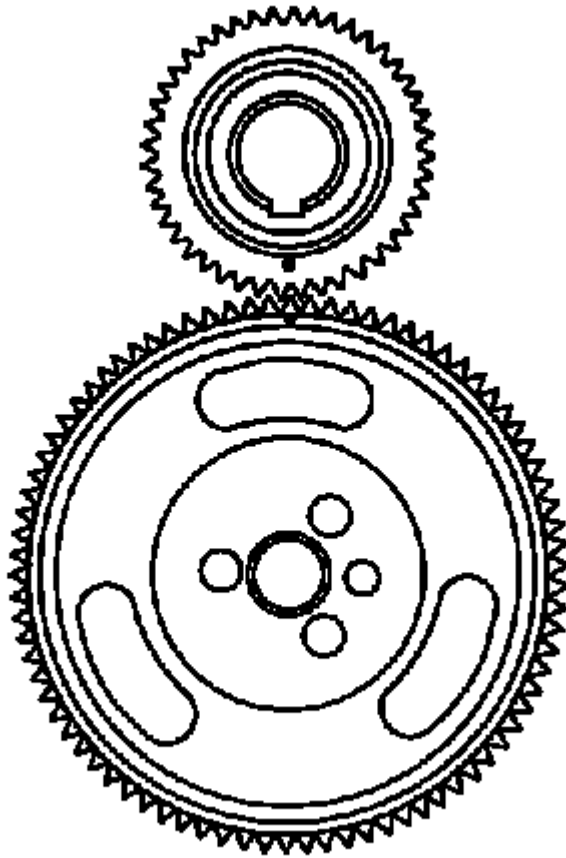


Fig. 269: Aligning Balance Shaft Drive Gear & Balance Shaft Driven Gear Timing Marks
Courtesy of GENERAL MOTORS CORP.

15. Install the timing chain and the camshaft sprocket. Refer to **Timing Chain, Sprockets, and/or Tensioner Replacement**.
16. Install the valve lifter pushrod guide. Refer to **Valve Lifter Replacement**.
17. Install the A/C condenser. Refer to **Condenser Replacement** in Heating, Ventilation, and Air Conditioning.
18. Install the radiator. Refer to **Radiator Replacement (EXC 8.1L)** or **Radiator Replacement (8.1L)** in Engine Cooling.

Balance Shaft Bearing and/or Bushing Replacement

Tools Required

- J 26941 Bushing and Bearing Remover
- J 38834 Balance Shaft Service Kit

Removal Procedure

IMPORTANT: The balance shaft and the front bearing are serviced only as a package. Do not remove the bearing from the balance shaft.

1. Remove the balance shaft. Refer to **Balance Shaft Replacement**.
2. Using J 26941 and the **J 38834** , remove the balance shaft rear bearing.
 1. Install the J 26941 legs behind the balance shaft rear bearing and secure.
 2. Install the J 38834-1 with the short threaded end through the balance shaft bore in the front of the engine block.
 3. Install J 38834-1 into the J 26941.
 4. Slide the J 38834-2 onto the J 38834-1 and into the balance shaft bore of the engine block.
 5. Install the **J 38834** bearing, washer, and nut onto the J 38834-1.
 6. Using a wrench, secure the J 38834-1, and then rotate the **J 38834** nut clockwise until the balance shaft rear bearing is removed from the engine block.
 7. Remove the J 26941 from the balance shaft rear bearing.

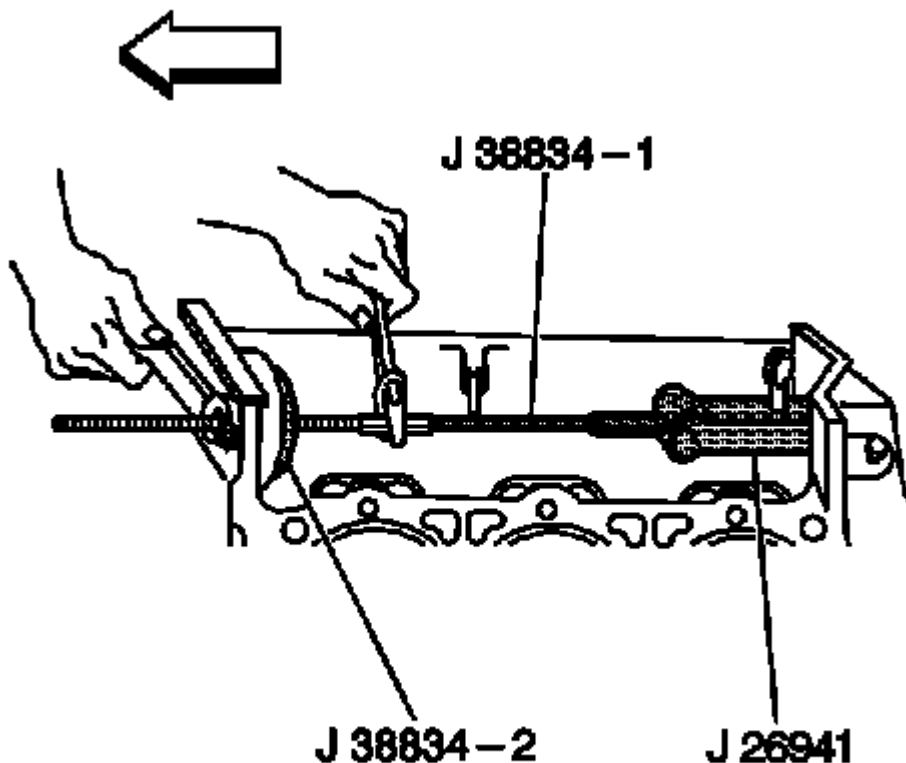


Fig. 270: Removing Balance Shaft Rear Bearing
Courtesy of GENERAL MOTORS CORP.

3. Discard the balance shaft rear bearing.

Installation Procedure

1. Using **J 38834** , install the balance shaft rear bearing.
 1. Install the J 38834-3 onto the short threaded end of the J 38834-1.
 2. Install the **J 38834** nut, the washer, and the bearing on the long threaded end of the J 38834-1.
 3. Install the J 38834-2 onto the J 38834-1 so that the smaller diameter of the J 38834-2 will be facing the front of the engine block.
 4. Install the J 38834-2 on the inside of the balance shaft front bearing bore.
 5. Lubricate the NEW balance shaft rear bearing with clean engine oil.
 6. Install the balance shaft rear bearing onto the J 38834-2.
 7. Align the balance shaft rear bearing for installation.
 8. Using a wrench, secure the J 38834-1 into place.
 9. Rotate the **J 38834** nut until the balance shaft rear bearing is properly and completely pushed into the balance shaft rear bearing bore.

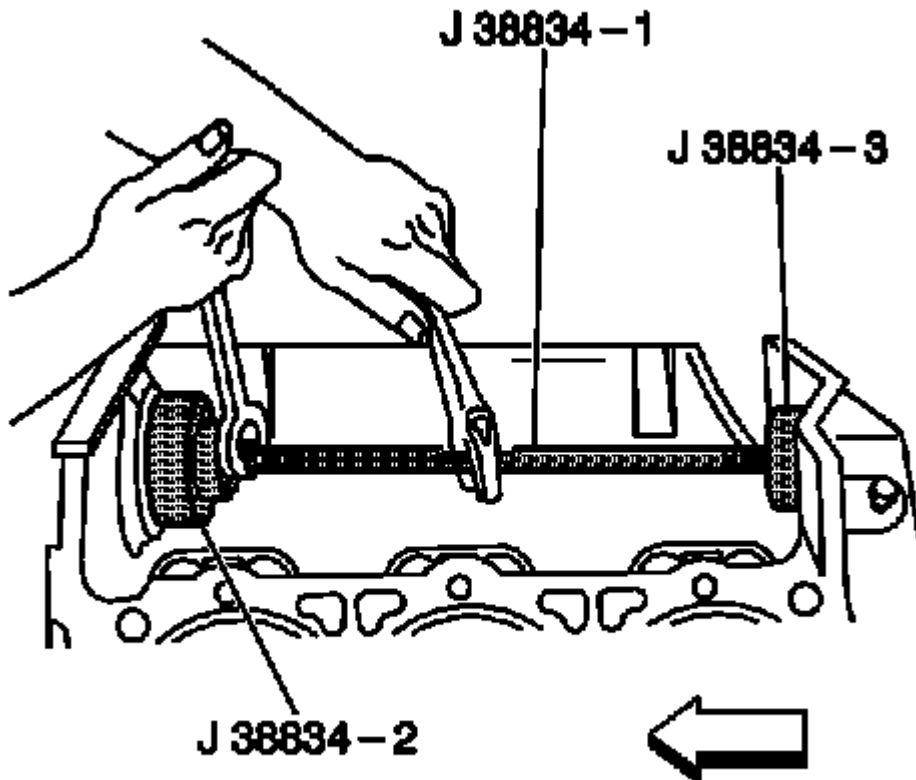


Fig. 271: Installing Balance Shaft Rear Bearing

Courtesy of GENERAL MOTORS CORP.

2. Remove the **J 38834**.
3. Install the balance shaft. Refer to **Balance Shaft Replacement**.

Camshaft Replacement

Removal Procedure

1. Remove the radiator. Refer to **Radiator Replacement (EXC 8.1L)** or **Radiator Replacement (8.1L)** in Engine Cooling.
2. Remove the air conditioning (A/C) condenser. Refer to **Condenser Replacement** in Heating, Ventilation, and Air Conditioning.
3. Remove the lifters. Refer to **Valve Lifter Replacement**.
4. Remove the timing chain and the camshaft sprocket. Refer to **Timing Chain, Sprockets, and/or Tensioner Replacement**.
5. Remove the balance shaft drive gear.

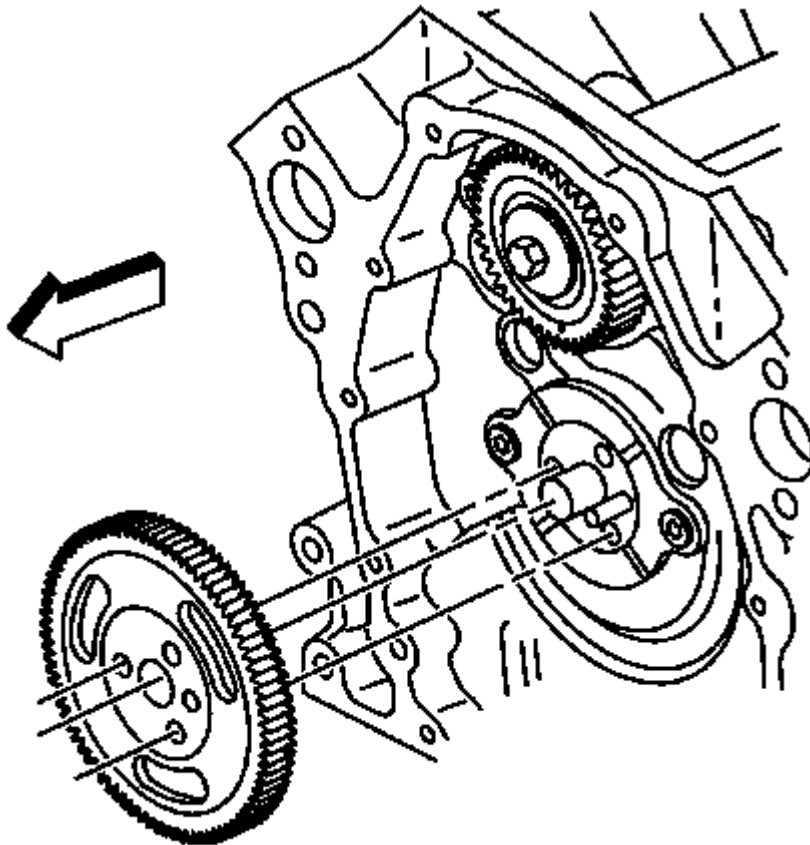


Fig. 272: View Of Balance Shaft Drive Gear
Courtesy of GENERAL MOTORS CORP.

6. Remove the camshaft retainer bolts and retainer.

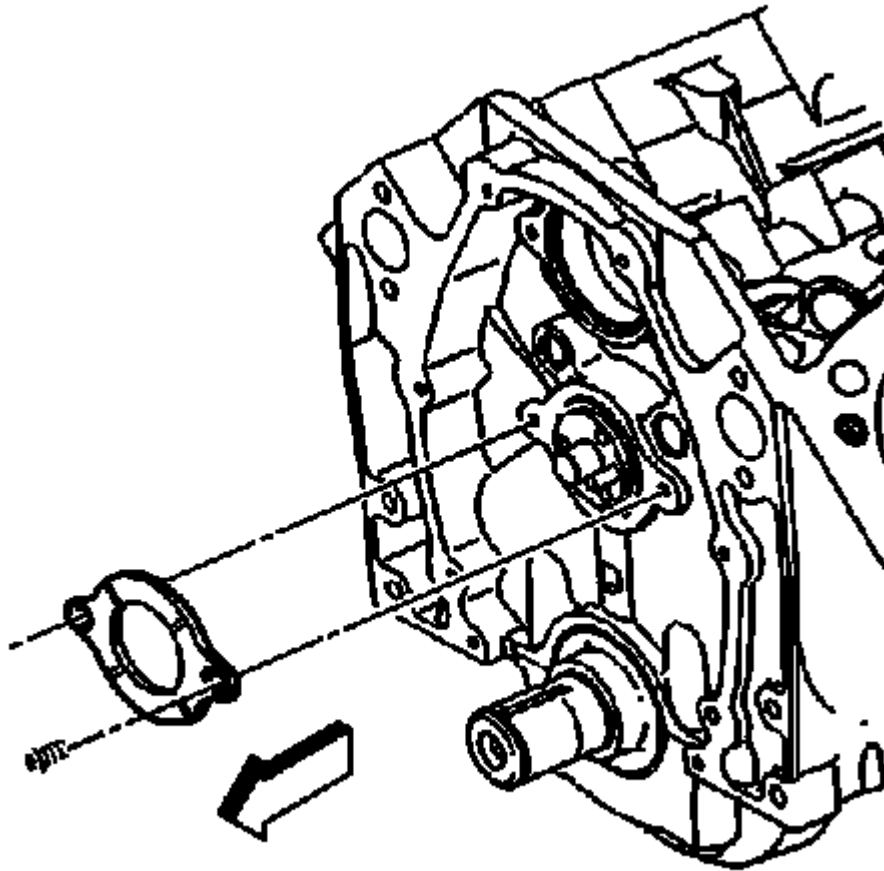


Fig. 273: View Of Camshaft Retainer & Bolts
Courtesy of GENERAL MOTORS CORP.

NOTE: 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.

7. Remove the engine camshaft.
 1. Install the three 5/16-18 x 4.0 inch bolts into the engine camshaft front bolt holes.
 2. Using the bolts as a handle, carefully rotate and pull the engine camshaft out of the camshaft bearings.
 3. Remove the bolts from the front of the engine camshaft.
 4. Clean and inspect the camshaft and/or bearings, if necessary. Refer to **Camshaft and Bearings Cleaning and Inspection**.

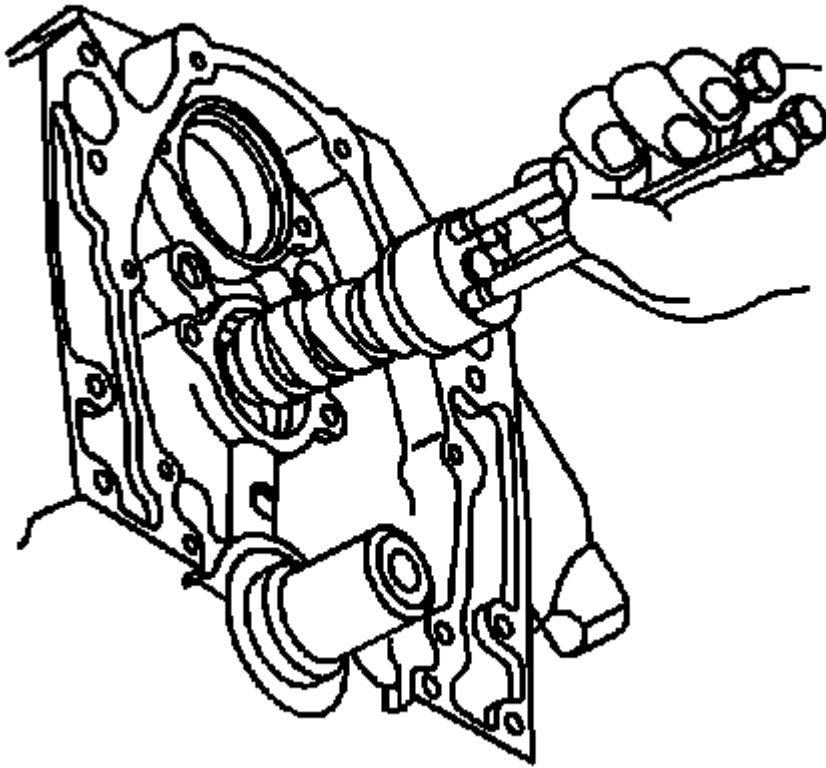


Fig. 274: Removing Engine Camshaft Bolts
Courtesy of GENERAL MOTORS CORP.

Installation Procedure

IMPORTANT: Whenever a new camshaft is installed, perform the following:

- Change the engine oil and filter.
 - Add engine oil supplement GM P/N 1052367 (Canadian P/N 992869), or equivalent, to the engine oil.
1. Apply lubricant GM P/N 12345501 (Canadian P/N 992704), or equivalent, or engine oil supplement GM P/N 1052367 (Canadian P/N 992869), or equivalent, to the following components:
 - The engine camshaft lobes
 - The camshaft bearing journals
 - The camshaft bearings
 2. Install three 5/16-18 x 4.0 inch bolts into the engine camshaft front bolt holes.

NOTE: 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.

3. Using the bolts as a handle, install the engine camshaft.
4. Remove the 3 bolts from the front of the engine camshaft.

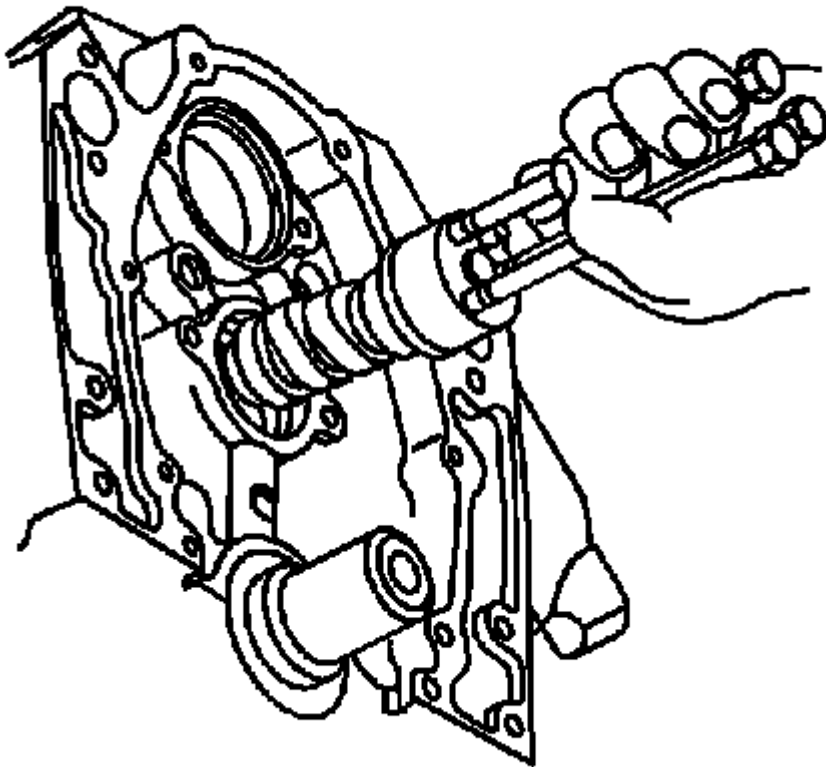


Fig. 275: Installing Engine Camshaft Bolts
Courtesy of GENERAL MOTORS CORP.

5. If reusing the fasteners, apply Threadlocker GM P/N 12345382 (Canadian P/N 10953488), or equivalent, to the threads of the camshaft retainer bolts.

NOTE: Refer to Fastener Notice in Cautions and Notices.

6. Install the camshaft retainer and bolts.

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

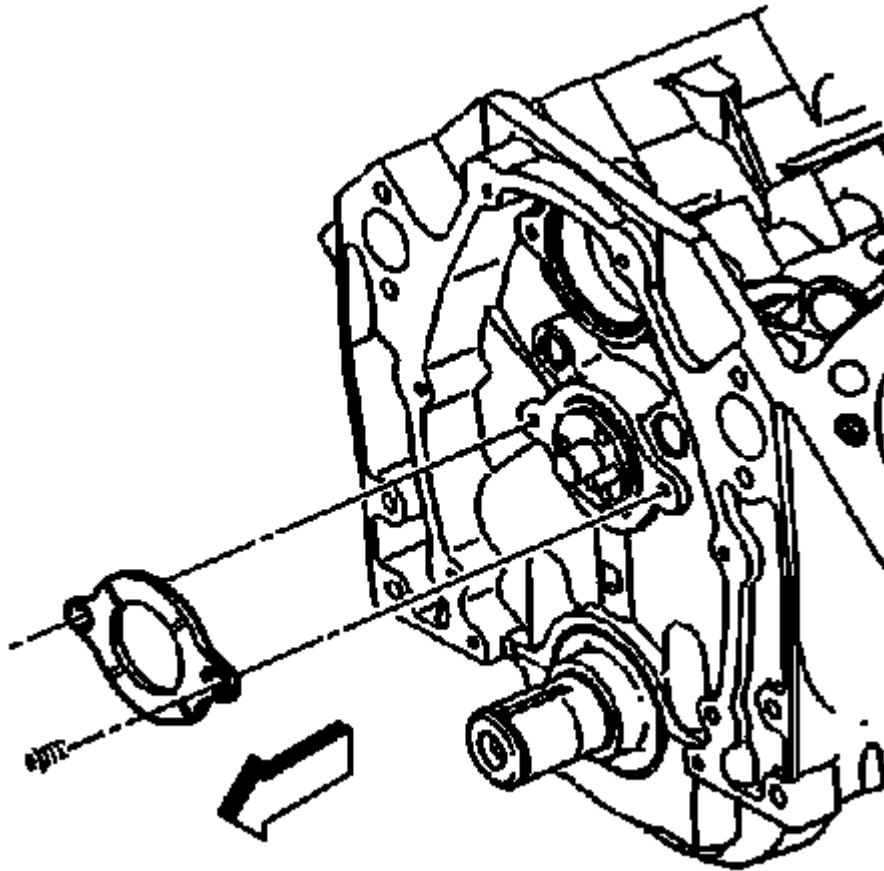


Fig. 276: View Of Camshaft Retainer & Bolts
Courtesy of GENERAL MOTORS CORP.

7. Install the balance shaft drive gear. Refer to **Balance Shaft Installation**, for alignment of the balance shaft drive gear and the driven gear.
8. Install the timing chain and camshaft sprocket. Refer to **Timing Chain, Sprockets, and/or Tensioner Replacement**.
9. Install the lifters. Refer to **Valve Lifter Replacement**.
10. Install the A/C condenser. Refer to **Condenser Replacement** in Heating, Ventilation, and Air Conditioning.
11. Install the radiator. Refer to **Radiator Replacement (EXC 8.1L)** or **Radiator Replacement (8.1L)** in Engine Cooling.

Oil Filter Adapter Replacement

Removal Procedure

1. Raise and suitably support the vehicle. Refer to **Lifting and Jacking the Vehicle** in General Information.
2. Remove the oil pan drain plug and drain the oil into a suitable container.

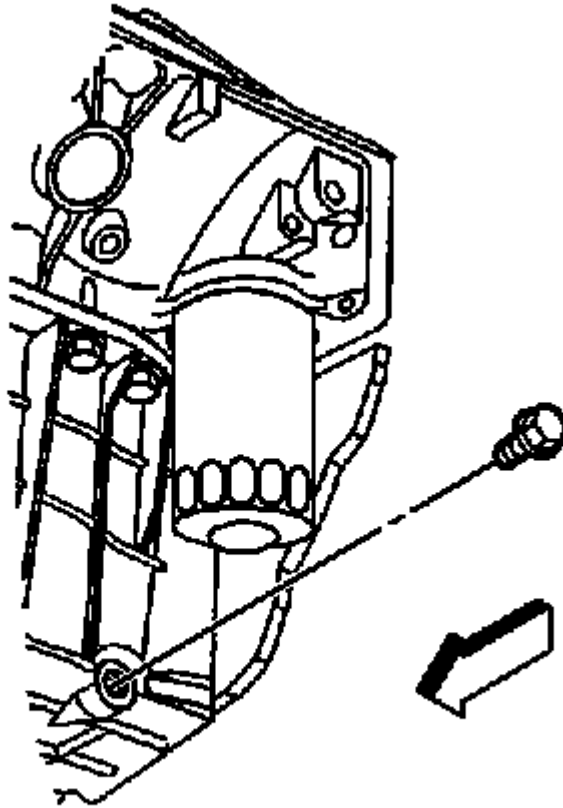


Fig. 277: Identifying Oil Drain Plug
Courtesy of GENERAL MOTORS CORP.

3. Remove the oil filter.
4. Remove the oil filter adapter.

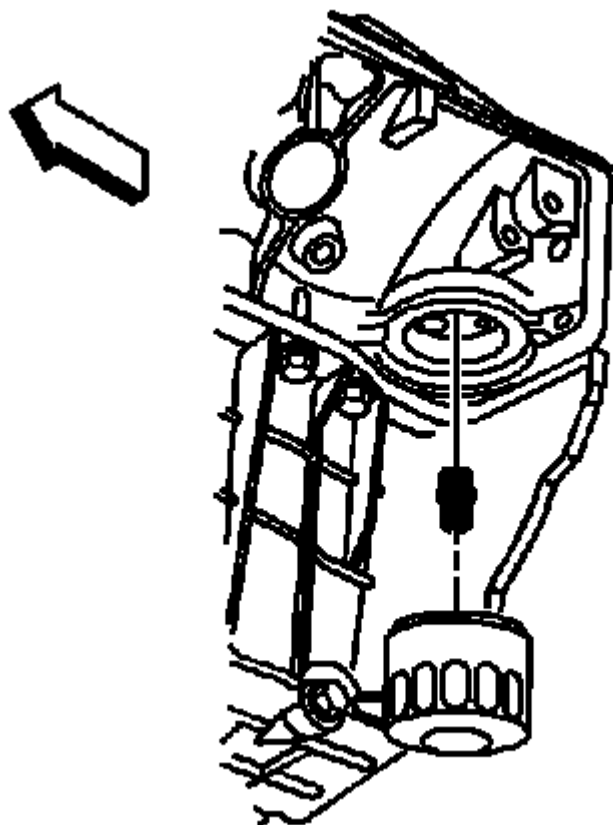


Fig. 278: Removing Oil Filter & Adapter
Courtesy of GENERAL MOTORS CORP.

Installation Procedure

NOTE: Refer to Fastener Notice in Cautions and Notices.

1. Install the oil pan drain plug into the drain pan.

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

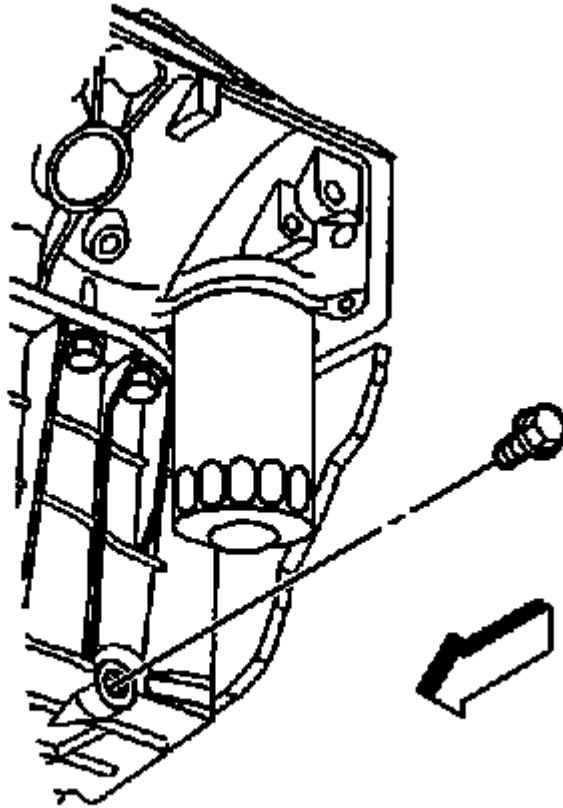


Fig. 279: Identifying Oil Drain Plug
Courtesy of GENERAL MOTORS CORP.

2. Install the oil filter adapter.

Tighten: Tighten the adapter to 55 N.m (41 lb ft).

3. Install the oil filter

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

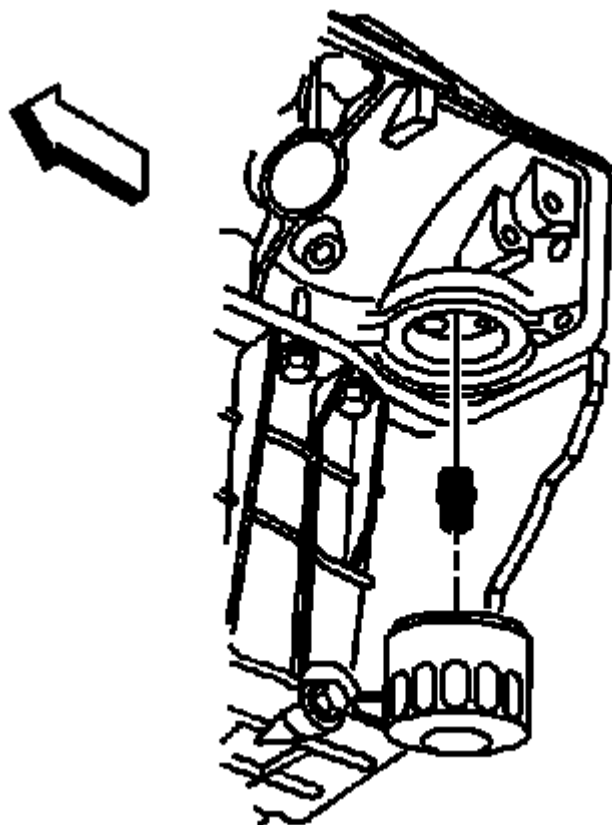


Fig. 280: Installing Oil Filter & Adapter
Courtesy of GENERAL MOTORS CORP.

4. Lower the vehicle.
5. Fill the engine with the proper quantity and quality of engine oil. Refer to **Capacities - Approximate Fluid** in Maintenance and Lubrication.

Oil Filter Bypass Valve Replacement

Removal Procedure

1. Raise and suitably support the vehicle. Refer to **Lifting and Jacking the Vehicle** in General Information.
2. Position a suitable container under the vehicle to catch the oil.
3. Remove the oil filter.

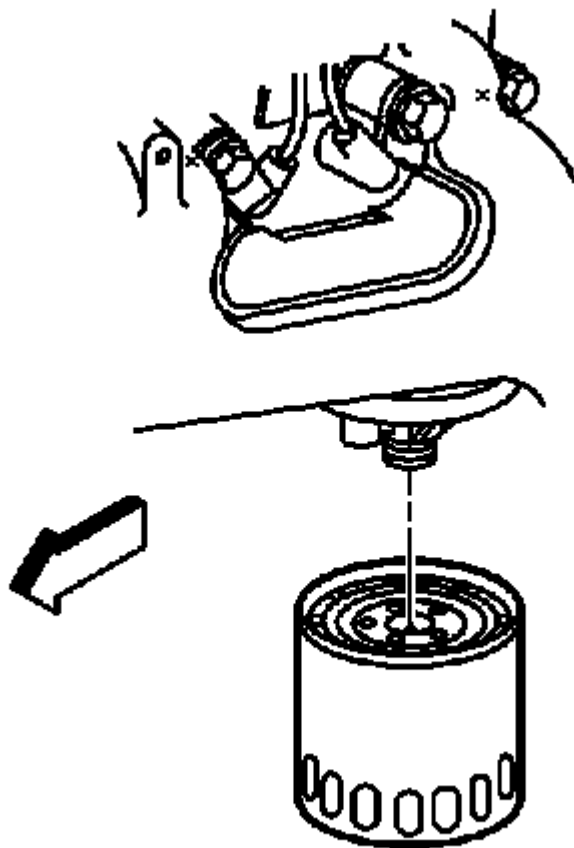


Fig. 281: Removing Oil Filter

Courtesy of GENERAL MOTORS CORP.

4. Using a suitable prying tool, remove the oil filter bypass valve.

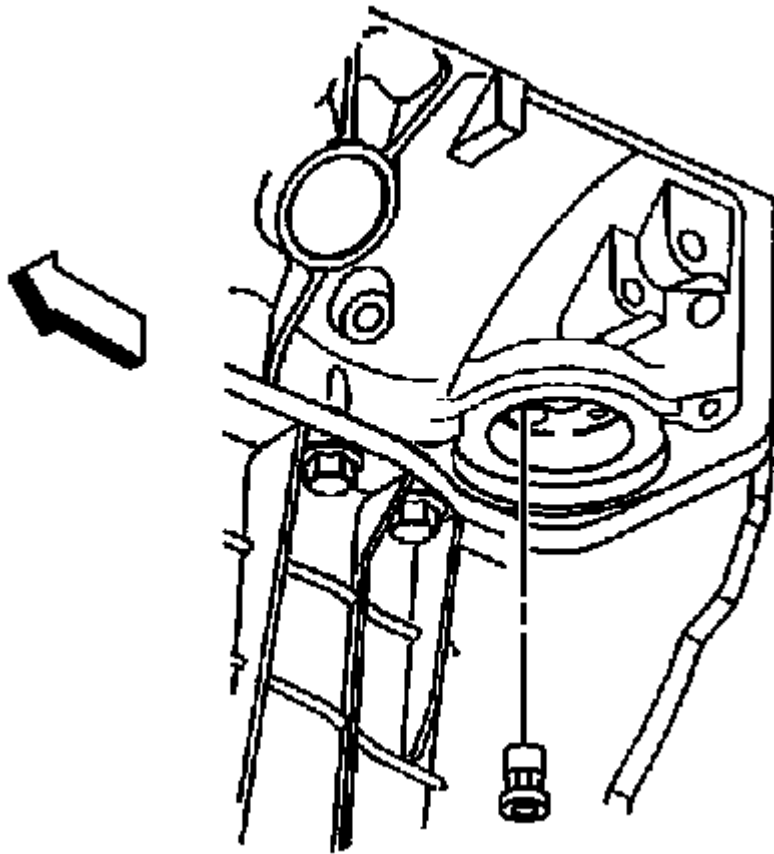


Fig. 282: Removing Oil Filter Bypass Valve
Courtesy of GENERAL MOTORS CORP.

5. Clean and inspect the valve bore for damage.

Installation Procedure

1. Install a NEW oil filter bypass valve using the following procedure:
 1. Use a brass drift that is the same diameter as the outside diameter of the oil filter bypass valve.
 2. Install the oil filter bypass valve into the oil gallery bore until slightly below flush with the surface of the engine block.
 3. Using a pointed punch, stake the engine block area around the oil filter bypass valve.

Stake in 3 locations 120 degrees apart.

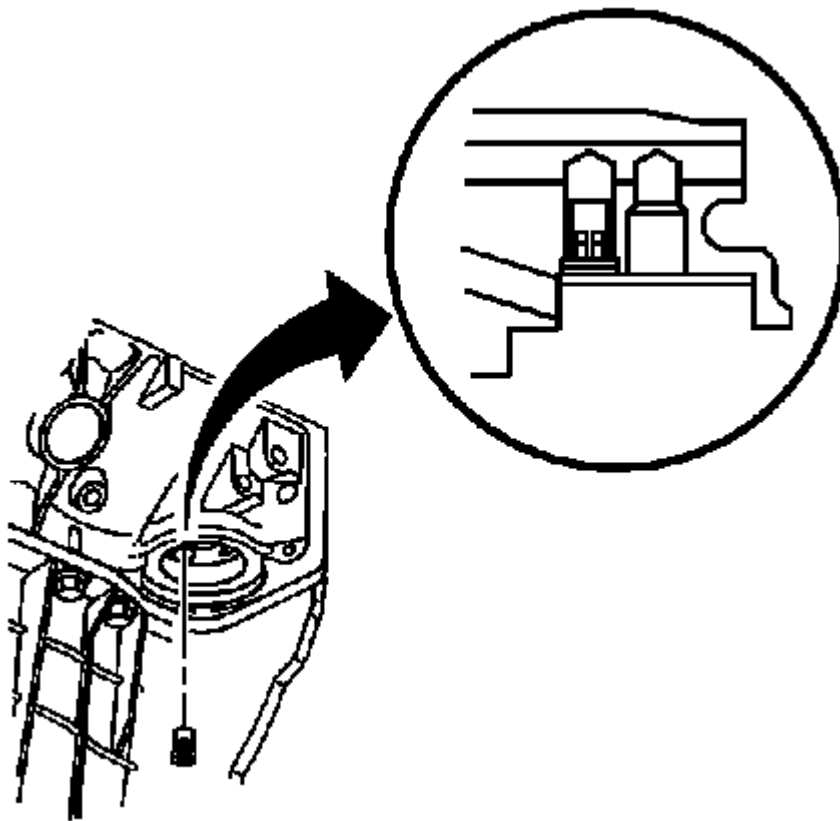


Fig. 283: Installing Oil Filter Bypass Valve
Courtesy of GENERAL MOTORS CORP.

2. Install the oil filter. Refer to **Engine Oil and Oil Filter Replacement**.

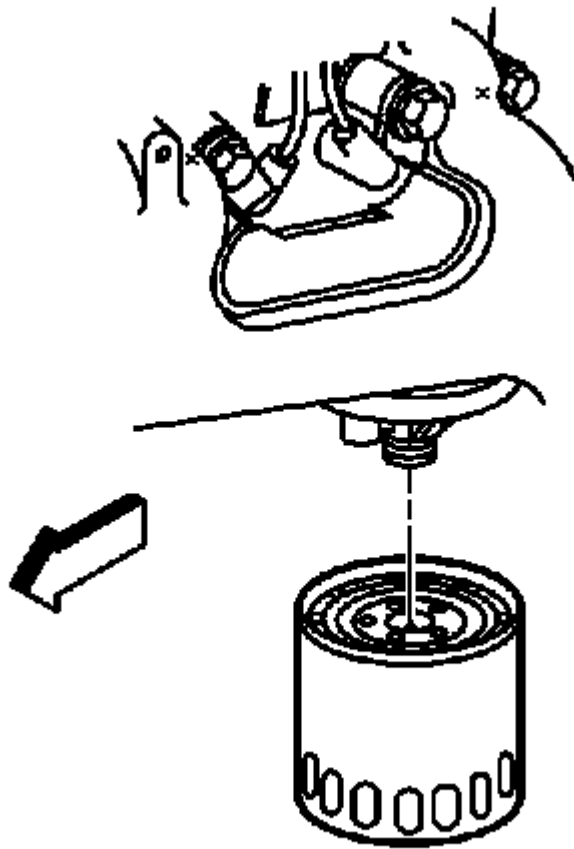


Fig. 284: Installing Oil Filter
Courtesy of GENERAL MOTORS CORP.

3. Lower the vehicle.

Oil Pan Replacement

Removal Procedure

1. Raise and suitably support the vehicle. Refer to **Lifting and Jacking the Vehicle** in General Information.
2. If equipped, remove the oil pan skid plate bolts and plate.

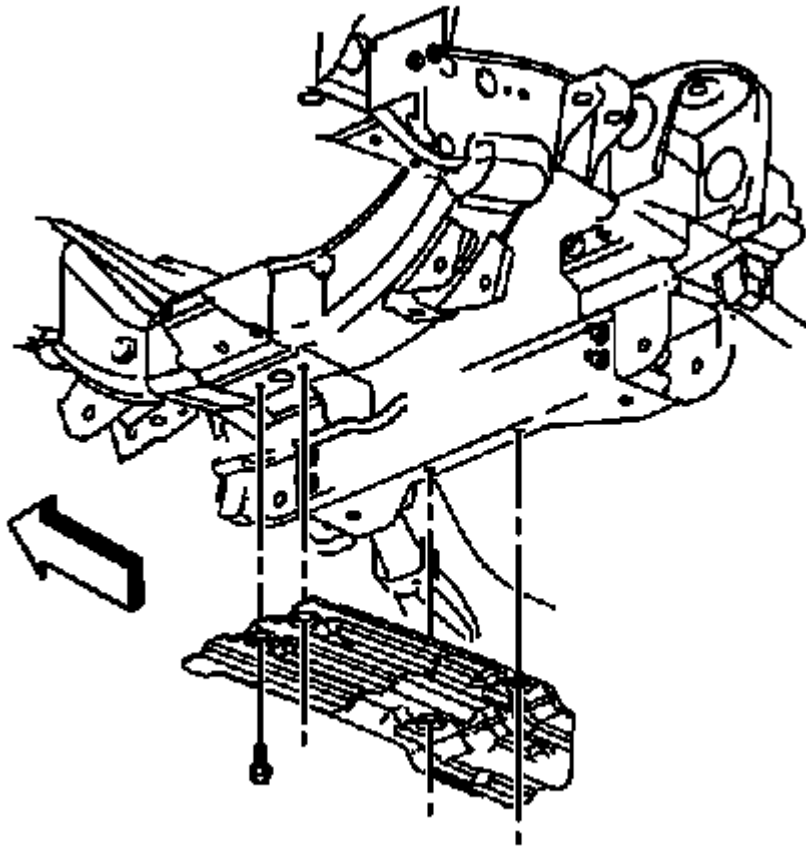


Fig. 285: Identifying Oil Pan Skid Plate
Courtesy of GENERAL MOTORS CORP.

3. Remove the drain plug and drain the oil into a suitable container.

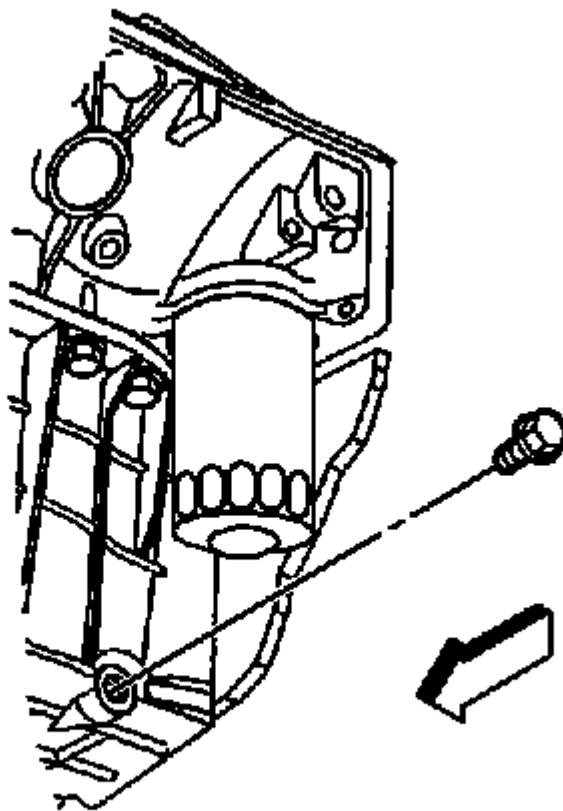


Fig. 286: Identifying Oil Drain Plug
Courtesy of GENERAL MOTORS CORP.

4. Remove the oil filter.

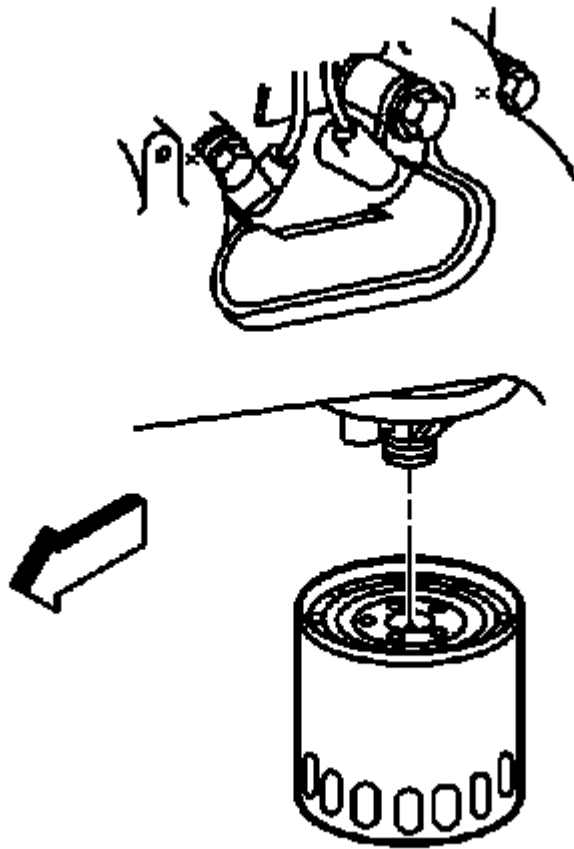


Fig. 287: Removing Oil Filter

Courtesy of GENERAL MOTORS CORP.

5. If equipped with 2WD, remove the crossmember bolts and bar.

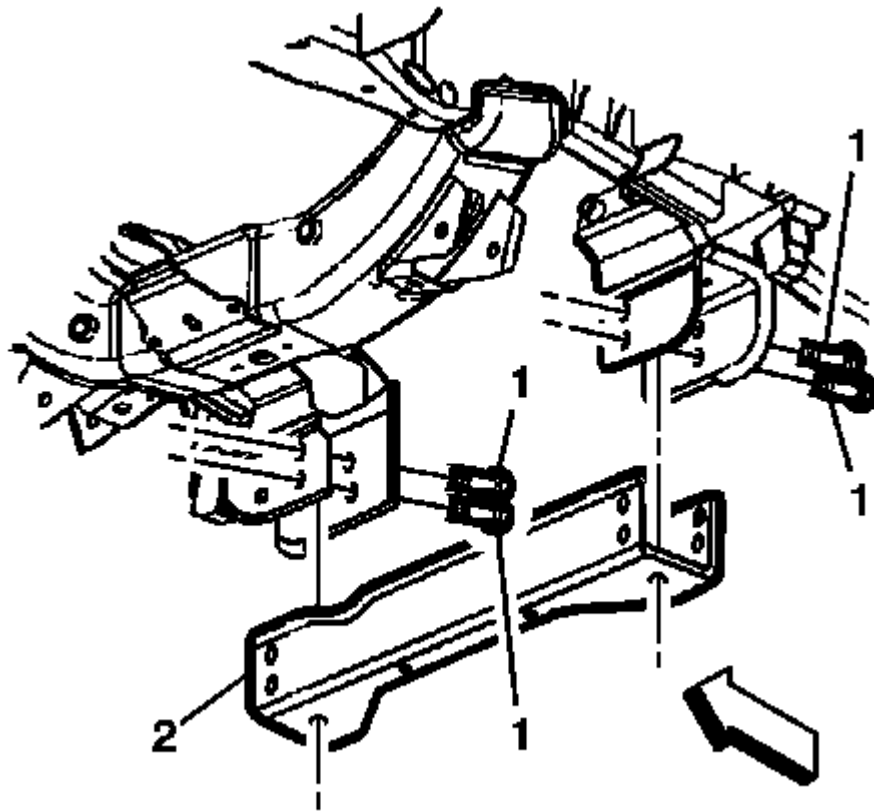


Fig. 288: View Of Crossbar Bolts & Bar (2WD)
Courtesy of GENERAL MOTORS CORP.

6. If equipped with 4WD, remove the crossmember bolts and bar.

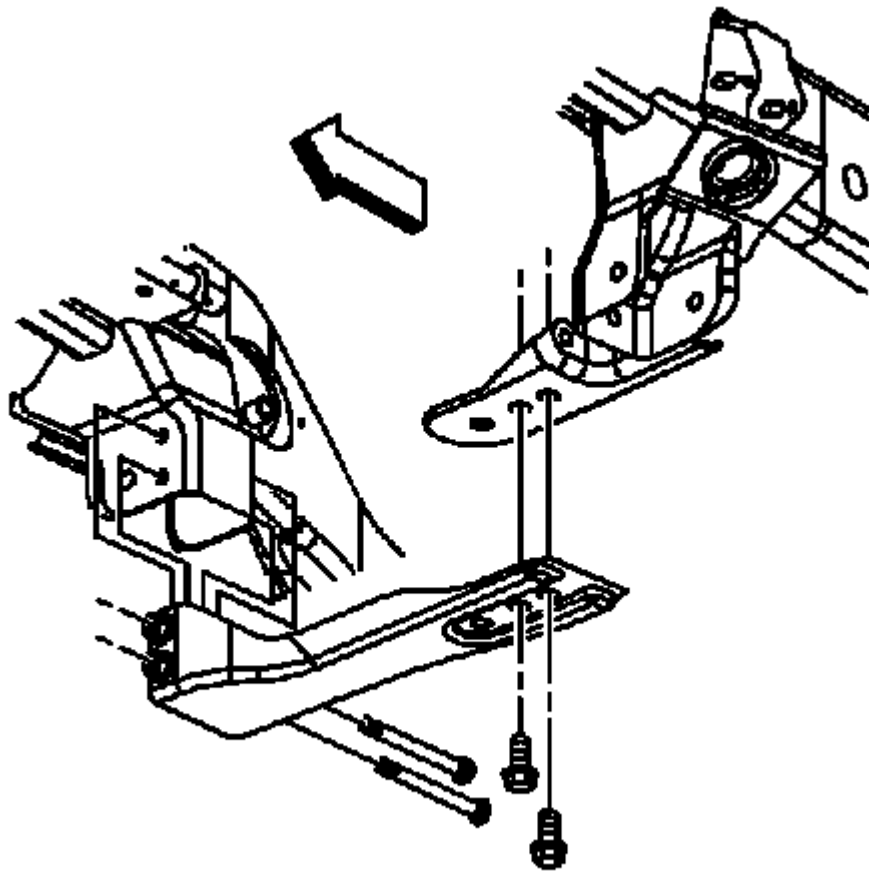


Fig. 289: View Of Crossmember Bolts & Bar (4WD Only)
Courtesy of GENERAL MOTORS CORP.

7. If equipped with 4WD, remove the front differential carrier. Refer to **Differential Carrier Assembly Replacement** in Front Drive Axle.
8. Remove the battery cable bracket bolts.

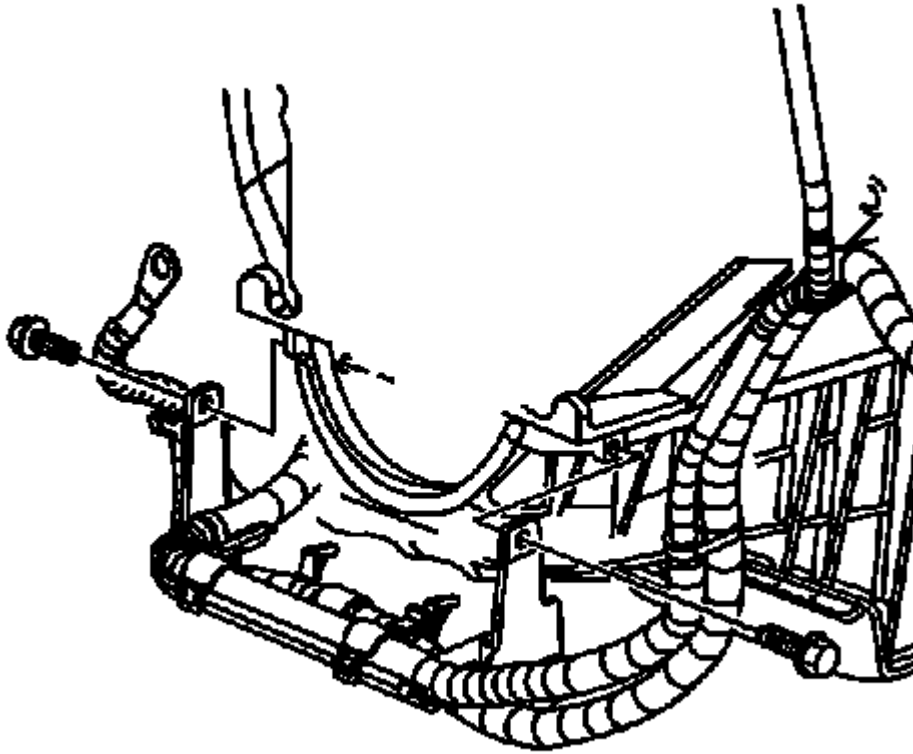


Fig. 290: Removing Battery Cable Bracket Bolts
Courtesy of GENERAL MOTORS CORP.

9. Remove the starter. Refer to **Starter Motor Replacement (4.3L Engine)** in Engine Electrical.
10. Remove the transmission cover.

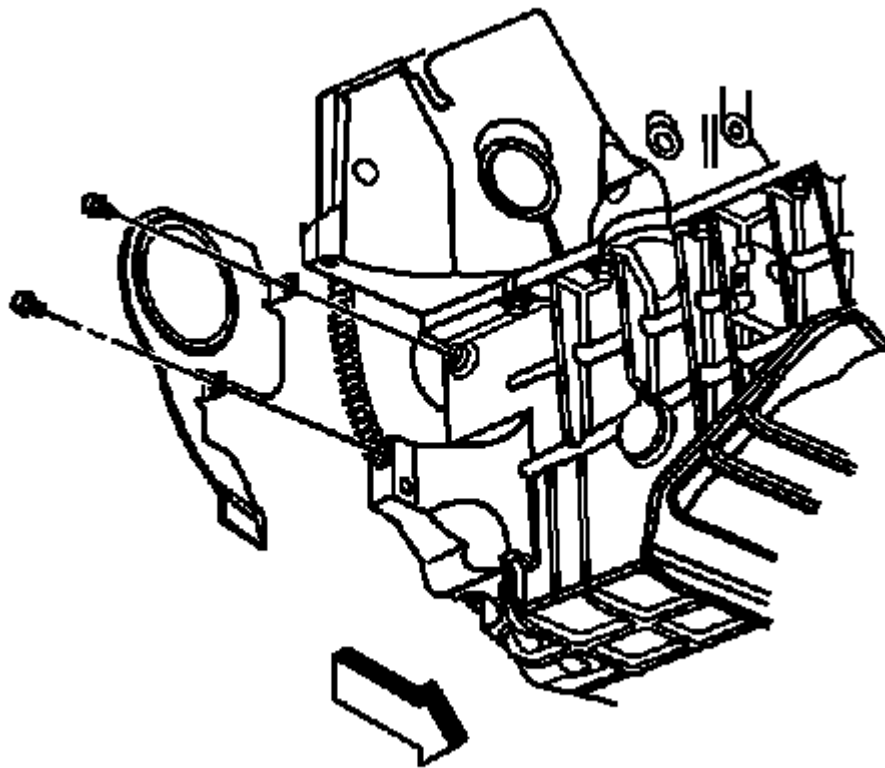


Fig. 291: Removing Transmission Cover
Courtesy of GENERAL MOTORS CORP.

11. Remove the positive battery cable clip bolt (2).

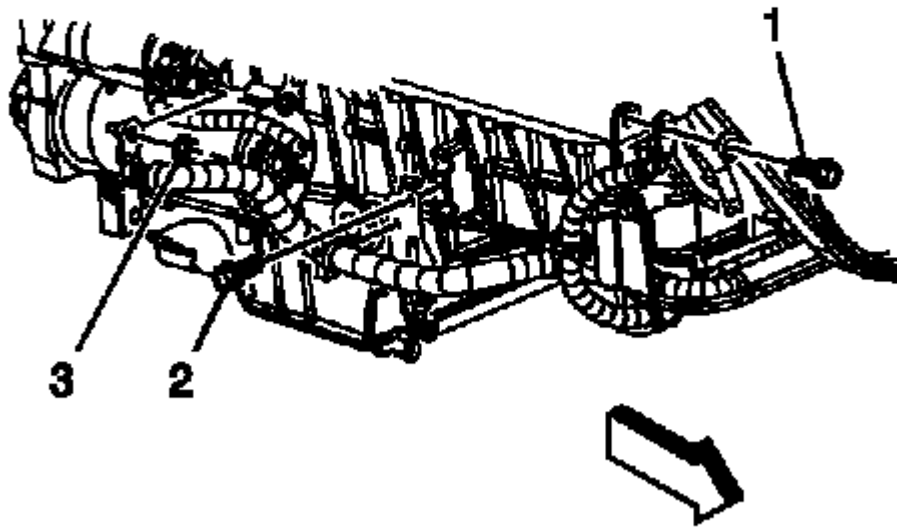


Fig. 292: Removing Positive Battery Cable Clip Bolt
Courtesy of GENERAL MOTORS CORP.

12. Disconnect the oil level sensor electrical connector (7).

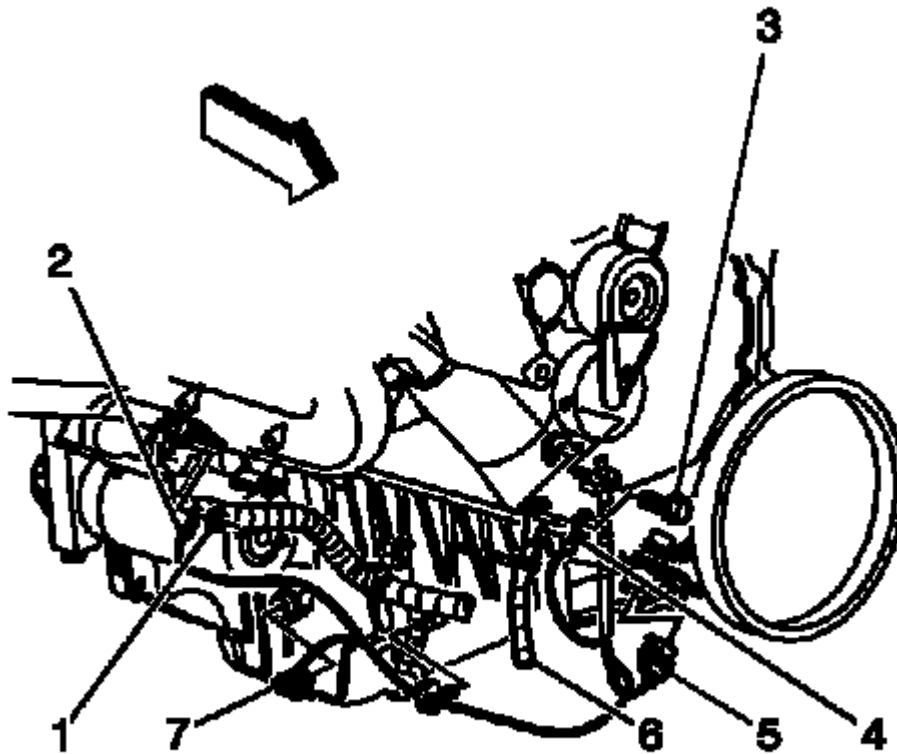


Fig. 293: View Of Oil Level Sensor Electrical Connector, CKP Electrical Connector & Battery Ground Bolt
Courtesy of GENERAL MOTORS CORP.

13. Remove the manual transmission bolts, if equipped.

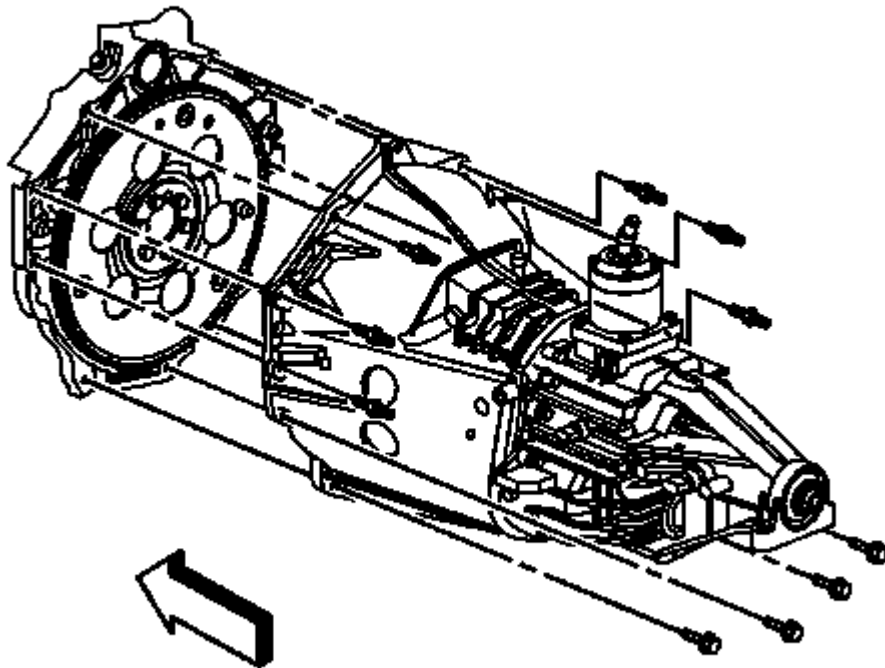


Fig. 294: Removing Manual Transmission Bolts
Courtesy of GENERAL MOTORS CORP.

14. Remove the automatic transmission bolts, if equipped.

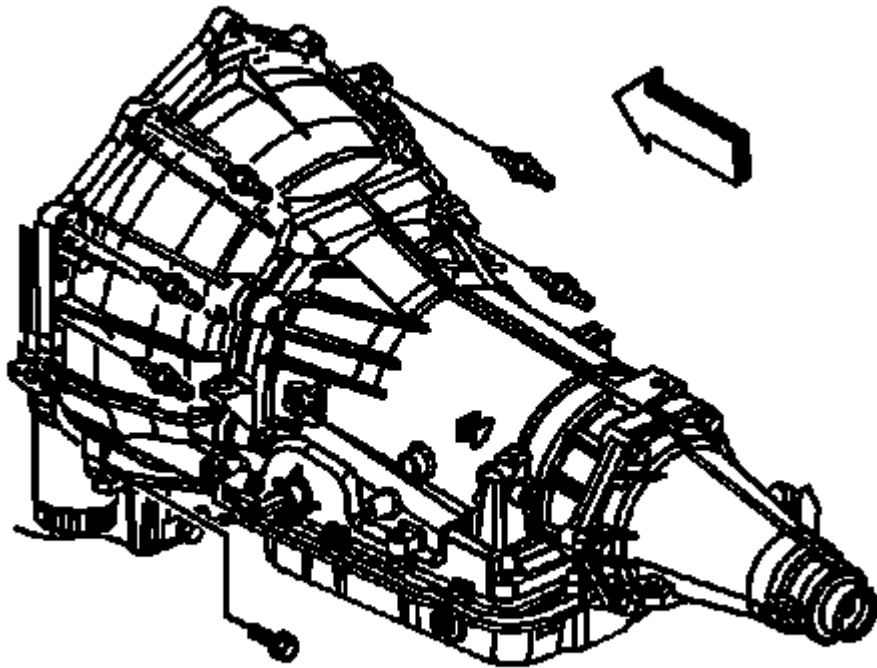


Fig. 295: Removing Automatic Transmission Bolts
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The oil level sensor is not reusable.

15. Remove and discard the oil level sensor.

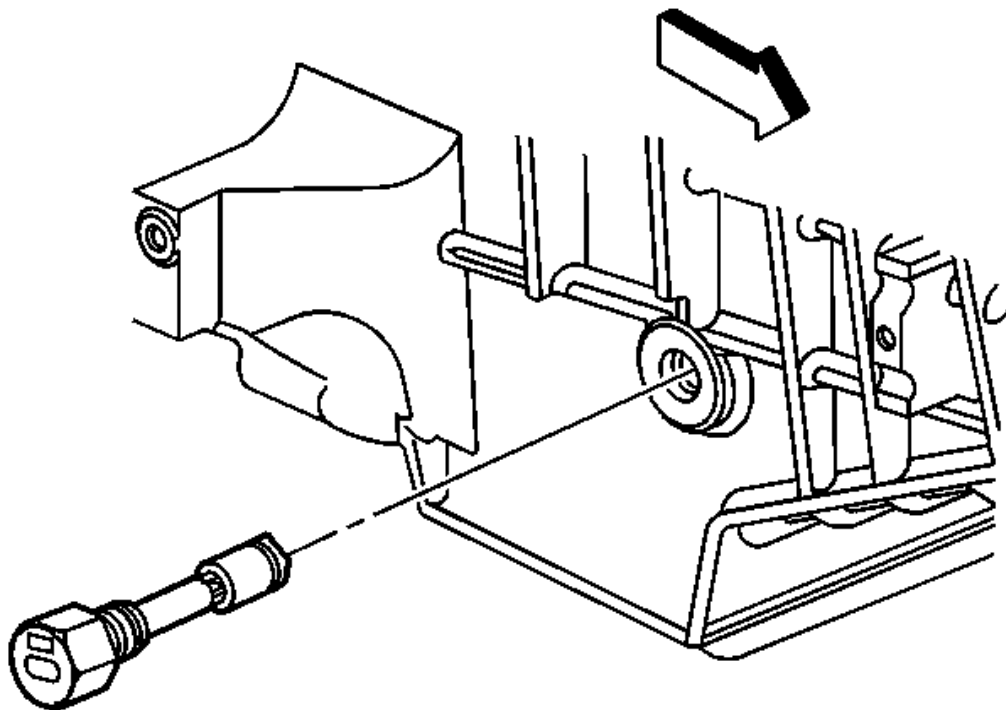


Fig. 296: Removing Oil Level Sensor
Courtesy of GENERAL MOTORS CORP.

16. Remove the oil pan bolts and nuts.

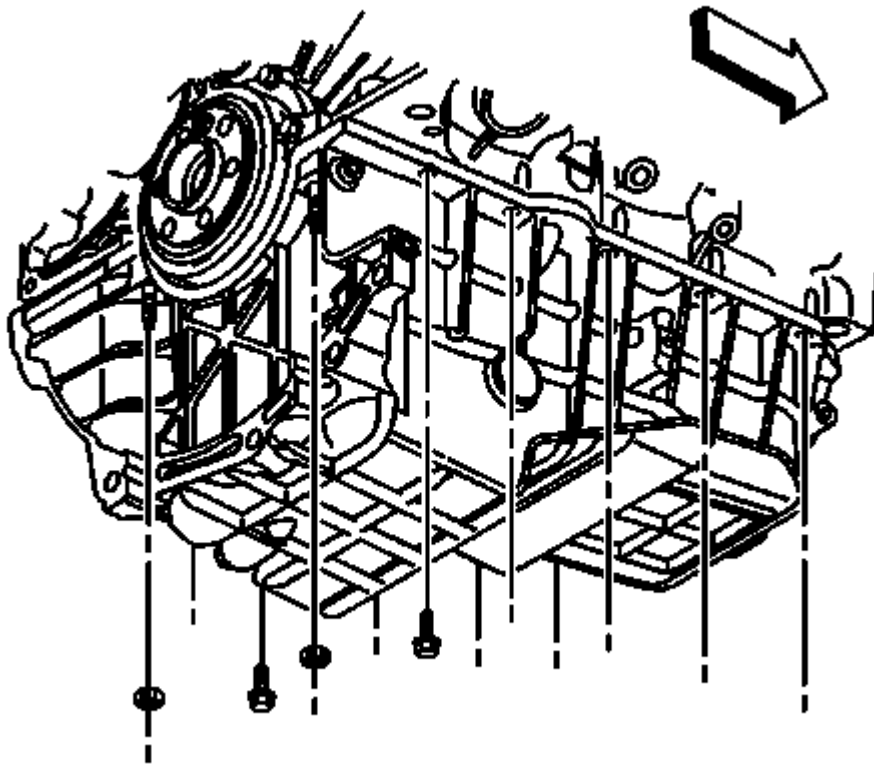


Fig. 297: Removing Oil Pan Bolts & Nuts
Courtesy of GENERAL MOTORS CORP.

17. Remove the oil pan.

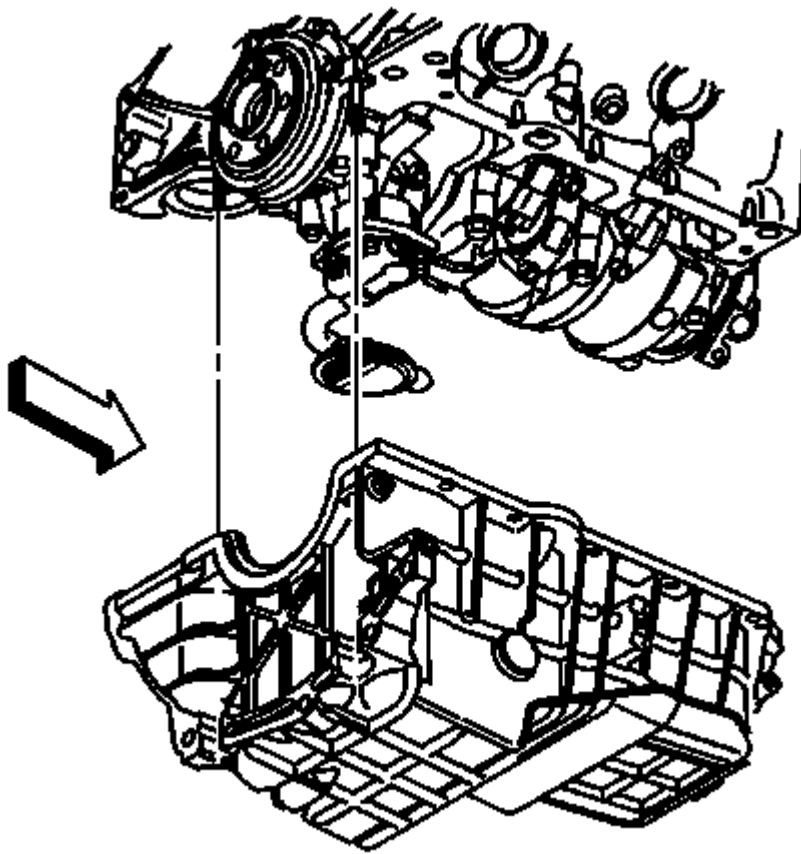


Fig. 298: Removing Oil Pan

Courtesy of GENERAL MOTORS CORP.

18. Remove and discard the oil pan gasket.

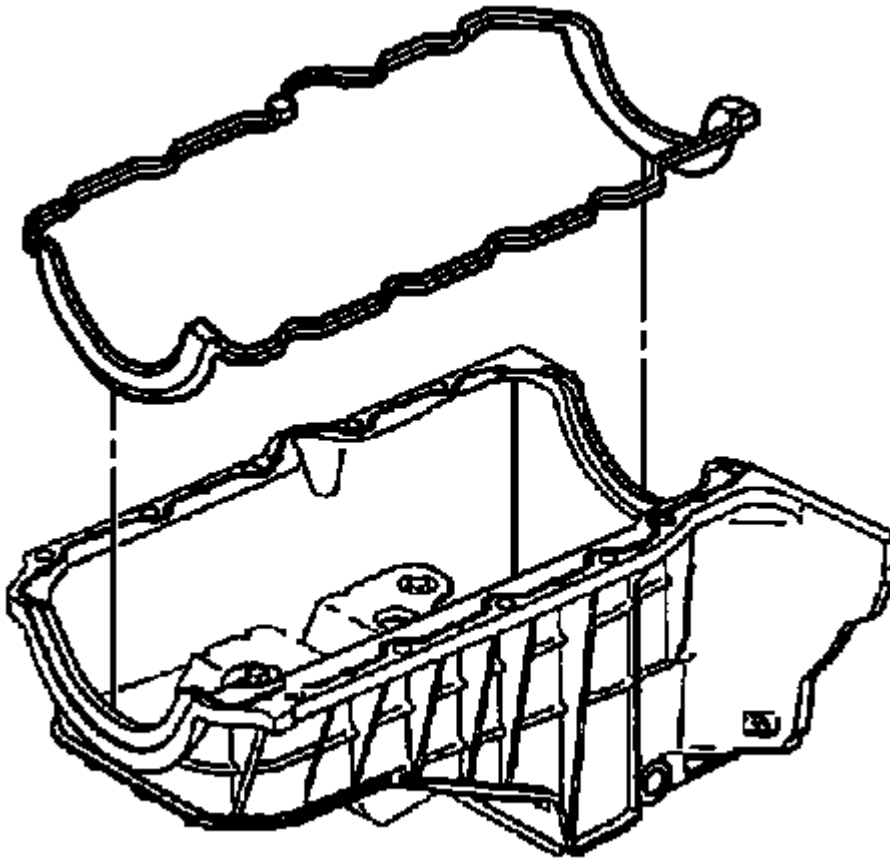


Fig. 299: View Of Oil Pan Gasket
Courtesy of GENERAL MOTORS CORP.

19. Clean and inspect the oil pan, if necessary. Refer to Oil Pan Cleaning and Inspection.

Installation Procedure

NOTE: Any time the transmission and the engine oil pan are off of the engine at the same time, install the transmission before the oil pan. This is to allow for the proper oil pan alignment. Failure to achieve the correct oil pan alignment can result in transmission failure.

1. Apply a 5 mm (0.197 in) wide and 25 mm (1.0 in) long bead of adhesive GM P/N 12346141, (Canadian P/N 10953433), or equivalent to both the right and left sides of the front cover to engine block junction at the oil pan sealing surfaces.

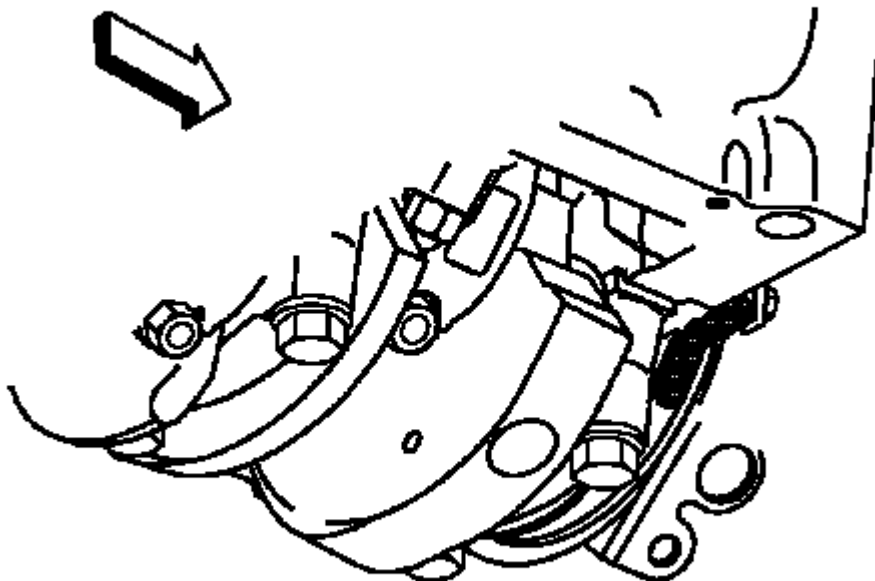


Fig. 300: Applying Adhesive To Sides Of Front Cover To Engine Block Junction At Oil Pan Sealing Surfaces

Courtesy of GENERAL MOTORS CORP.

2. Apply a 5 mm (0.197 in) wide and 25 mm (1.0 in) long bead of adhesive GM P/N 12346141, (Canadian P/N 10953433), or equivalent to the entire length of rear oil seal housing to engine block junction at the oil pan sealing surfaces.

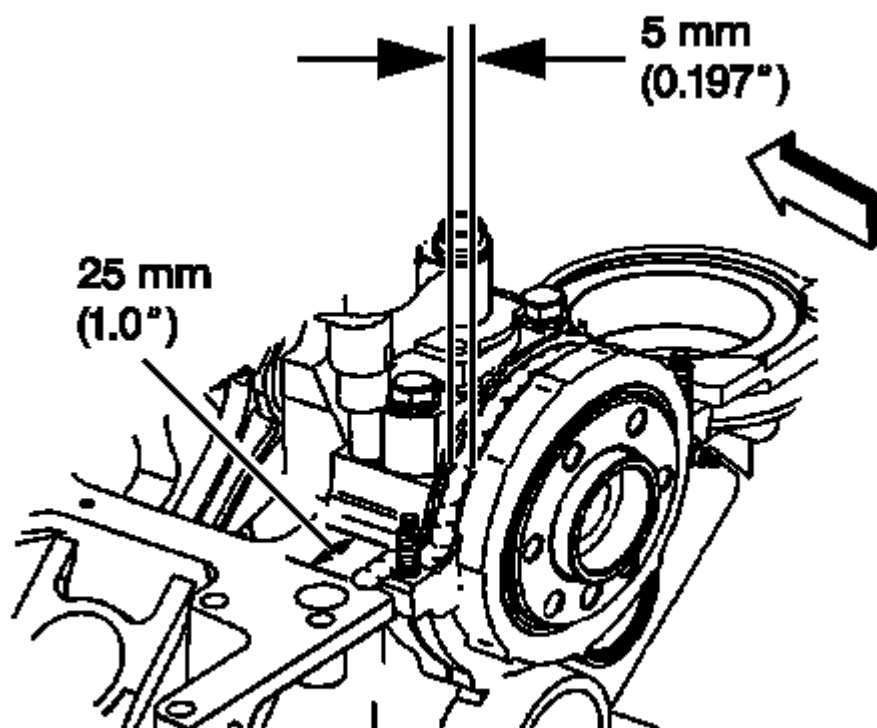


Fig. 301: Applying Adhesive To Entire Length Of Rear Oil Seal Housing To Engine Block Junction At Oil Pan Sealing Surfaces

Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Always install a NEW oil pan gasket.

The oil pan gasket and oil pan must be installed and the fasteners tightened while the adhesive is still wet to the touch.

3. Install a NEW oil pan gasket into the groove in the oil pan.

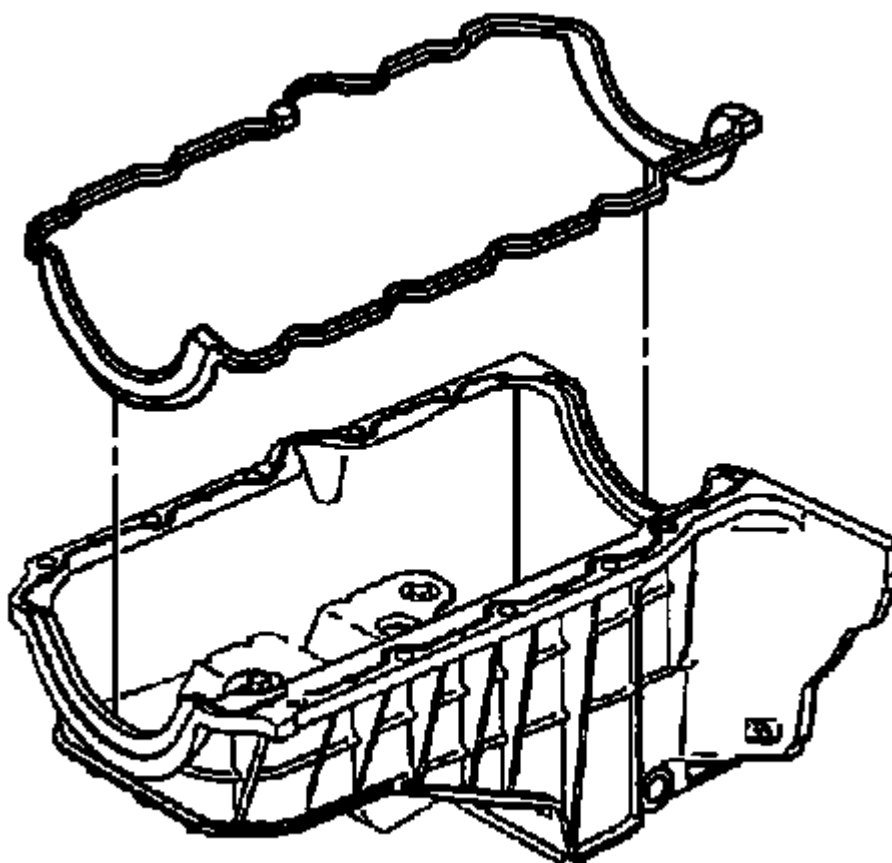


Fig. 302: View Of Oil Pan Gasket
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The oil pan alignment must always be flush or forward no more than 0.3 mm (0.011 in) from the rear face of the engine block.

4. Install the oil pan.

Press the oil pan gasket into the grooves of the engine front cover and crankshaft rear oil seal housing.

5. Slide the oil pan back against a suitable straight edge.

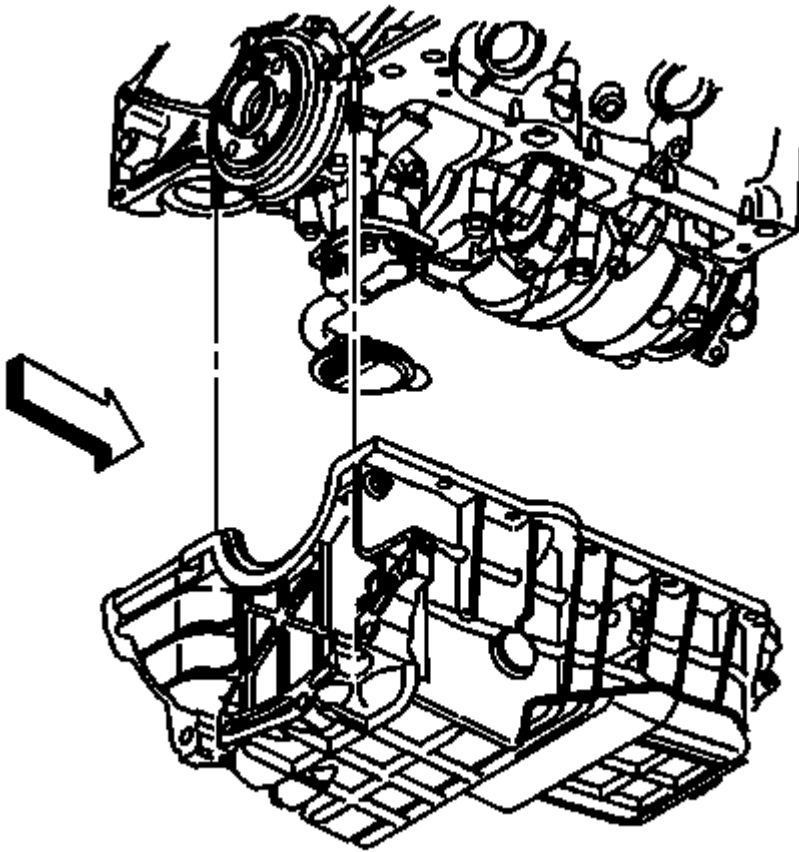


Fig. 303: Positioning Oil Pan

Courtesy of GENERAL MOTORS CORP.

6. Install the oil pan bolts and nuts until snug.
7. Measure the oil pan-to-transmission housing clearance using a feeler gage and a straight edge.

Use the feeler gage to check the clearance at the oil pan-to-transmission housing measurement points (1). If the clearance exceeds 0.3 mm (0.011 in) at any of the oil pan-to-transmission housing measurement points (1), then repeat the step until the oil pan-to-transmission housing clearance is within specifications. The oil pan must always be forward of the rear face of the engine block.

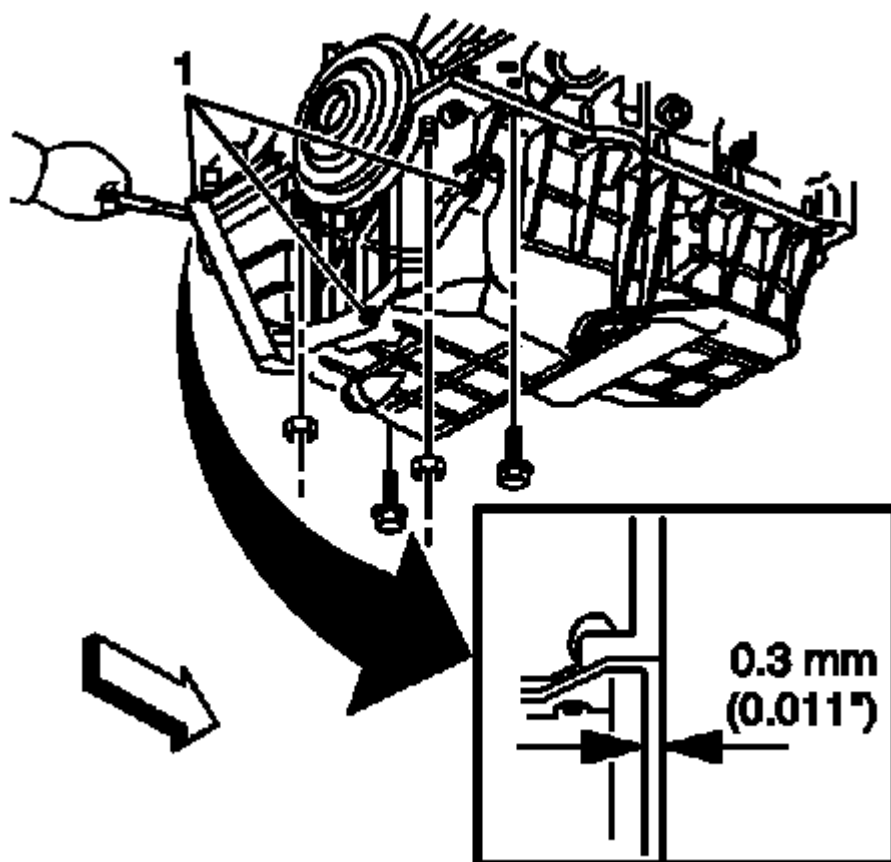


Fig. 304: Installing Oil Pan

Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

8. Tighten the oil pan bolts and nuts in the sequence shown.

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

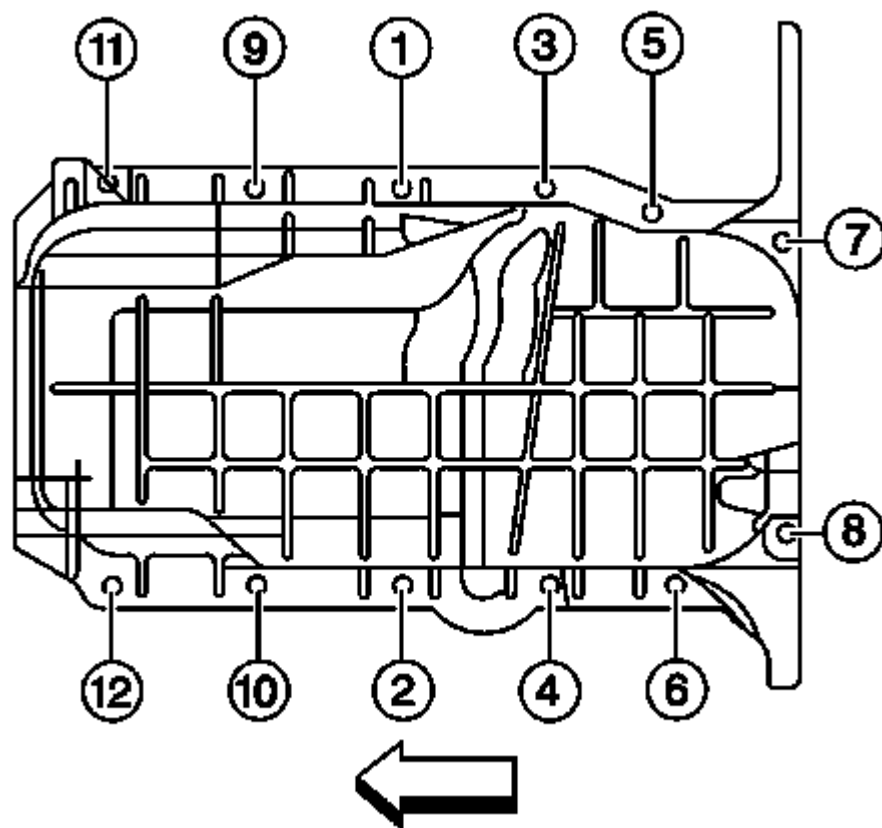


Fig. 305: Oil Pan Bolts & Nuts Proper Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

9. Measure the clearance at the oil pan-to-transmission housing measurement points in order to ensure proper alignment.
10. Install a NEW drain plug O-ring seal onto the drain plug.

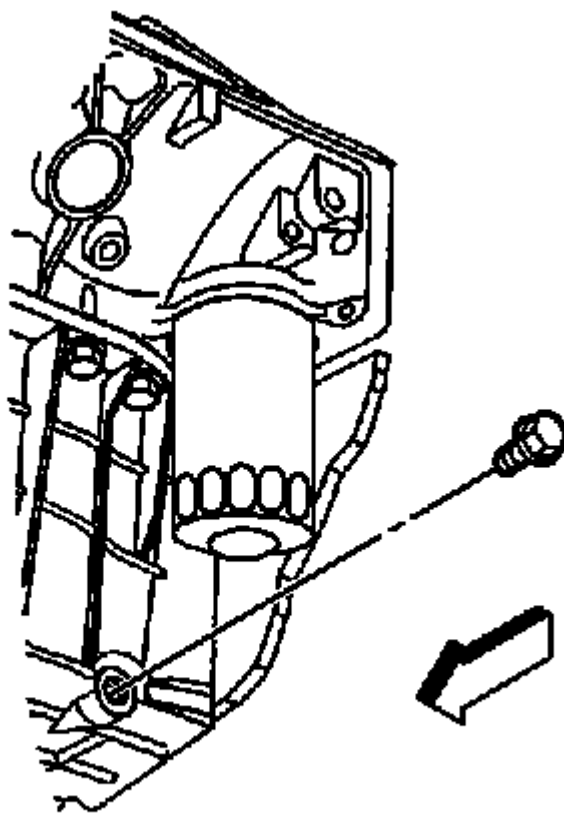


Fig. 306: Identifying Oil Drain Plug
Courtesy of GENERAL MOTORS CORP.

11. Install the drain plug.

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

IMPORTANT: The oil level sensor is not reusable. Use a NEW oil sensor.

12. Install a NEW oil level sensor.

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

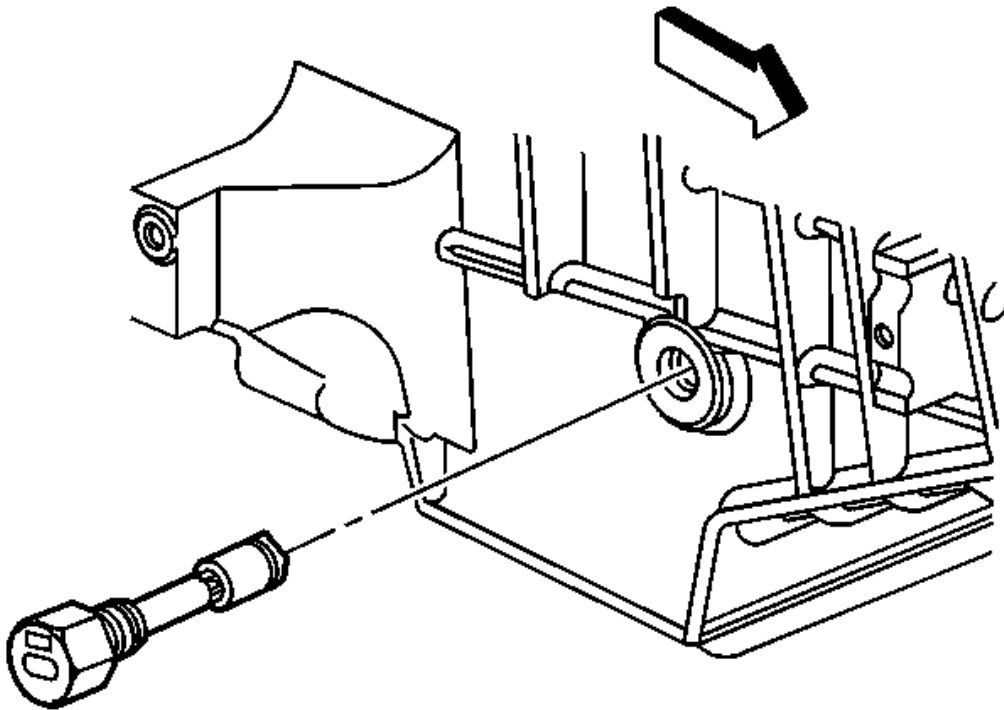


Fig. 307: Installing Oil Level Sensor
Courtesy of GENERAL MOTORS CORP.

13. Install the transmission cover.

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

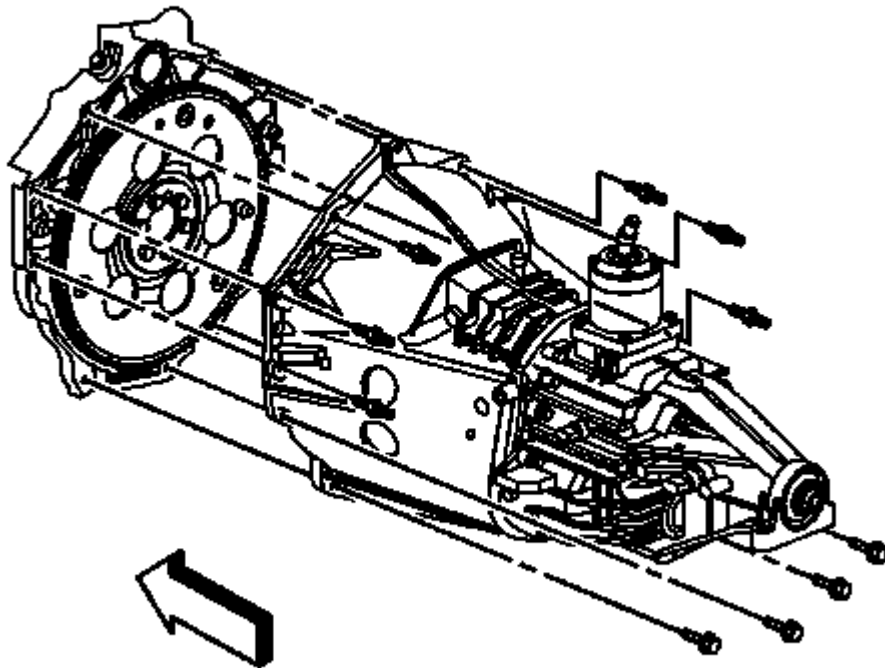


Fig. 308: Installing Transmission Cover
Courtesy of GENERAL MOTORS CORP.

14. Install the automatic transmission bolts, if equipped.

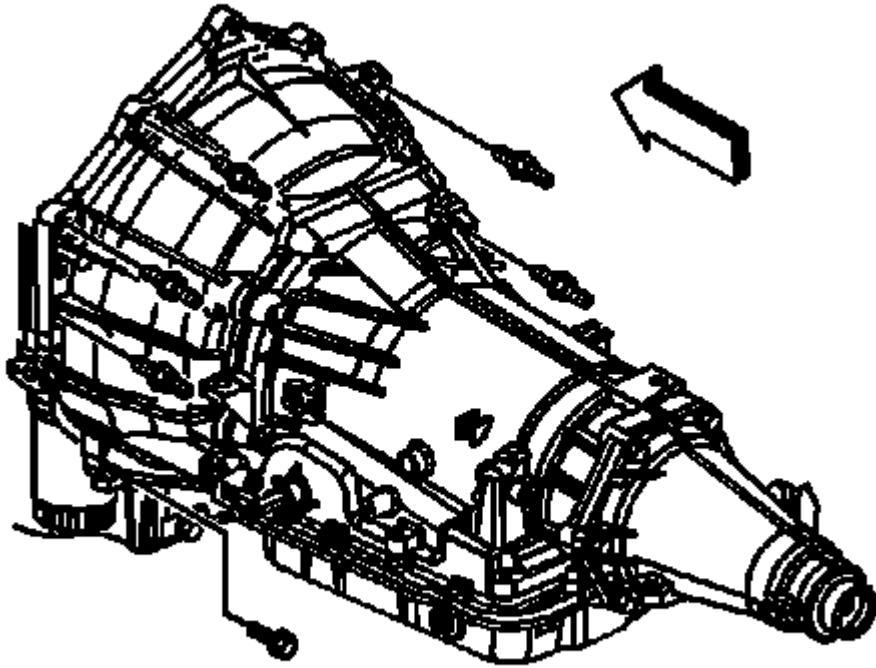


Fig. 309: Installing Automatic Transmission Bolts
Courtesy of GENERAL MOTORS CORP.

15. Install the manual transmission bolts, if equipped.

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

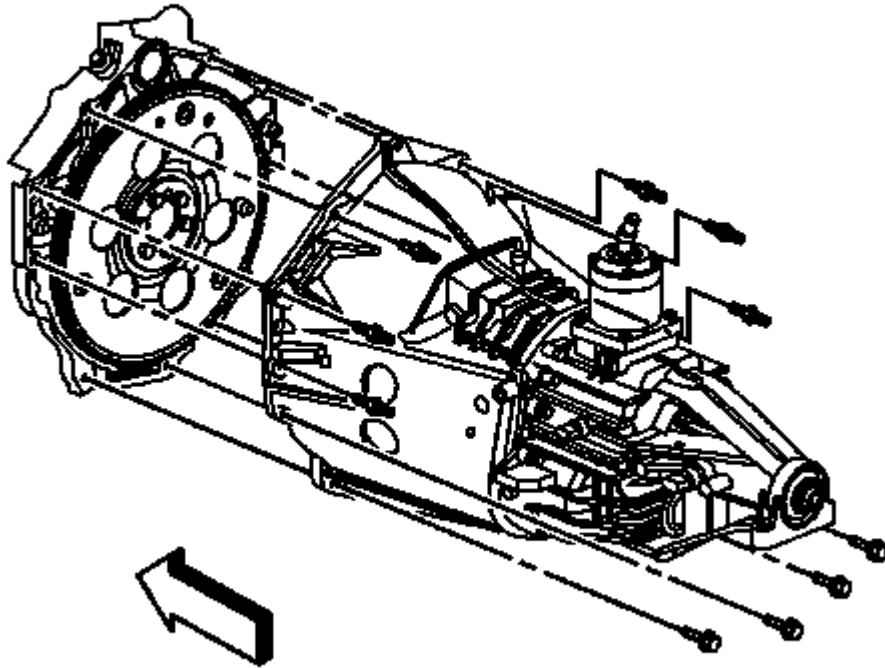


Fig. 310: Installing Manual Transmission Bolts
Courtesy of GENERAL MOTORS CORP.

16. Install the positive battery cable clip bolt (2).

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

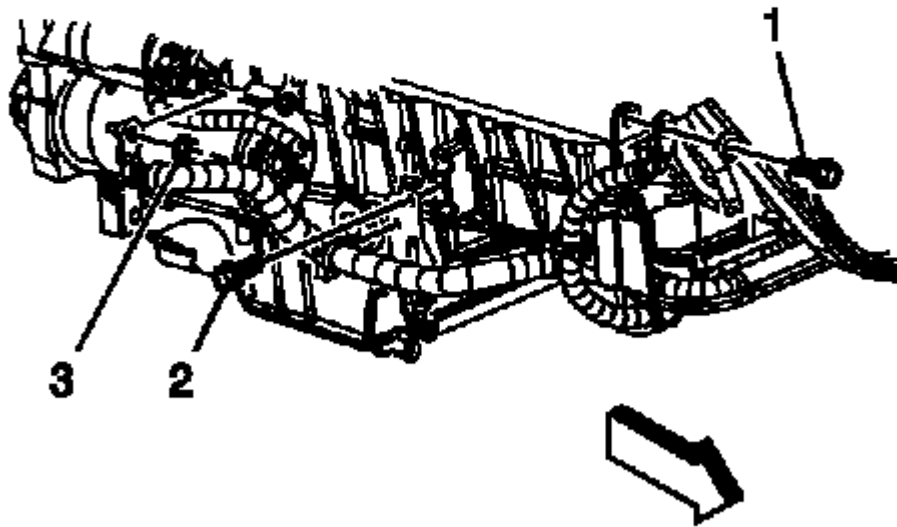


Fig. 311: Installing Positive Battery Cable Clip Bolt
Courtesy of GENERAL MOTORS CORP.

17. Install the starter. Refer to **Starter Motor Replacement (4.3L Engine)** in Engine Electrical.
18. Connect the oil level sensor electrical connector (7).

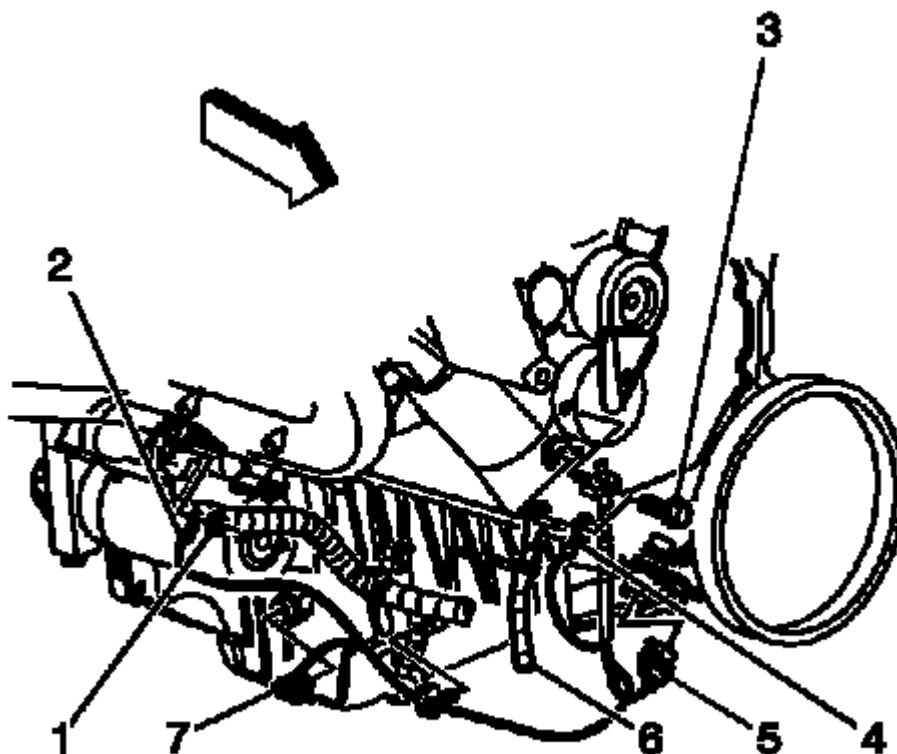


Fig. 312: View Of Oil Level Sensor Electrical Connector, CKP Electrical Connector & Battery Ground Bolt

Courtesy of GENERAL MOTORS CORP.

19. Install the battery cable bracket bolts.

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

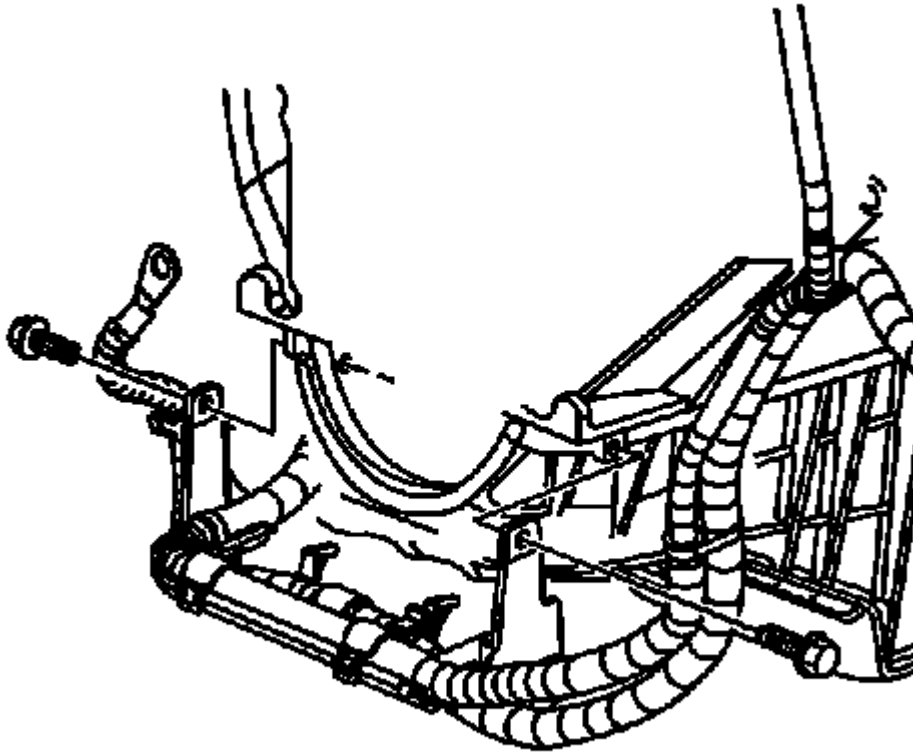


Fig. 313: Installing Battery Cable Bracket Bolts
Courtesy of GENERAL MOTORS CORP.

20. If equipped with 2WD, Install the crossmember and bolts.

Tighten: Tighten the bolts to 100 N.m (74 lb ft).

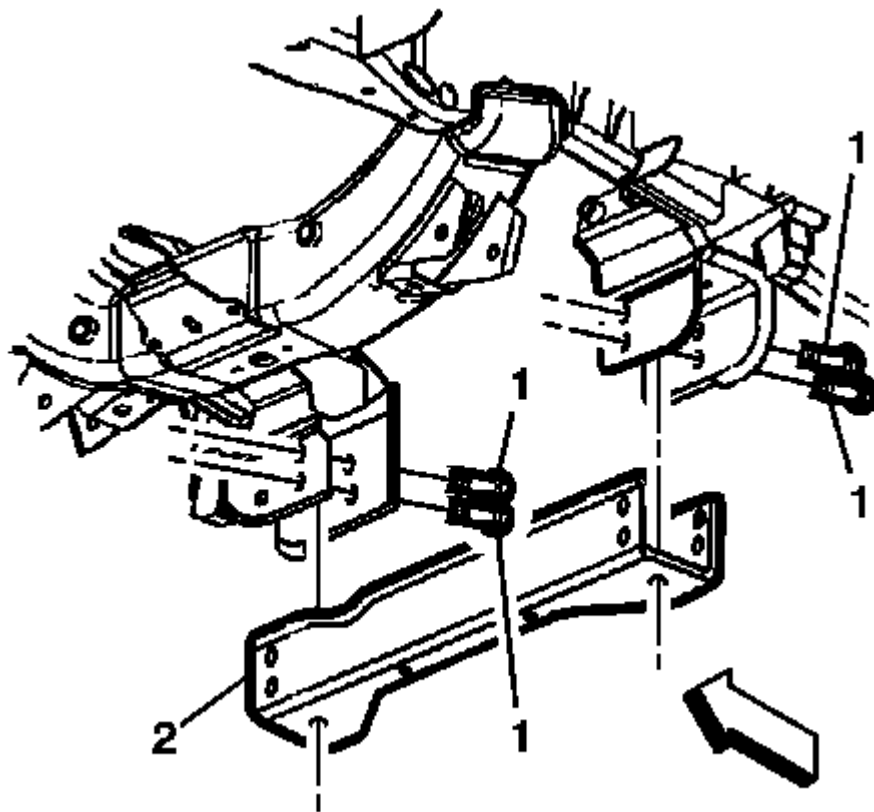


Fig. 314: View Of Crossbar Bolts & Bar (2WD)
Courtesy of GENERAL MOTORS CORP.

21. Install the front differential carrier, if equipped with 4WD. Refer to **Differential Carrier Assembly Replacement** in Front Drive Axle.
22. If equipped with 4WD, install the crossmember and bolts.

Tighten: Tighten the bolts to 100 N.m (74 lb ft).

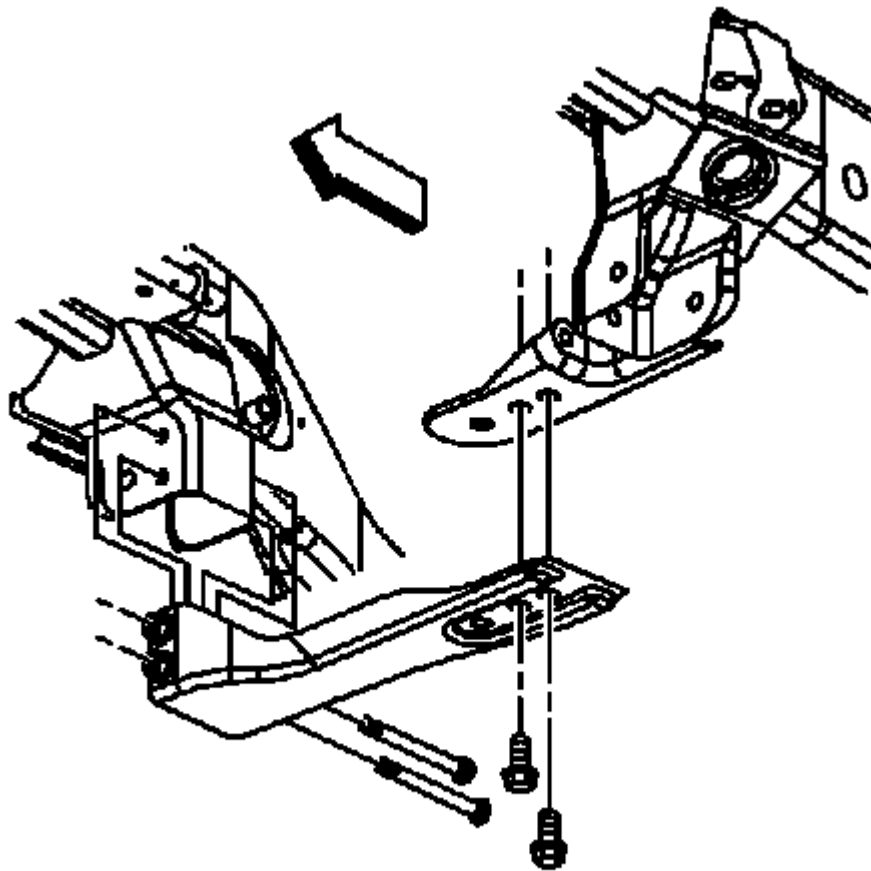


Fig. 315: View Of Crossmember Bolts & Bar (4WD Only)
Courtesy of GENERAL MOTORS CORP.

23. If equipped, install the oil pan skid plate and bolts.

Tighten: Tighten the bolts to 20 N.m (15 lb ft).

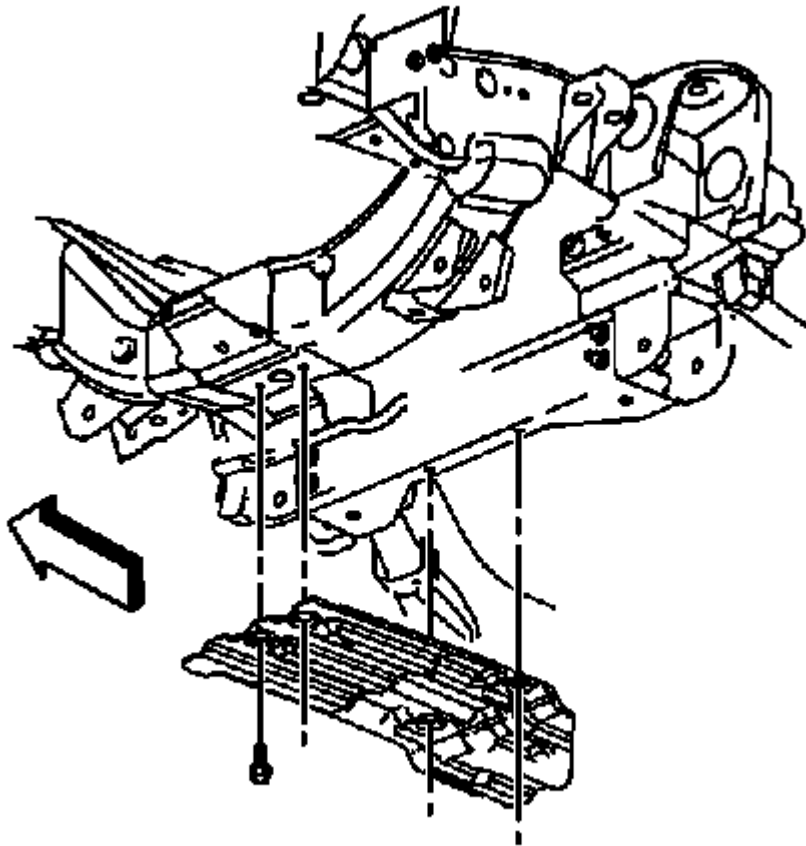


Fig. 316: Identifying Oil Pan Skid Plate
Courtesy of GENERAL MOTORS CORP.

24. Lubricate the oil filter gasket with clean engine oil.
25. Install the oil filter.

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

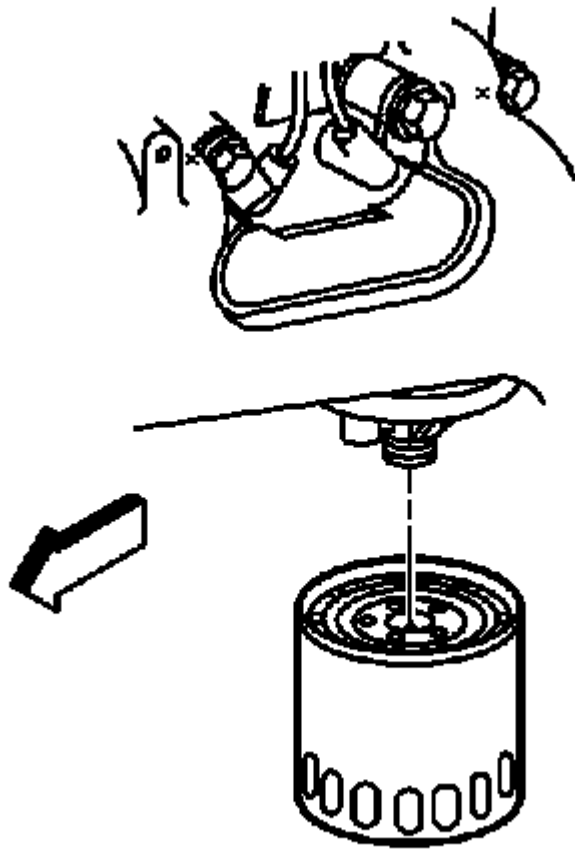


Fig. 317: Installing Oil Filter

Courtesy of GENERAL MOTORS CORP.

26. Lower the vehicle.
27. Fill the engine with the proper capacity and quality of engine oil. Refer to **Capacities - Approximate Fluid** in Maintenance and Lubrication.

Engine Oil Pressure Sensor and/or Switch Replacement

Tools Required

J 41712 Oil Pressure Switch Socket. See **Special Tools and Equipment**.

Removal Procedure

IMPORTANT: Clean the area around the oil pressure sensor. Do not allow debris to enter the engine.

1. Disconnect the fuel pump/oil pressure sensor electrical connector (3).

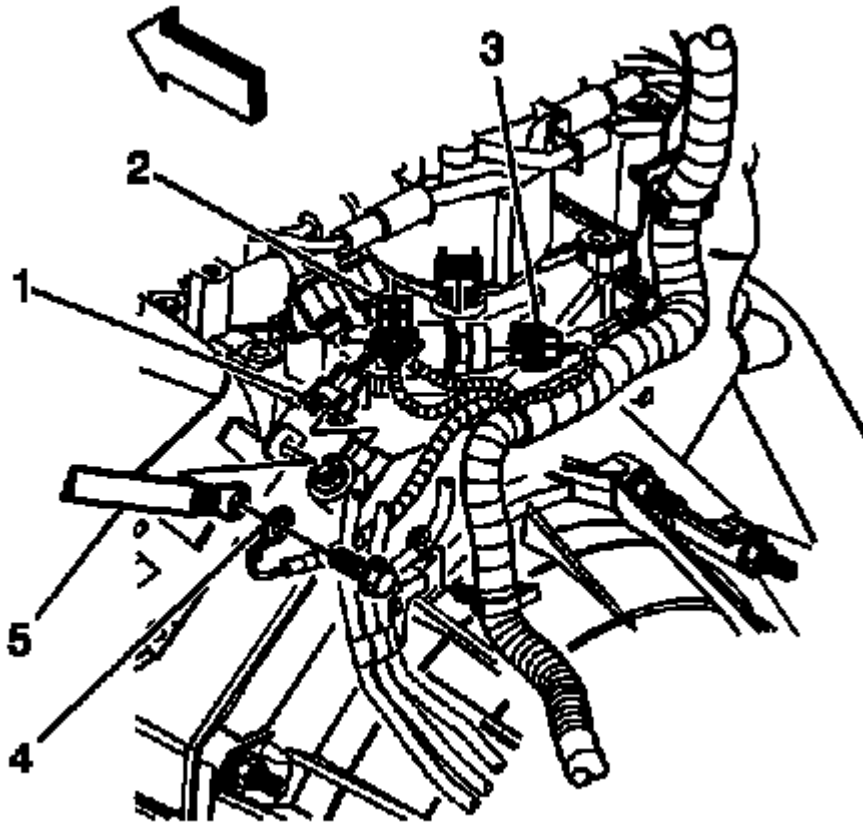


Fig. 318: View Of Ground Strap And CMP & Fuel Pump/Oil Pressure Sensor Connectors
Courtesy of GENERAL MOTORS CORP.

2. Using J 41712 , remove the fuel pump/oil pressure sensor.

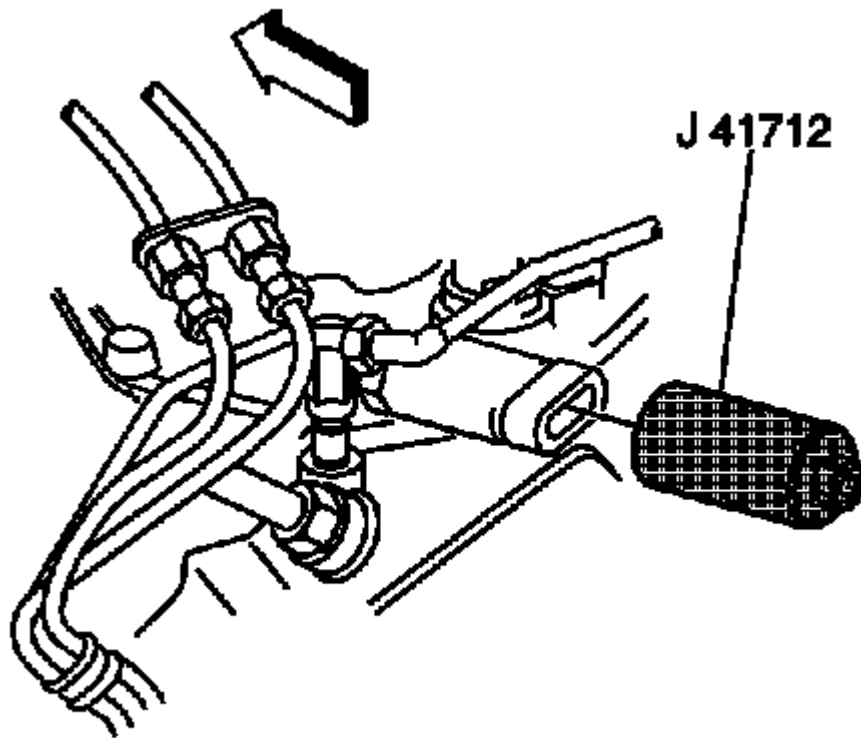


Fig. 319: J 41712

Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Note the alignment of the engine oil pressure sensor fitting prior to removal.

3. Remove the fuel pump/oil pressure sensor fitting, if necessary.

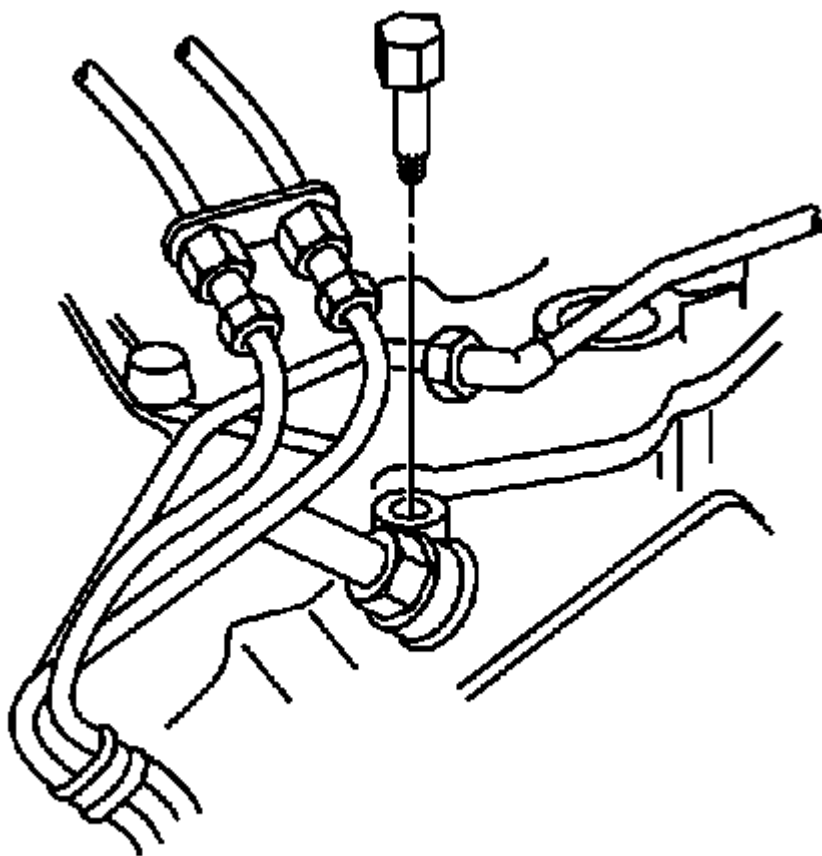


Fig. 320: Removing Fuel Pump/Oil Pressure Sensor Fitting
Courtesy of GENERAL MOTORS CORP.

Installation Procedure

1. If installing the old fitting, apply sealant GM P/N 12346004, (Canadian P/N 10953480), or equivalent to the threads of the fitting.
2. Install the fitting until snug, if necessary.

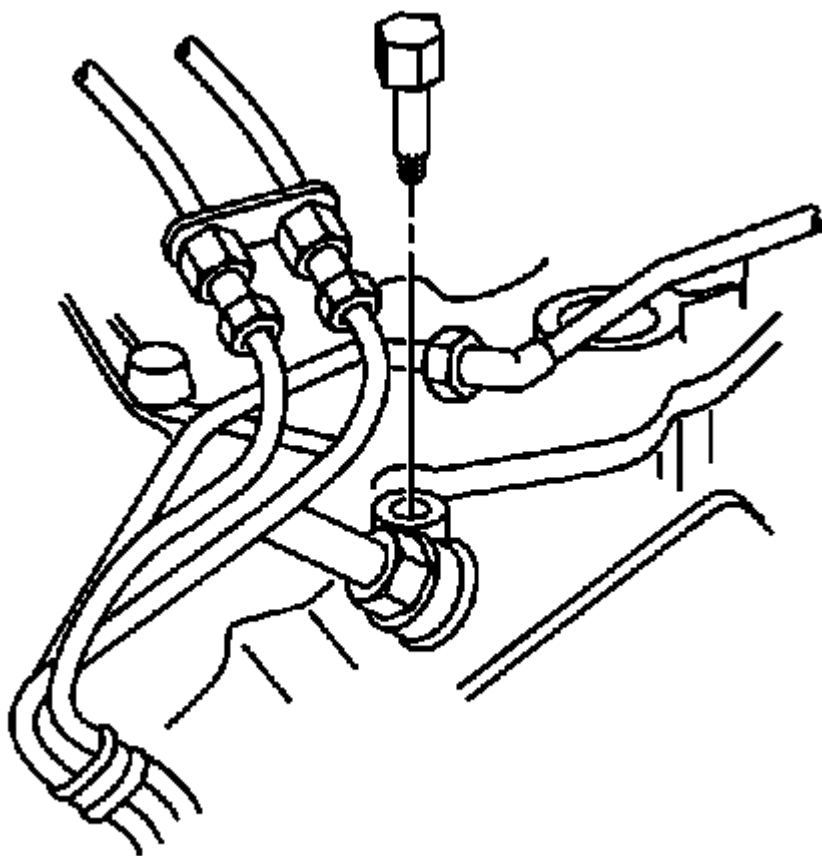


Fig. 321: Installing Fuel Pump/Oil Pressure Sensor Fitting
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Tighten the fuel pump/oil pressure sensor fitting.

Tighten:

1. Tighten the fitting to 15 N.m (11 lb ft).
2. Increase torque until the centerline of the fitting (1) is 50 degrees from the centerline of the crankshaft (2).

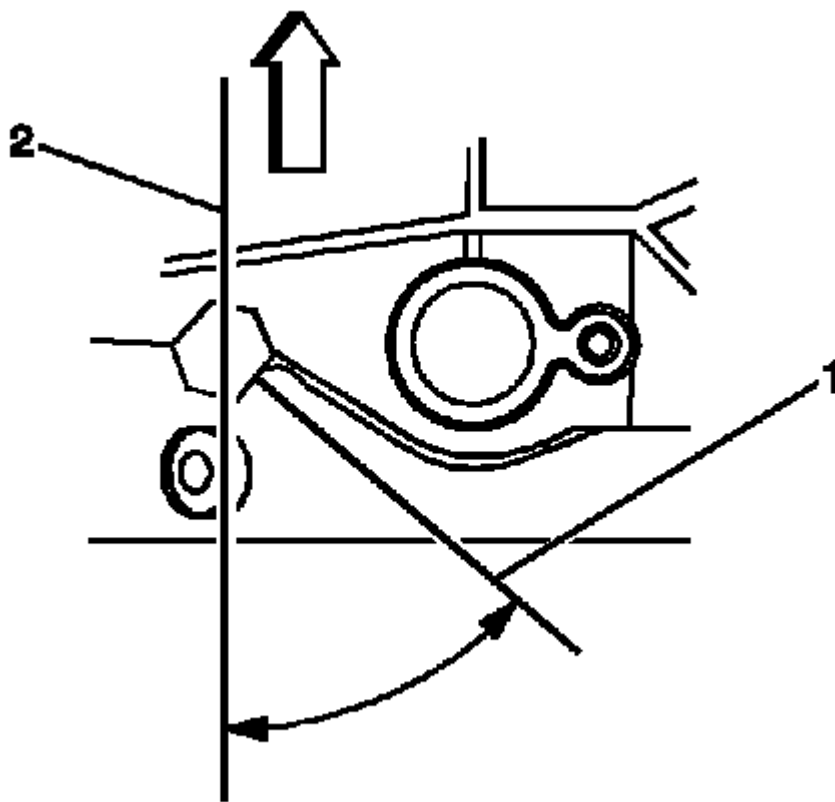


Fig. 322: Fitting Centerline & Crankshaft Centerline
Courtesy of GENERAL MOTORS CORP.

4. If installing the old sensor, apply sealant GM P/N 12346004, (Canadian P/N 10953480), or equivalent to the threads of the sensor.
5. Using **J 41712** , install the sensor.

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

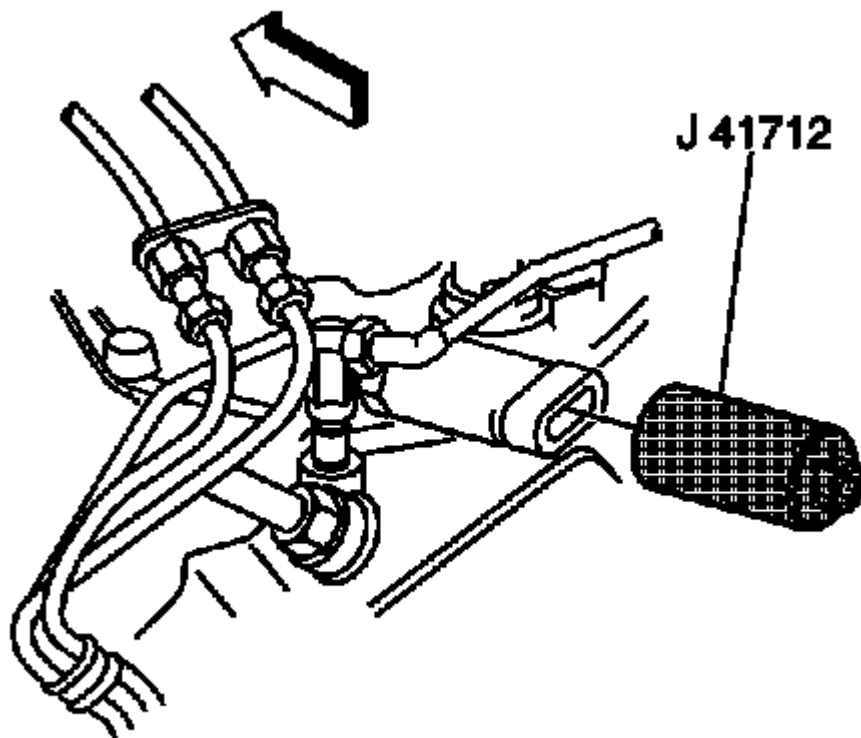


Fig. 323: J 41712

Courtesy of GENERAL MOTORS CORP.

6. Connect the fuel pump/oil pressure sensor electrical connector (3).

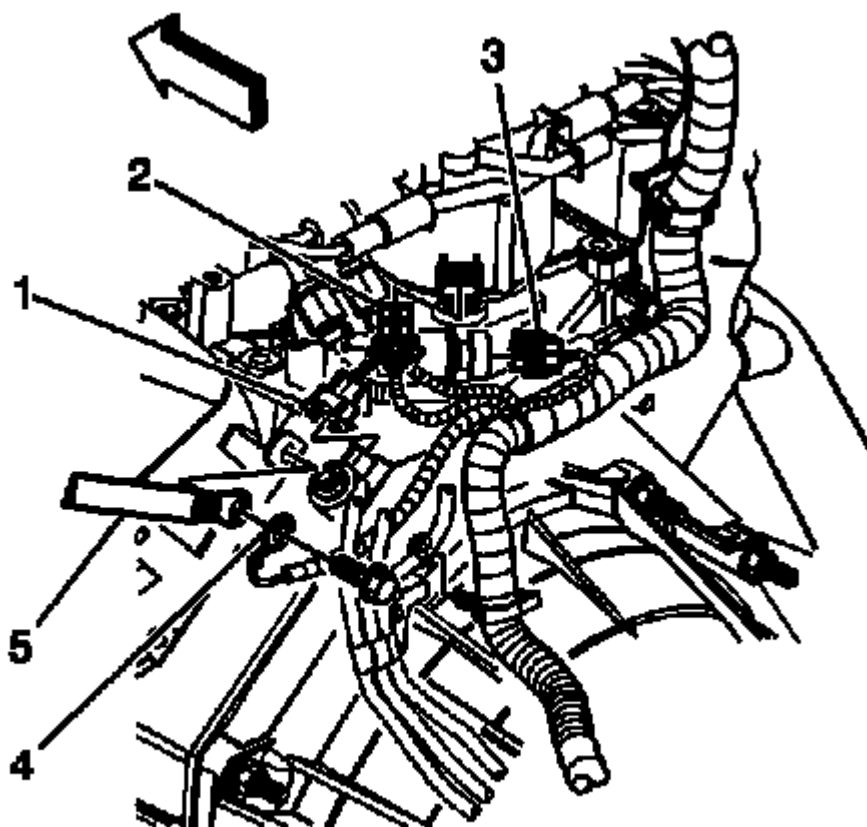


Fig. 324: View Of Ground Strap And CMP & Fuel Pump/Oil Pressure Sensor Connectors
Courtesy of GENERAL MOTORS CORP.

7. Check and adjust the engine oil level, if necessary.

Engine Oil Level Sensor and/or Switch Replacement

Removal Procedure

1. Raise and suitably support the vehicle. Refer to **Lifting and Jacking the Vehicle** in General Information.
2. Remove the drain plug and drain the oil into a suitable container.

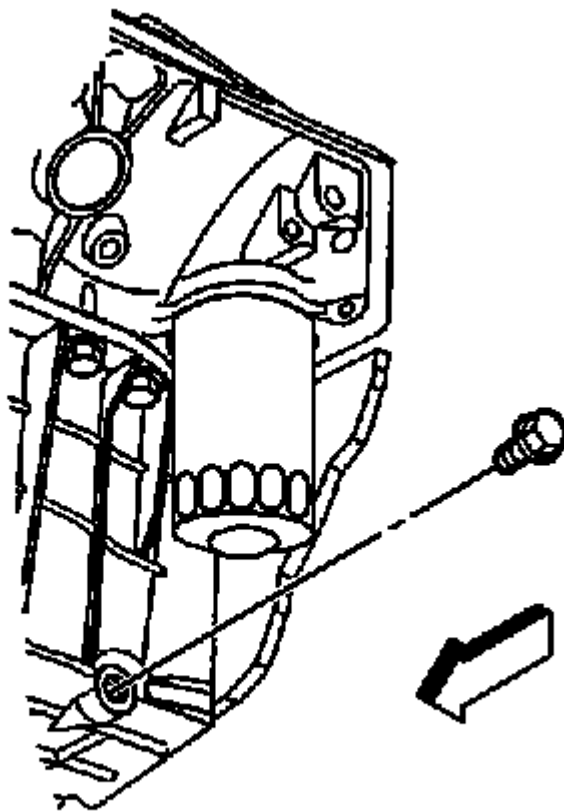


Fig. 325: Identifying Oil Drain Plug
Courtesy of GENERAL MOTORS CORP.

3. Disconnect the oil level sensor electrical connector (7).

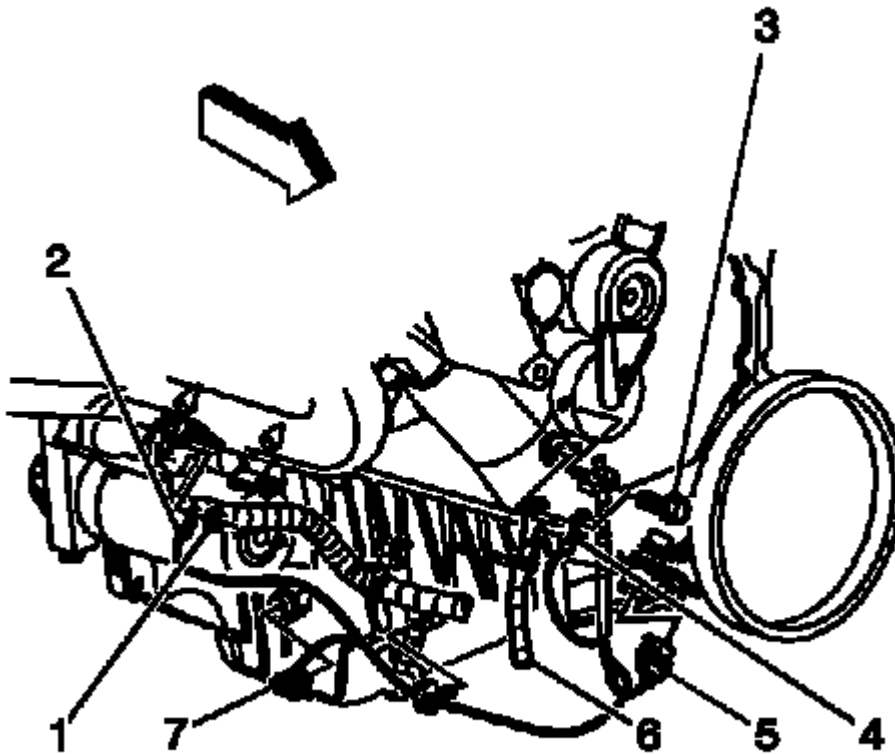


Fig. 326: View Of Oil Level Sensor Electrical Connector, CKP Electrical Connector & Battery Ground Bolt
Courtesy of GENERAL MOTORS CORP.

4. Remove the oil level sensor.

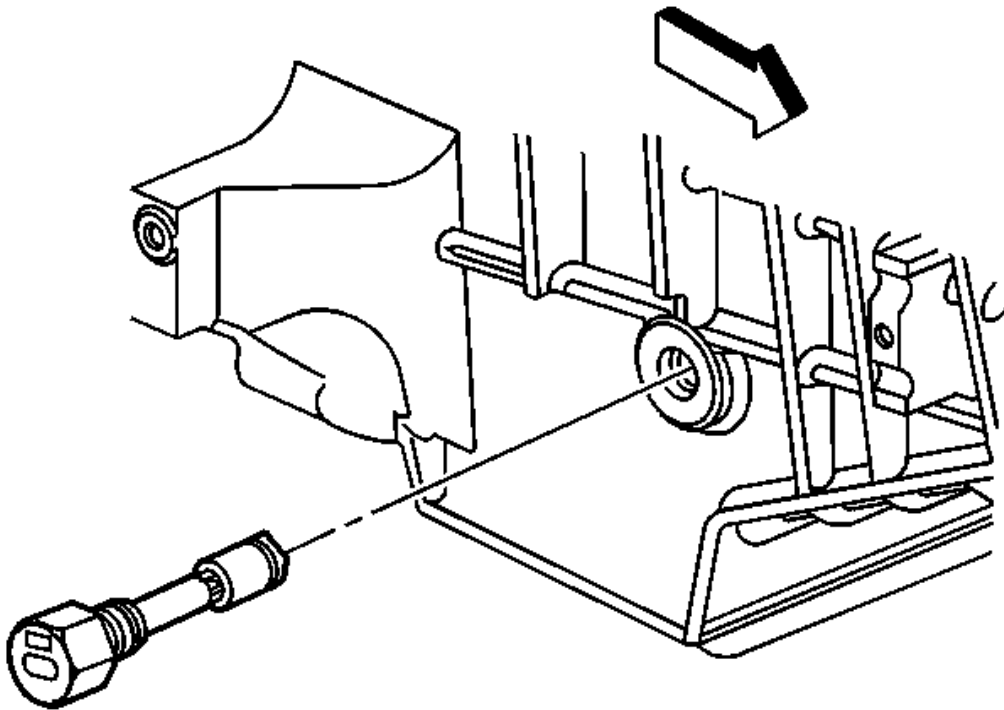


Fig. 327: Removing Oil Level Sensor
Courtesy of GENERAL MOTORS CORP.

Installation Procedure

NOTE: Refer to Fastener Notice in Cautions and Notices.

1. Install the drain plug.

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

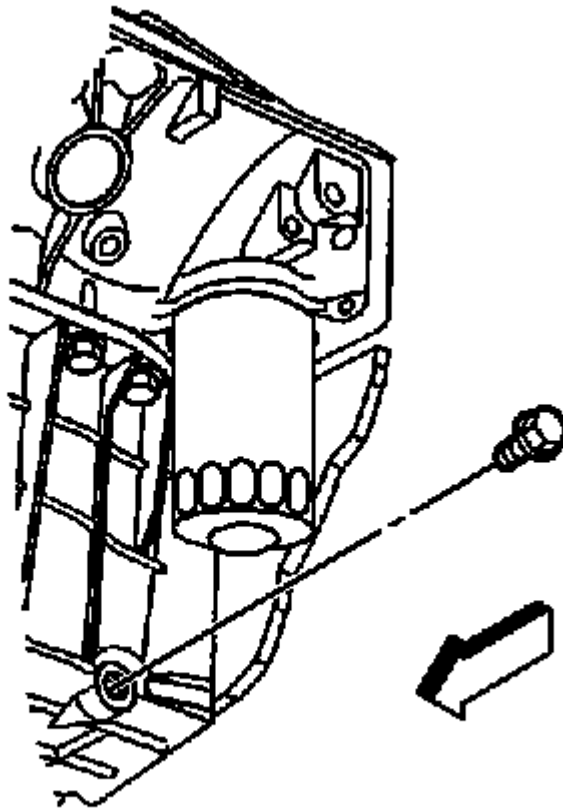


Fig. 328: Identifying Oil Drain Plug
Courtesy of GENERAL MOTORS CORP.

2. Install the oil level sensor.

Tighten: Tighten the sensor to 20 N.m (15 lb ft).

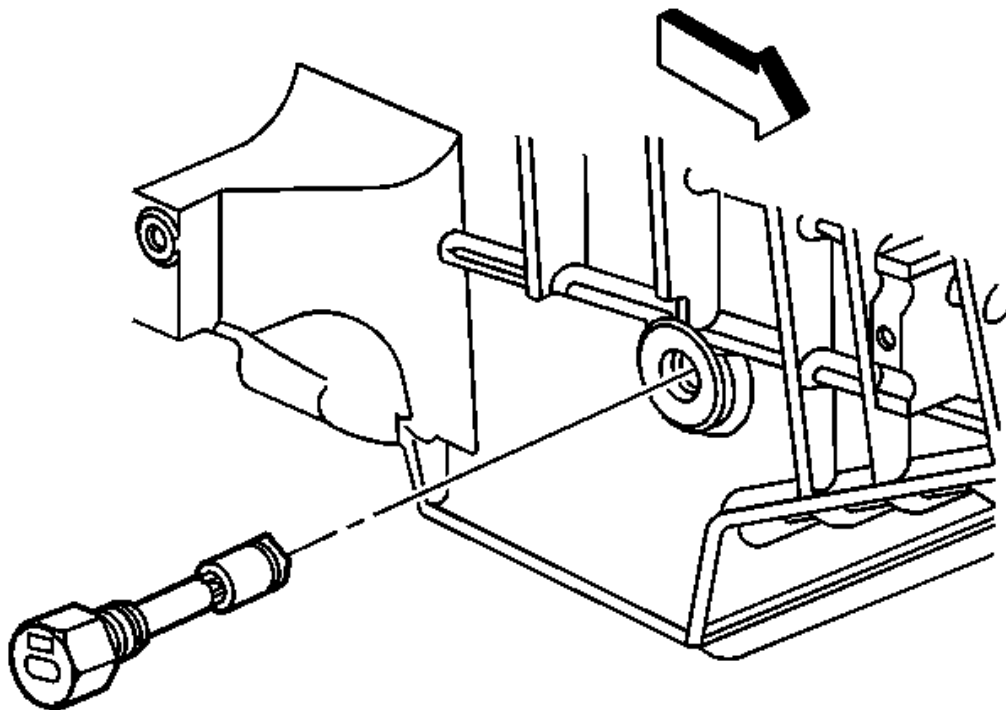


Fig. 329: Installing Oil Level Sensor
Courtesy of GENERAL MOTORS CORP.

3. Connect the oil level sensor electrical connector (7).

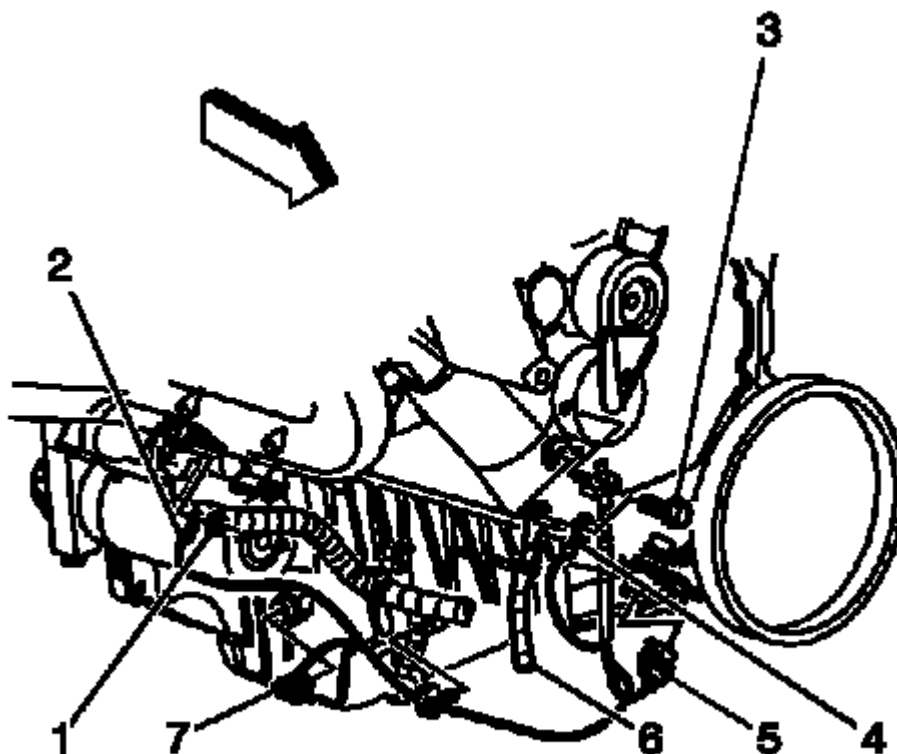


Fig. 330: View Of Oil Level Sensor Electrical Connector, CKP Electrical Connector & Battery Ground Bolt

Courtesy of GENERAL MOTORS CORP.

4. Lower the vehicle.
5. Fill the engine with the proper quantity and grade of oil. Refer to **Capacities - Approximate Fluid** in Maintenance and Lubrication.

Oil Level Indicator and Tube Replacement

Removal Procedure

1. Remove the oil level indicator.

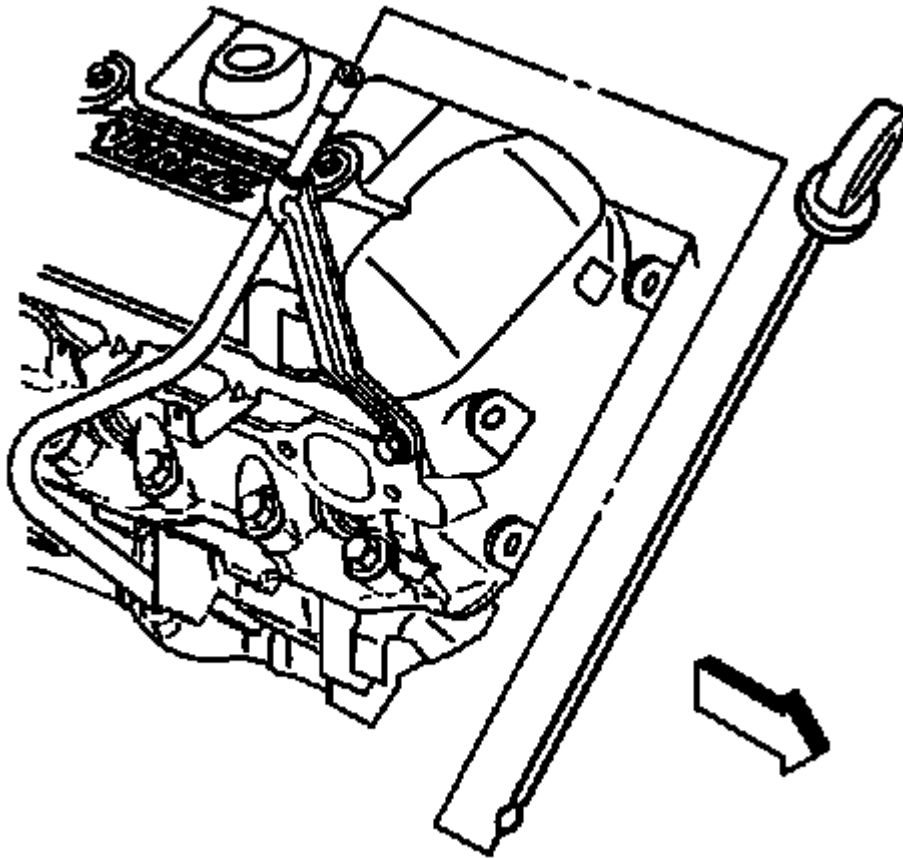


Fig. 331: Removing Oil Level Indicator
Courtesy of GENERAL MOTORS CORP.

2. Remove the right exhaust manifold. Refer to **Exhaust Manifold Replacement - Right (4.3L Engine)** in Engine Exhaust.
3. Remove the oil level indicator tube bolt.
4. Remove the oil level indicator tube using a twisting motion.

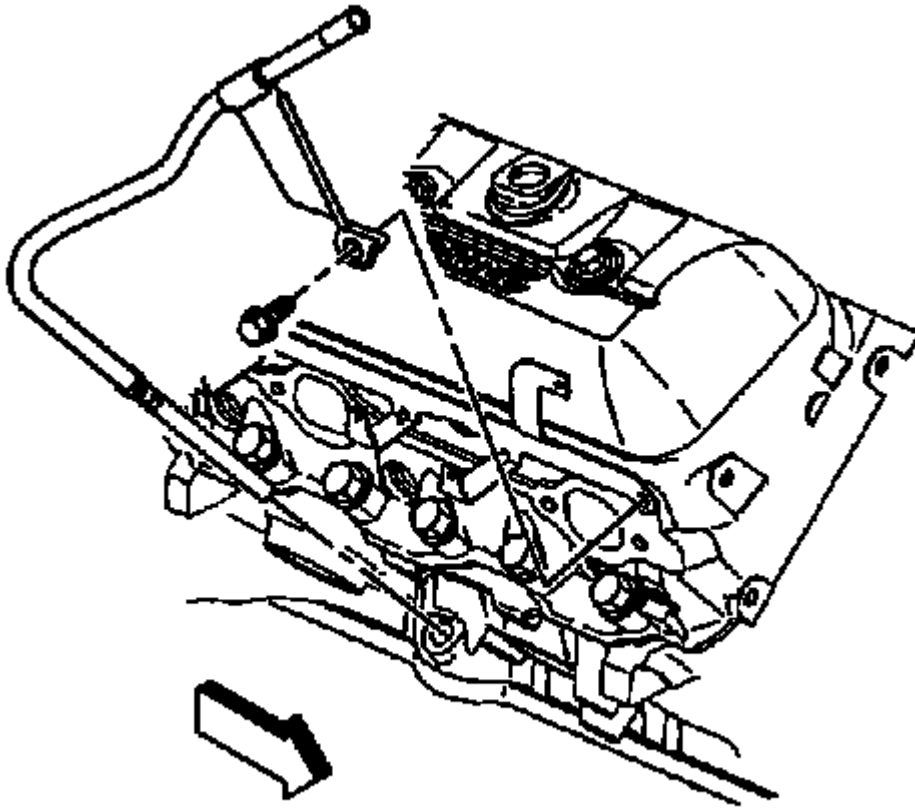


Fig. 332: Removing Oil Level Indicator Tube & Bolt
Courtesy of GENERAL MOTORS CORP.

5. Clean the old sealer from the indicator tube and engine block.

Installation Procedure

1. Apply sealant GM P/N 12346004, (Canadian P/N 10953480), or equivalent around the indicator tube 13 mm (0.5 in) below the tube bead.
2. Install the indicator tube. Rotate the oil level indicator tube into position.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install the indicator tube bolt.

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

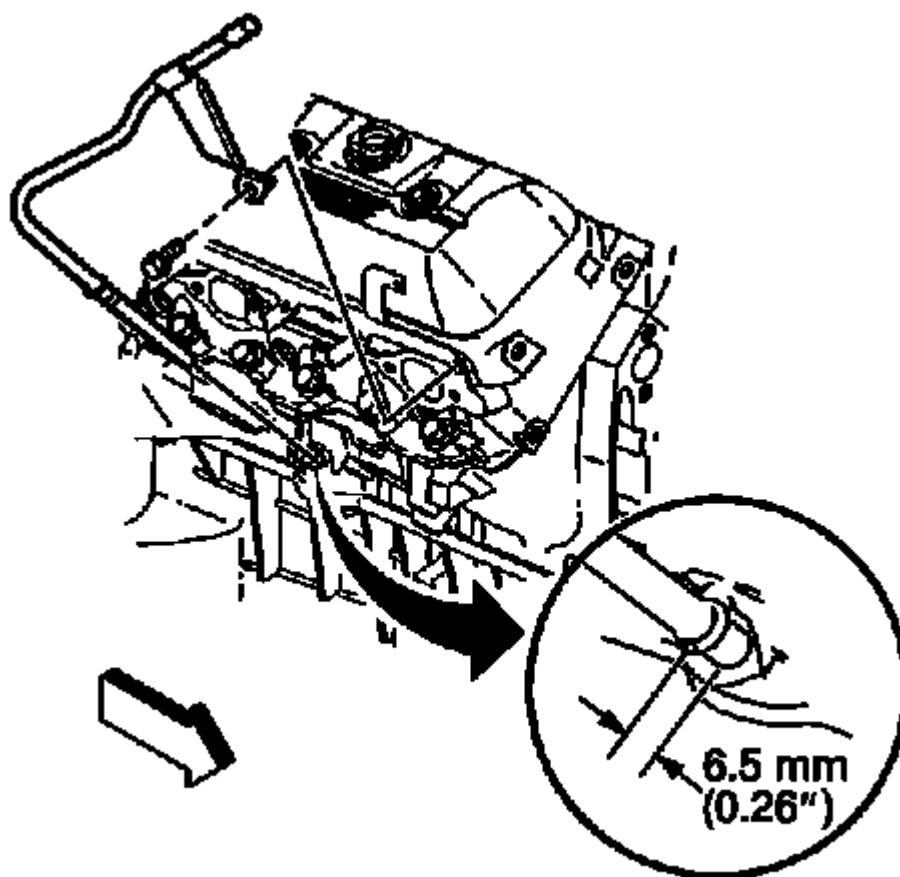


Fig. 333: Applying Sealant & Installing Oil Level Indicator Tube & Bolt
Courtesy of GENERAL MOTORS CORP.

4. Install the right exhaust manifold. Refer to Exhaust Manifold Replacement - Right (4.3L Engine) in Engine Exhaust.
5. Install the oil level indicator.

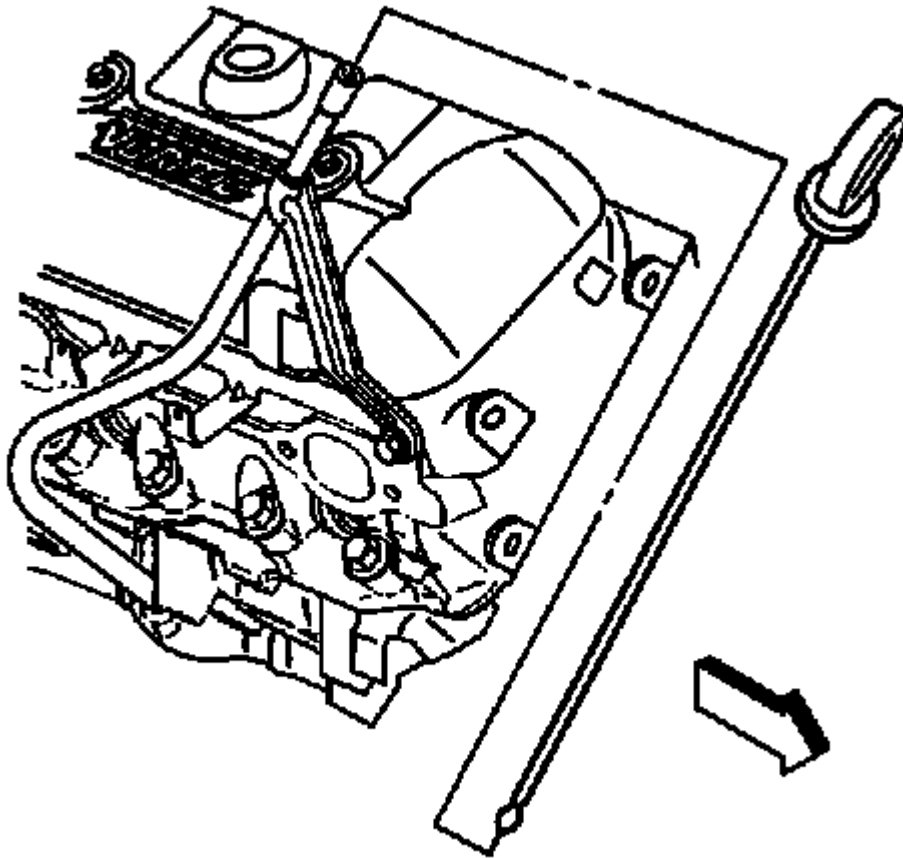


Fig. 334: Installing Oil Level Indicator
Courtesy of GENERAL MOTORS CORP.

Oil Pump Replacement

Removal Procedure

1. Remove the oil pan. Refer to **Oil Pan Replacement**.
2. Remove the oil pump bolt.
3. Remove the oil pump.

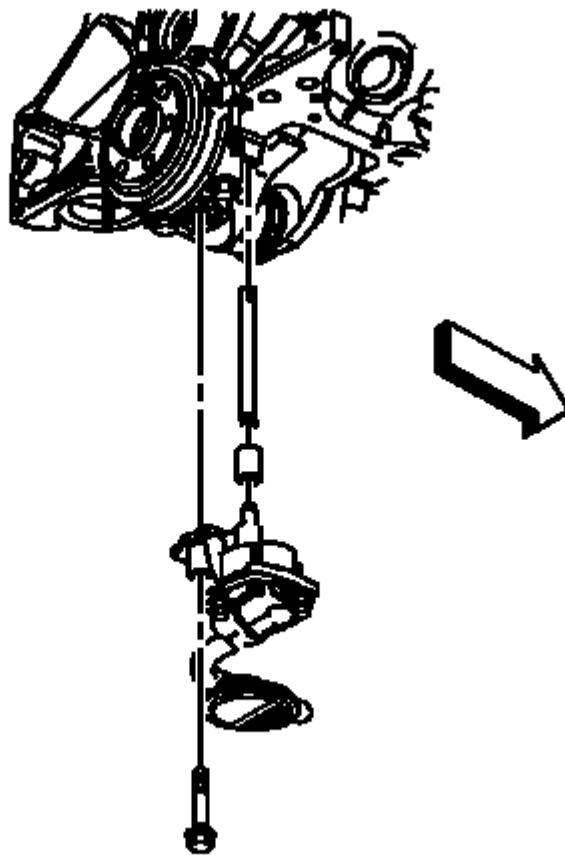


Fig. 335: Removing Oil Pump
Courtesy of GENERAL MOTORS CORP.

4. Inspect the oil pump locator pins for damage, and replace if required.

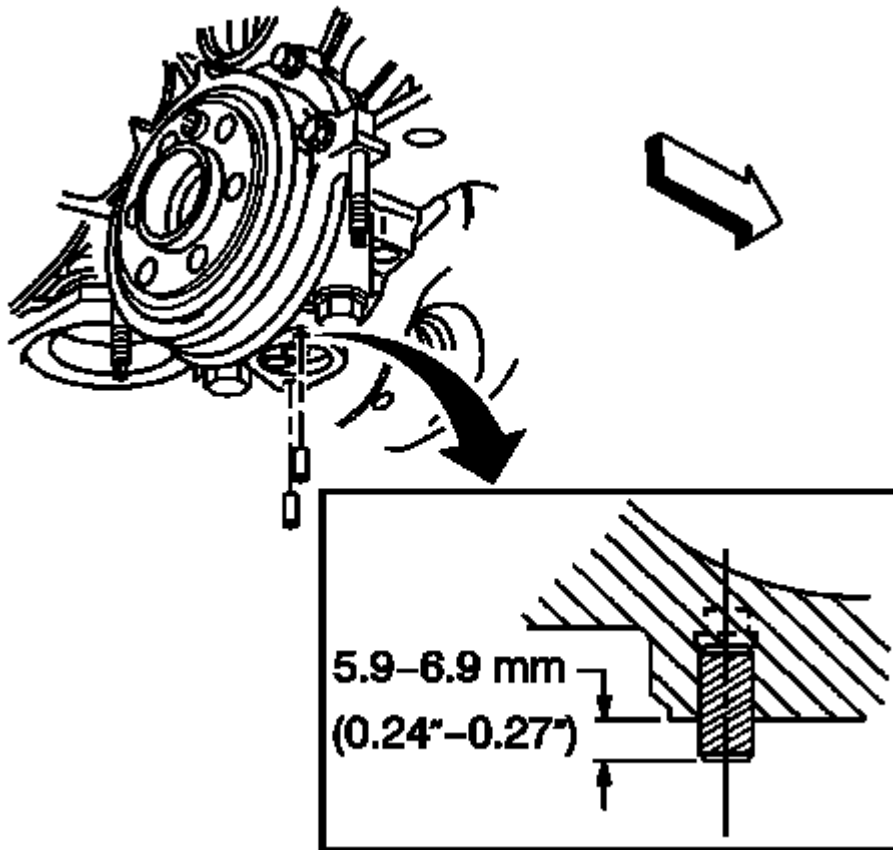


Fig. 336: Oil Pump Locator Pins
Courtesy of GENERAL MOTORS CORP.

5. Clean and inspect the oil pump, if necessary. Refer to **Oil Pump Cleaning and Inspection**.

Installation Procedure

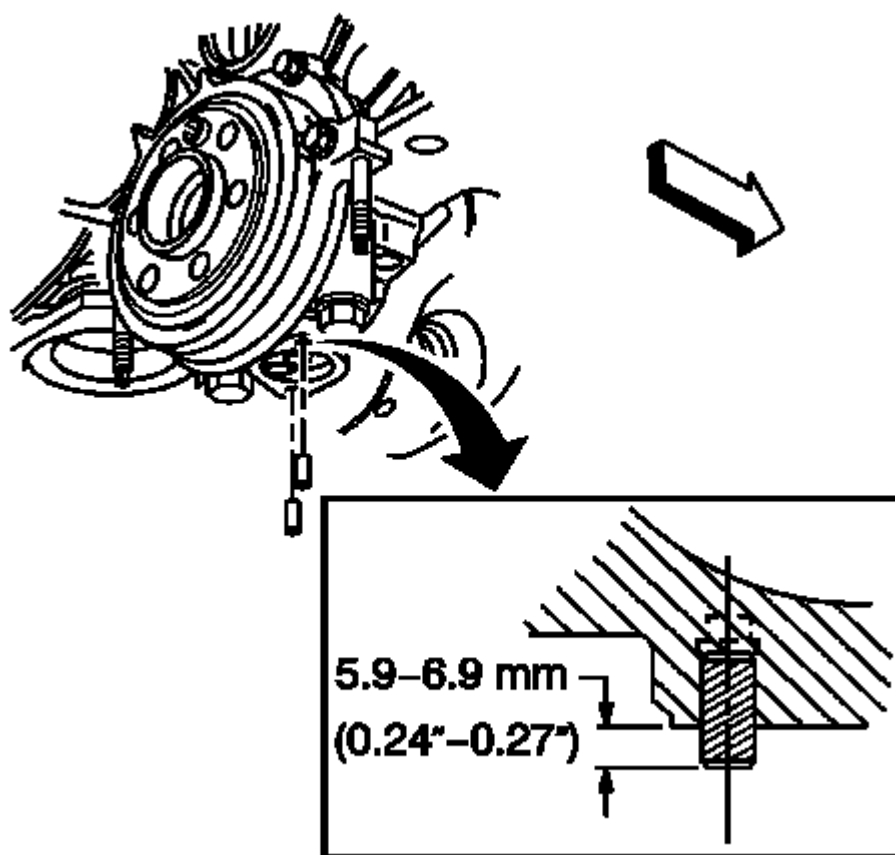


Fig. 337: Oil Pump Locator Pins

Courtesy of GENERAL MOTORS CORP.

1. Inspect for properly installed oil pump locator pins.

IMPORTANT: Do not reuse the oil pump driveshaft retainer. During assembly, install a **NEW** oil pump driveshaft retainer.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the oil pump. Position the oil pump onto the locator pins.
3. Install the oil pump bolt.

Tighten: Tighten the bolt to 90 N.m (66 lb ft).

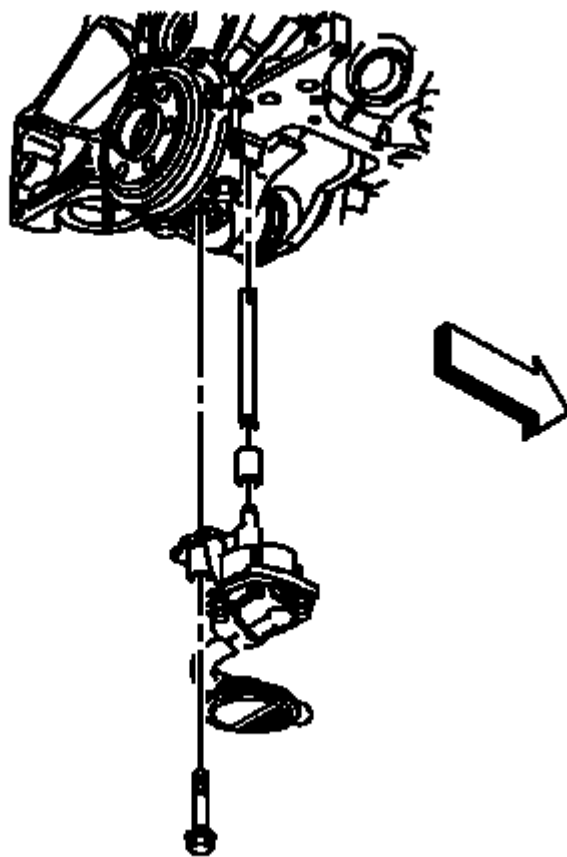


Fig. 338: Installing Oil Pump
Courtesy of GENERAL MOTORS CORP.

4. Install the oil pan. Refer to **Oil Pan Replacement**.

Crankshaft Rear Oil Seal Replacement

Tools Required

J 35621-B Rear Main Seal Installer. See **Special Tools and Equipment**.

Removal Procedure

1. Remove the flywheel. Refer to **Engine Flywheel Replacement**.
2. Insert a flat-tipped screwdriver into the access notches and carefully pry the seal from the housing.

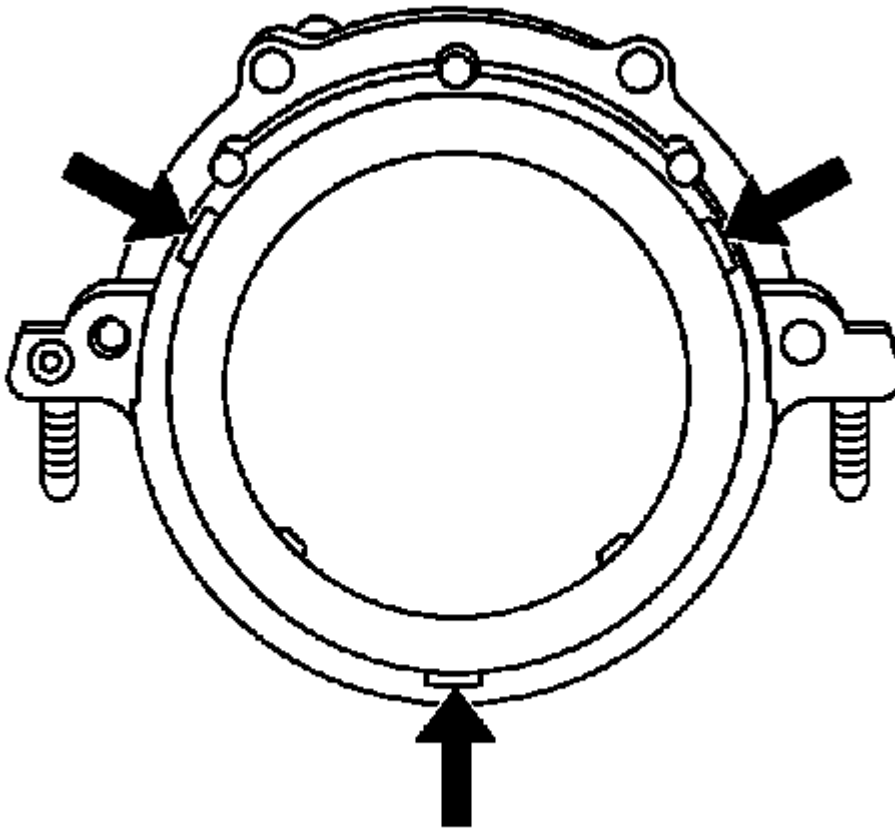


Fig. 339: Crankshaft Rear Oil Seal Notches
Courtesy of GENERAL MOTORS CORP.

3. Discard the seal.
4. Clean off any dirt or rust in the area.

Installation Procedure

1. Apply 2 to 3 drops of clean engine oil to the bore of the housing.
2. Apply 2 to 3 drops of clean engine oil to the outside diameter of the engine flywheel pilot flange.
3. Apply 1 drop of clean engine oil to the outside diameter of the flywheel locator pin.
4. Apply 2 to 3 drops of clean engine oil to the crankshaft seal surface.
5. Inspect the **J 35621-B** flange for imperfections that may damage the NEW seal.

Minor imperfections may be removed with a fine grade emery cloth.

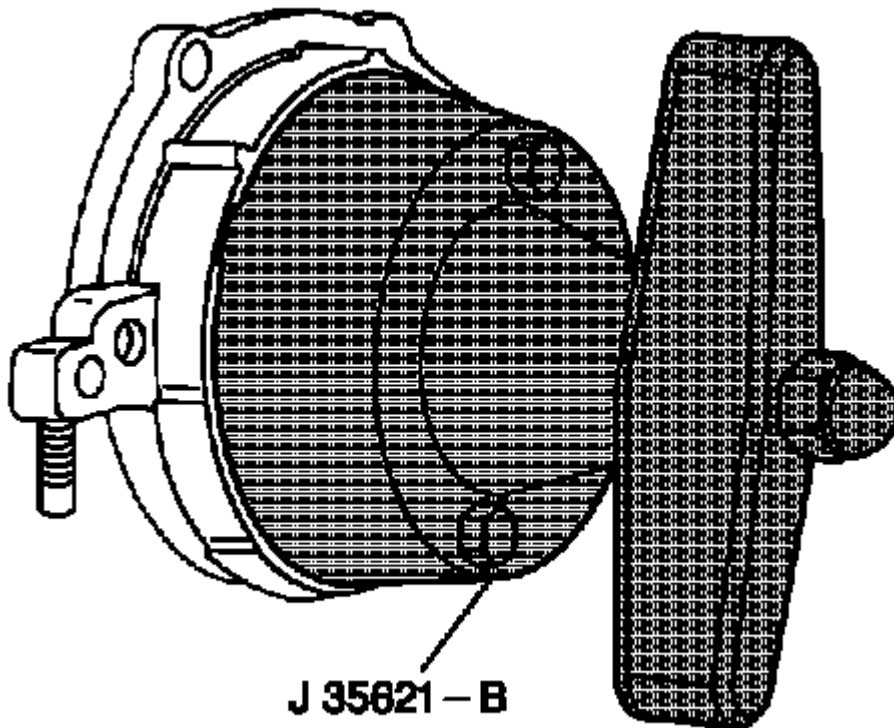


Fig. 340: Installing Crankshaft Rear Oil Seal Using J 35621-B
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: DO NOT allow oil or any other lubricants to contact the seal lip surface of the seal.

6. Remove the sleeve from the seal.
7. Apply 2 to 3 drops of clean engine oil to the outside diameter of the seal.
8. Install the seal onto the **J 35621-B**.
9. Install the **J 35621-B** onto the rear of the crankshaft and hand tighten the tool bolts until snug.

NOTE: Proper alignment of the crankshaft rear oil seal is critical. Install the crankshaft rear oil seal near to flush and square to the crankshaft rear oil seal housing. Failing to do so may cause the crankshaft rear oil seal or the crankshaft rear oil seal installation tool to fail.

10. Install the seal onto the crankshaft and into the housing.
 1. Turn the **J 35621-B** wing nut clockwise until the seal is installed close to flush and square to the housing.

Increased resistance will be felt when the seal has reached the bottom of the housing bore.

2. Turn the **J 35621-B** wing nut counterclockwise to release the **J 35621-B** from the seal.
11. Remove the **J 35621-B**.
12. Wipe off any excess engine oil with a clean rag.
13. Install the engine flywheel. Refer to **Engine Flywheel Replacement**.

Crankshaft Rear Oil Seal Housing Replacement

Removal Procedure

IMPORTANT: Do not remove the crankshaft rear oil seal housing if only replacing the crankshaft rear oil seal.

1. Remove the oil pan. Refer to **Oil Pan Replacement**.
2. Remove the engine flywheel. Refer to **Engine Flywheel Replacement**.
3. Remove the housing bolts and nut.
4. Remove the housing.

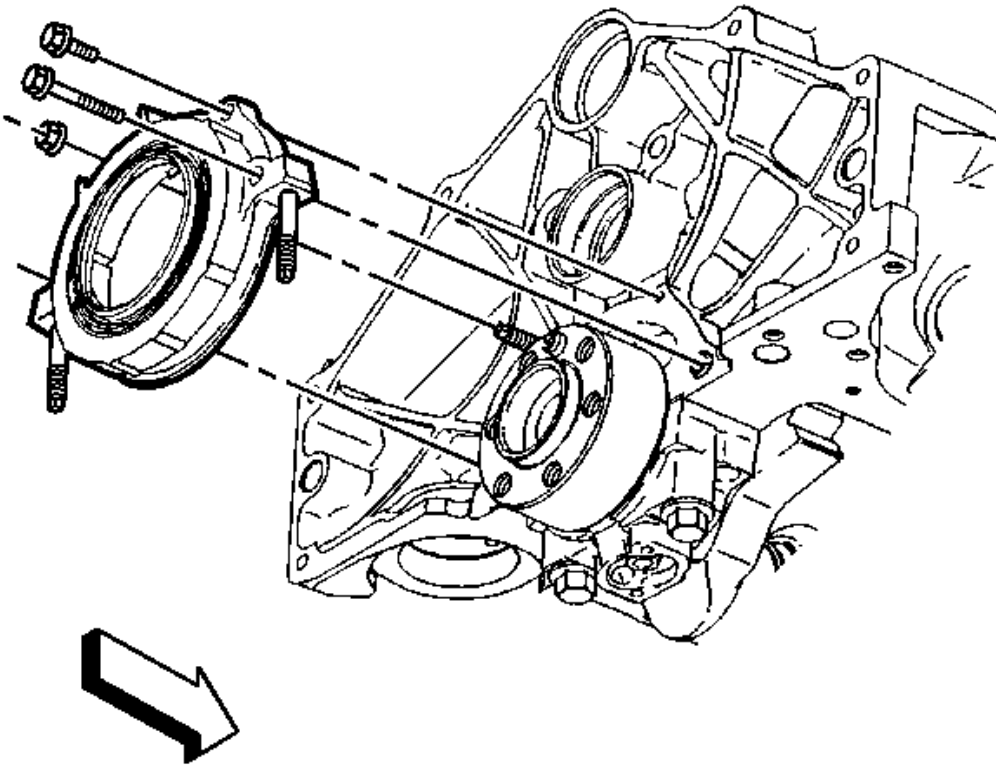


Fig. 341: Removing Crankshaft Rear Oil Seal Housing & Bolts
Courtesy of GENERAL MOTORS CORP.

5. Remove and discard the housing gasket.

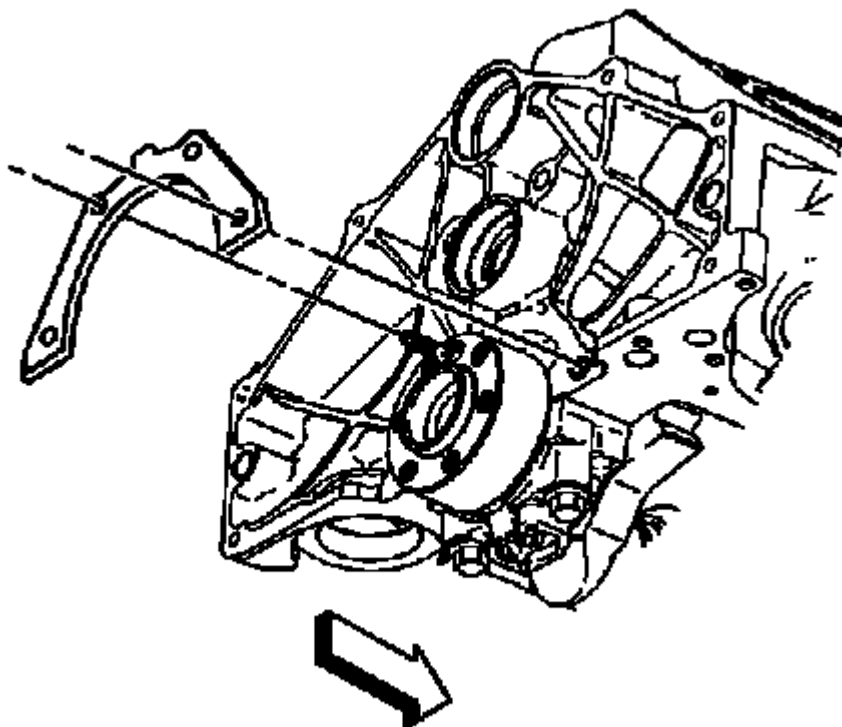


Fig. 342: Removing Housing Gasket
Courtesy of GENERAL MOTORS CORP.

6. Clean all the sealing surfaces.
7. Inspect and replace the housing for warping, cracks, wear, or damage.

Installation Procedure

IMPORTANT: When installing a NEW housing the seal will come with the housing. If reusing the housing and then installing a NEW seal follow the instructions for installing the housing and then refer to Crankshaft Rear Oil Seal Replacement to install the seal.

1. Install a NEW housing gasket.

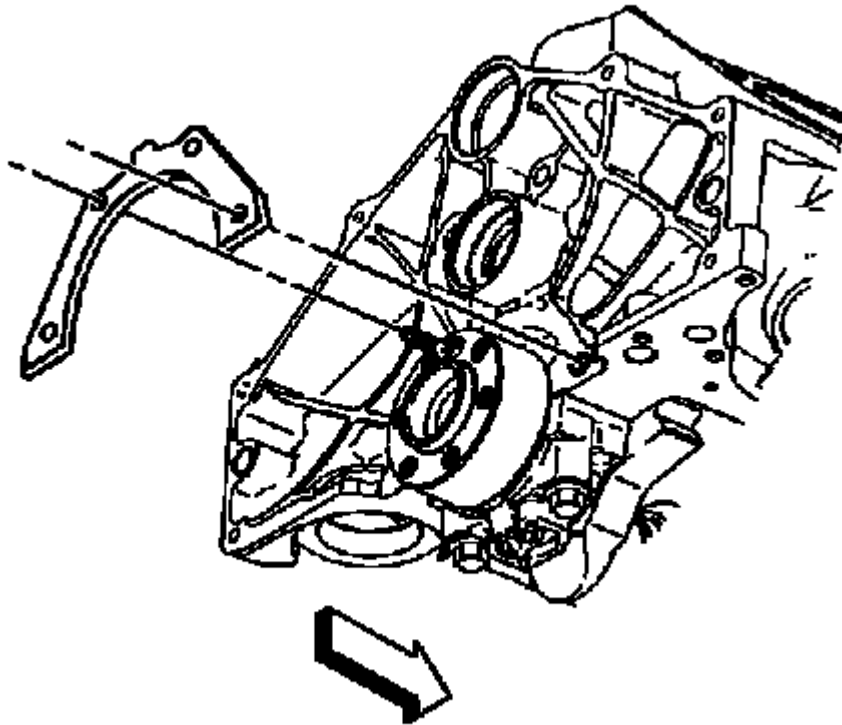


Fig. 343: Installing Housing Gasket
Courtesy of GENERAL MOTORS CORP.

2. Install the NEW housing with the seal using the following procedure.

IMPORTANT: Do not oil or grease the seal lip or the crankshaft seal area.

1. Leave the sleeve in the seal and use the sleeve as a guide to ease installing the seal lip over the end of the crankshaft.
2. Push the housing fully onto the crankshaft until the housing is against the seal gasket and the engine.
3. Remove the sleeve.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install the crankshaft rear oil seal housing bolts and nut.

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

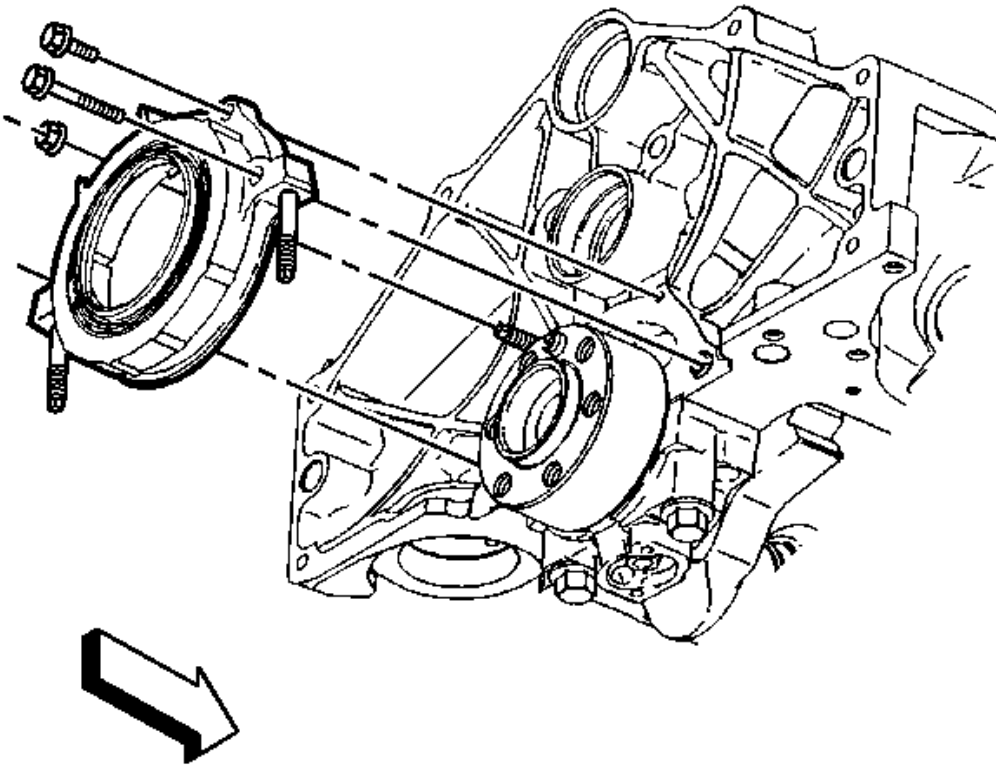


Fig. 344: Installing Crankshaft Rear Oil Seal Housing & Bolts
Courtesy of GENERAL MOTORS CORP.

4. Install the engine flywheel. Refer to **Engine Flywheel Replacement**.
5. Install the oil pan. Refer to **Oil Pan Replacement**.

Engine Flywheel Replacement

Removal Procedure

1. Remove the automatic transmission, if equipped. Refer to **Transmission Replacement (4.8L, 5.3L, and 6.0L Engines)** or **Transmission Replacement (5.3L Engine w/RPO HP2)** in Automatic Transmission - 4L60-E.
2. Remove the clutch, if equipped. Refer to **Clutch Assembly Replacement** in Clutch.
3. Remove the flywheel bolts.
4. Remove the flywheel (1 or 2).

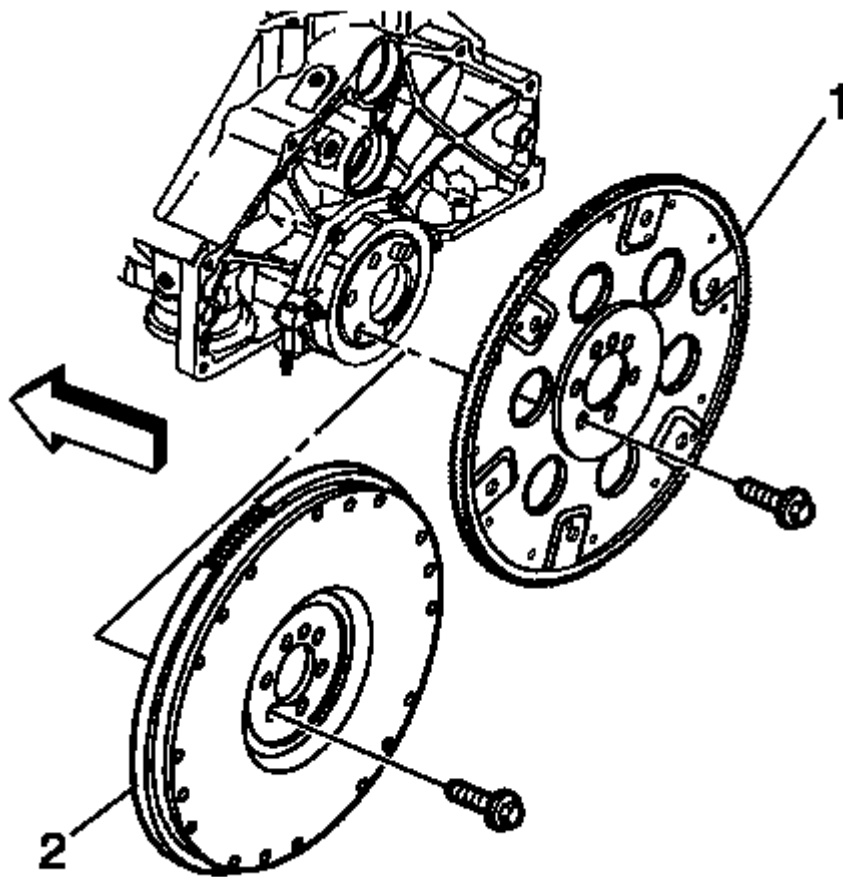


Fig. 345: Removing Flywheel
Courtesy of GENERAL MOTORS CORP.

5. If equipped with a manual transmission, note the position of any flywheel weights for assembly.

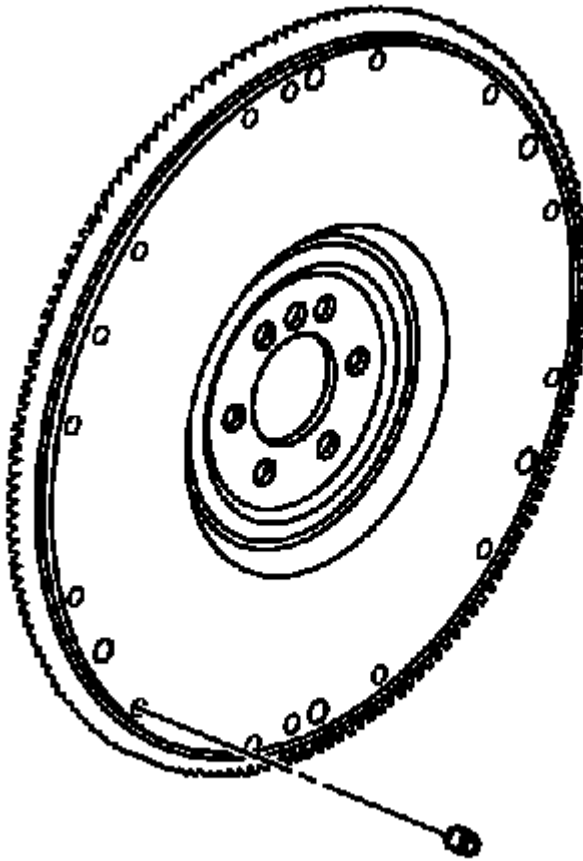


Fig. 346: Locating Flywheel Weights (Manual Transmission)
Courtesy of GENERAL MOTORS CORP.

6. Clean and inspect the flywheel, if necessary. Refer to **Engine Flywheel Cleaning and Inspection**.

Installation Procedure

IMPORTANT: If replacing the flywheel on a manual transmission, note the position and length of the original flywheel weights (if applicable). Flywheel weights of the same length must be installed into the NEW flywheel in the same location as the old weights were in the old flywheel.

1. Note the position of the old flywheel weights and install the NEW flywheel weights as required.

A properly installed flywheel weight will be flush or slightly below flush with the face of the flywheel.

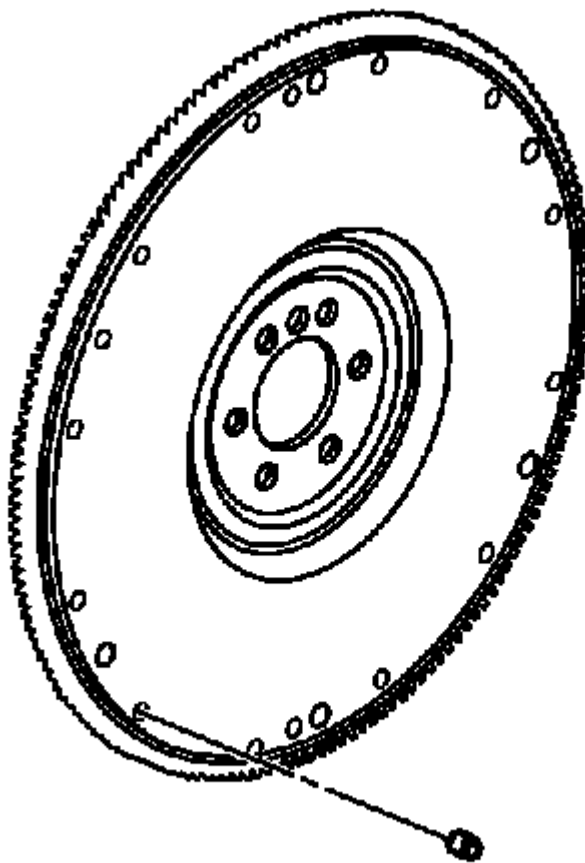


Fig. 347: Locating Flywheel Weights (Manual Transmission)
Courtesy of GENERAL MOTORS CORP.

2. Install the flywheel (1 or 2).

Align the flywheel locator hole to the flywheel locator pin.

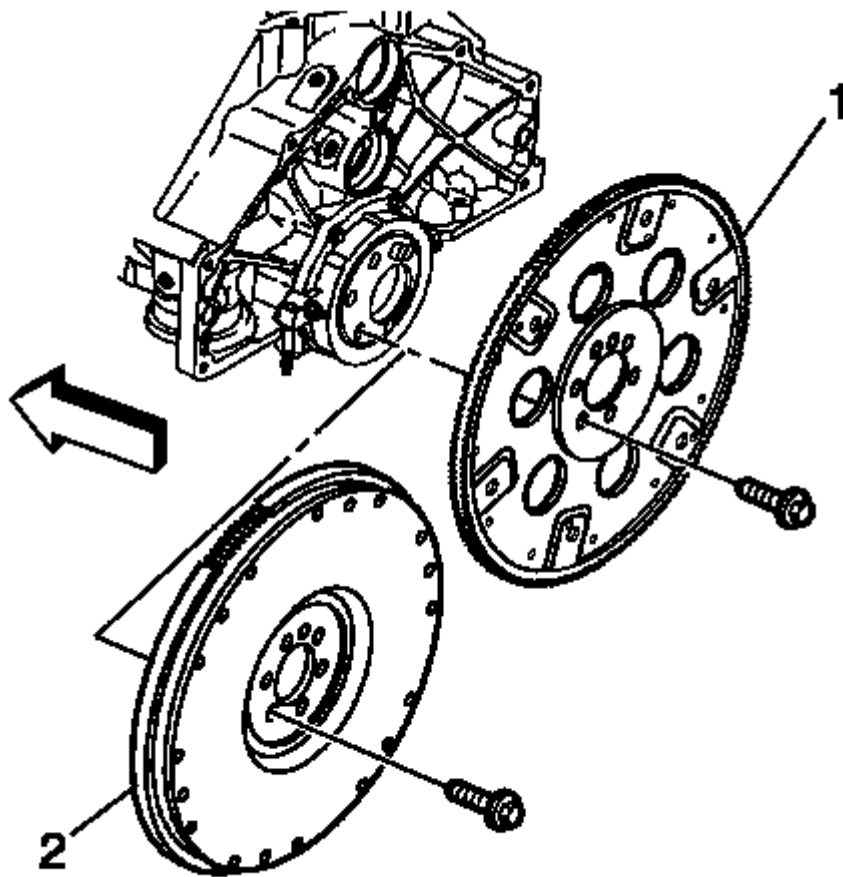


Fig. 348: Installing Flywheel

Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install the flywheel bolts.

Tighten: Tighten the bolts in the sequence shown to 100 N.m (74 lb ft).

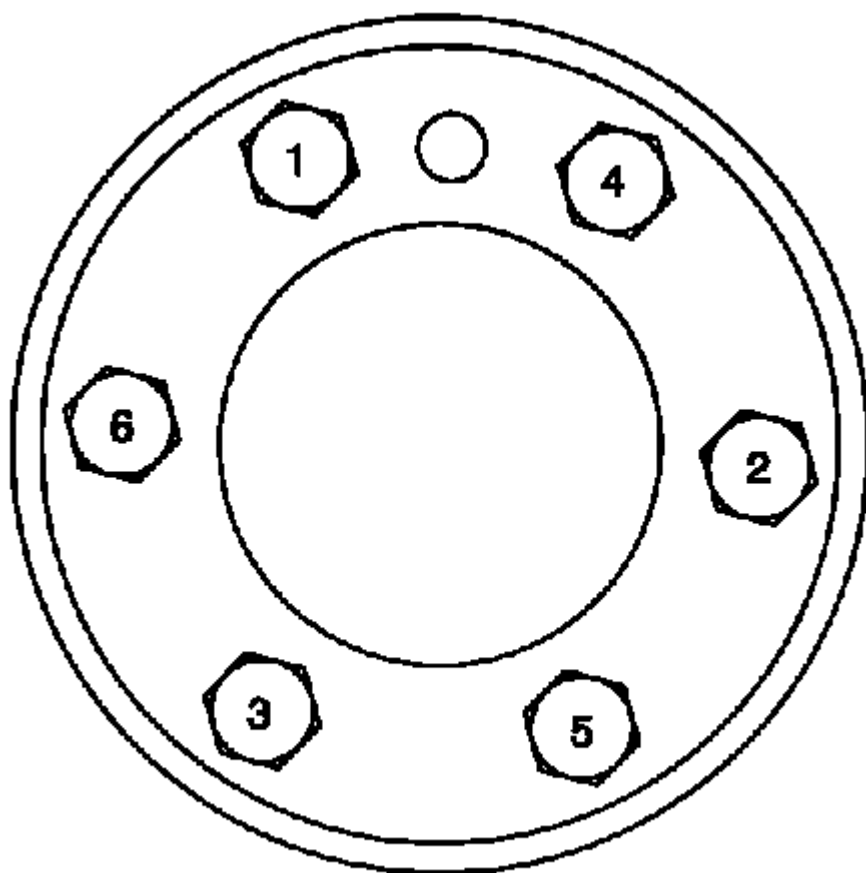


Fig. 349: Identifying Flywheel Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

4. Install the clutch, if equipped. Refer to **Clutch Assembly Replacement** in Clutch.
5. Install the automatic transmission, if equipped. Refer to **Transmission Replacement (4.8L, 5.3L, and 6.0L Engines)** or **Transmission Replacement (5.3L Engine w/RPO HP2)** in Automatic Transmission - 4L60-E.

Engine Replacement

Tools Required

J 41427 Engine Lift Brackets

Removal Procedure

1. Raise the hood to the service position, perform the following:
 1. Remove the hood hinge bolts (1).
 2. Raise the hood until vertical.
 3. Install the hood hinge bolts until snug in the service position (2).

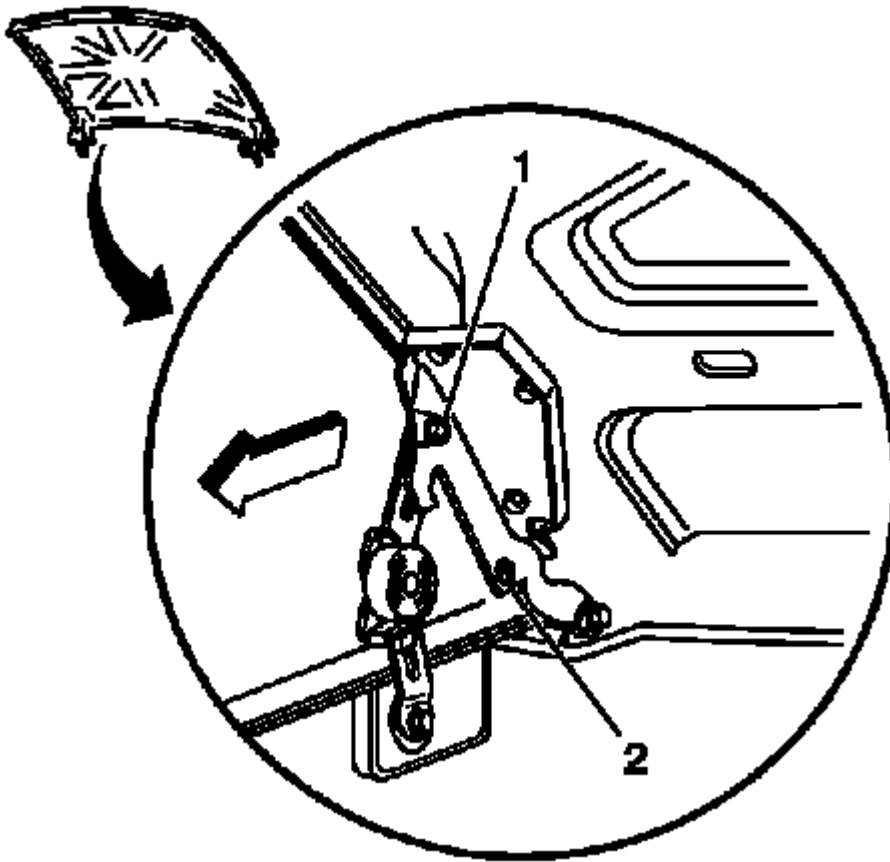


Fig. 350: Identifying Hood Hinge Normal And Service Position Bolt Holes
 Courtesy of GENERAL MOTORS CORP.

2. Disconnect the negative battery cable. Refer to **Battery Negative Cable Disconnect/Connect Procedure (Single Battery)** or **Battery Negative Cable Disconnect/Connect Procedure (Auxiliary Battery)** in Engine Electrical.
3. Drain the cooling system. Refer to **Draining and Filling Cooling System (without HP2)** in Engine Cooling.
4. Remove the fuel pipes/hoses. Refer to **Fuel Hose/Pipes Replacement - Engine Compartment** in Engine Controls - 4.3L.
5. Remove the lower fan shroud. Refer to **Fan Shroud Replacement - Lower** in Engine Cooling.
6. Remove the drive belt. Refer to **Drive Belt Replacement**.
7. Raise and suitably support the vehicle. Refer to **Lifting and Jacking the Vehicle** in General Information.
8. If equipped, remove the oil pan skid plate bolts and plate.

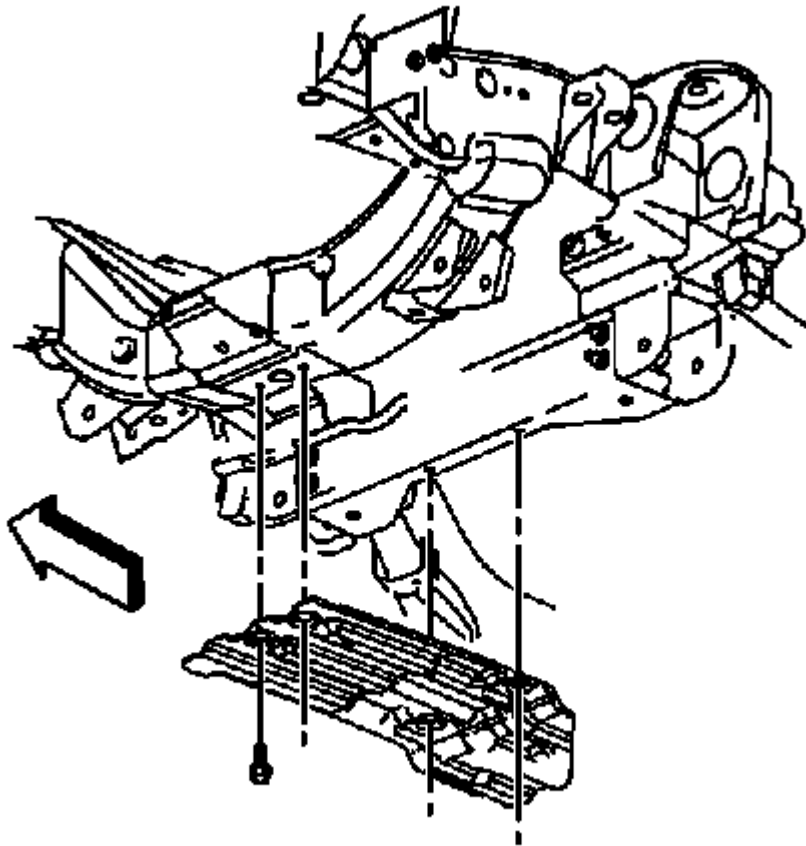


Fig. 351: Identifying Oil Pan Skid Plate
Courtesy of GENERAL MOTORS CORP.

9. If equipped, remove the engine shield. Refer to **Engine Protection Shield Replacement** in Frame and Underbody.
10. Remove the starter. Refer to **Starter Motor Replacement (4.3L Engine)** in Engine Electrical.
11. Remove the transmission cover.

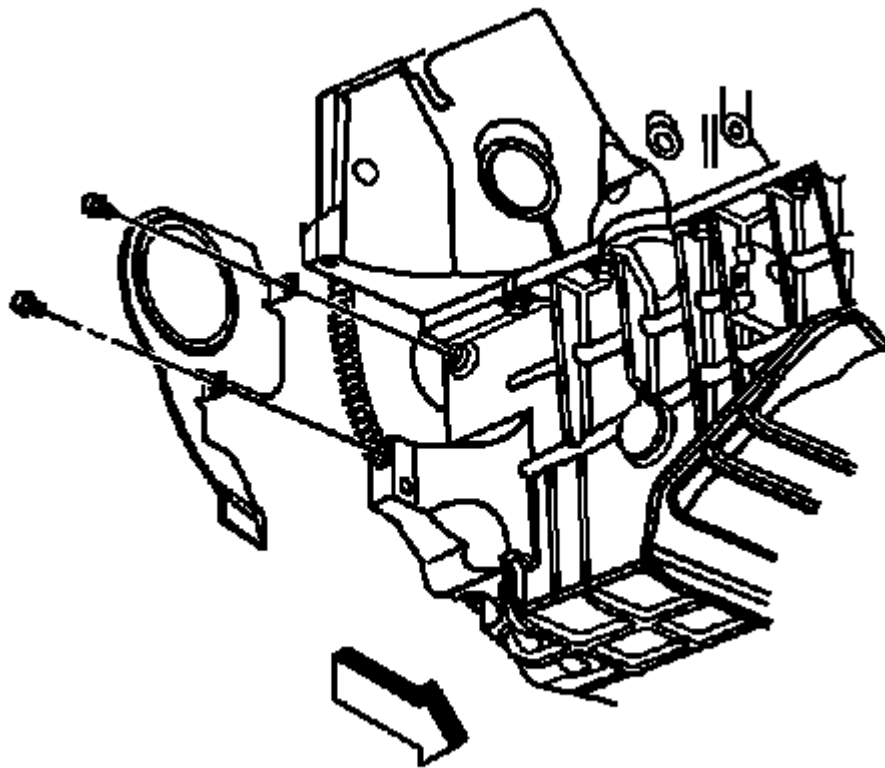


Fig. 352: Removing Transmission Cover
Courtesy of GENERAL MOTORS CORP.

12. Remove the positive battery cable clip bolt (2).

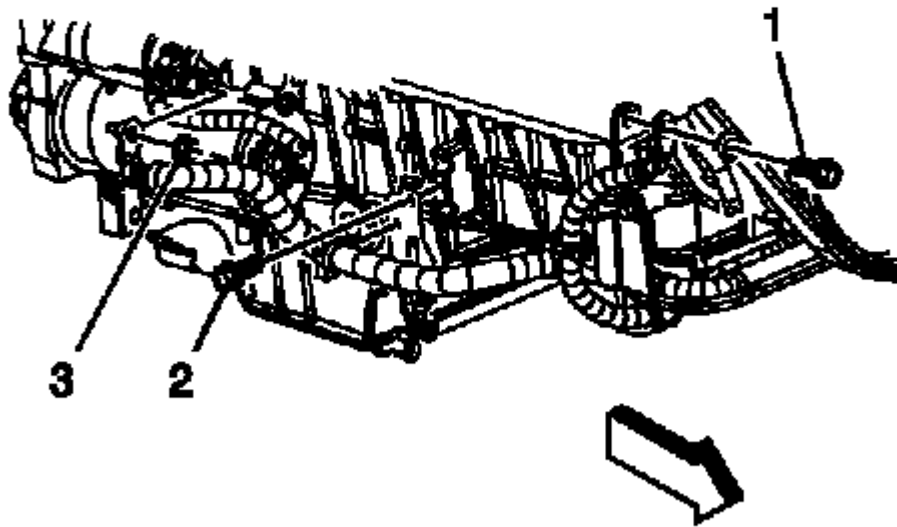


Fig. 353: Removing Positive Battery Cable Clip Bolt
Courtesy of GENERAL MOTORS CORP.

13. Remove the catalytic converter. Refer to **Catalytic Converter Replacement (4.3L, 4.8L, and 5.3L Engines)** in Engine Exhaust.
14. Remove the battery cable bracket bolts.

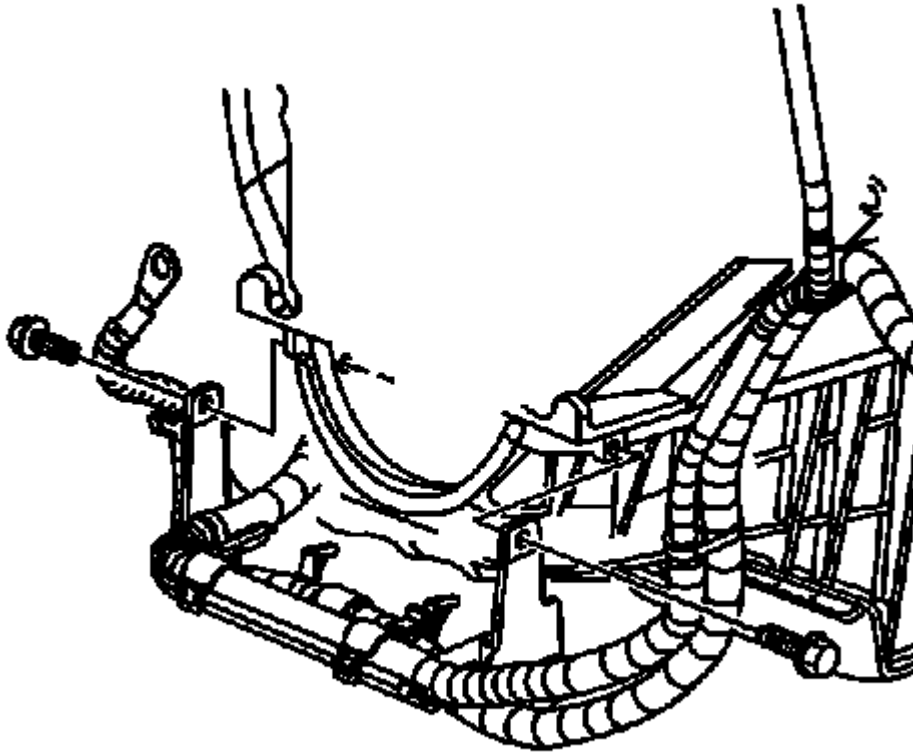


Fig. 354: Removing Battery Cable Bracket Bolts
Courtesy of GENERAL MOTORS CORP.

15. Disconnect the crankshaft position (CKP) sensor electrical connector (5) and remove the harness from the retainer clip.
16. Remove the ground bolt (3) holding the negative battery cable (6) and ground cable (4) to the engine.

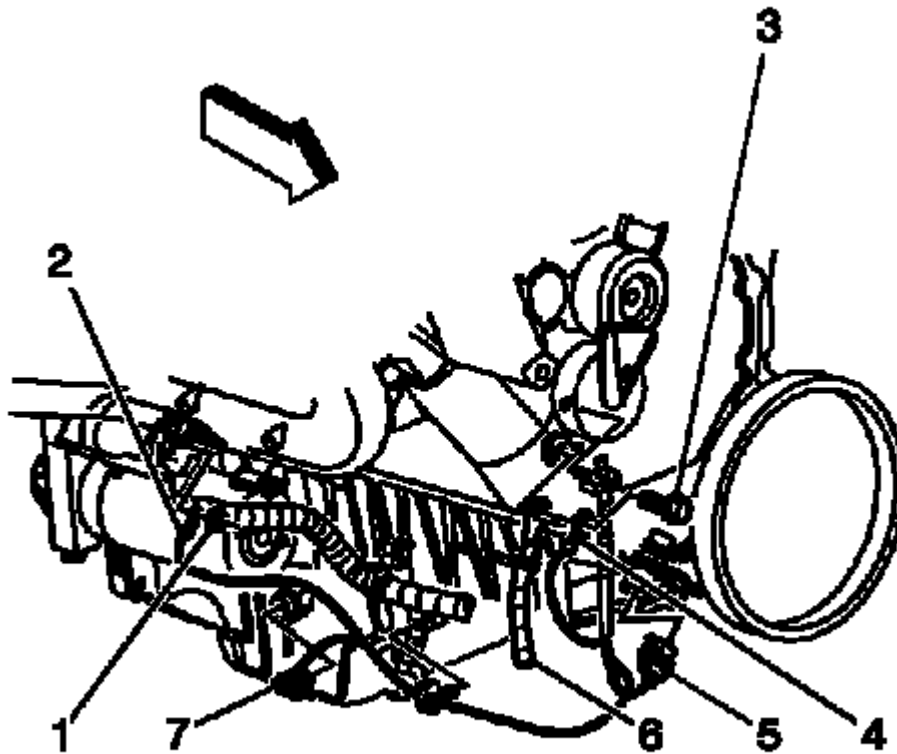


Fig. 355: View Of Oil Level Sensor Electrical Connector, CKP Electrical Connector & Battery Ground Bolt
Courtesy of GENERAL MOTORS CORP.

17. If equipped, remove the torque converter bolts.

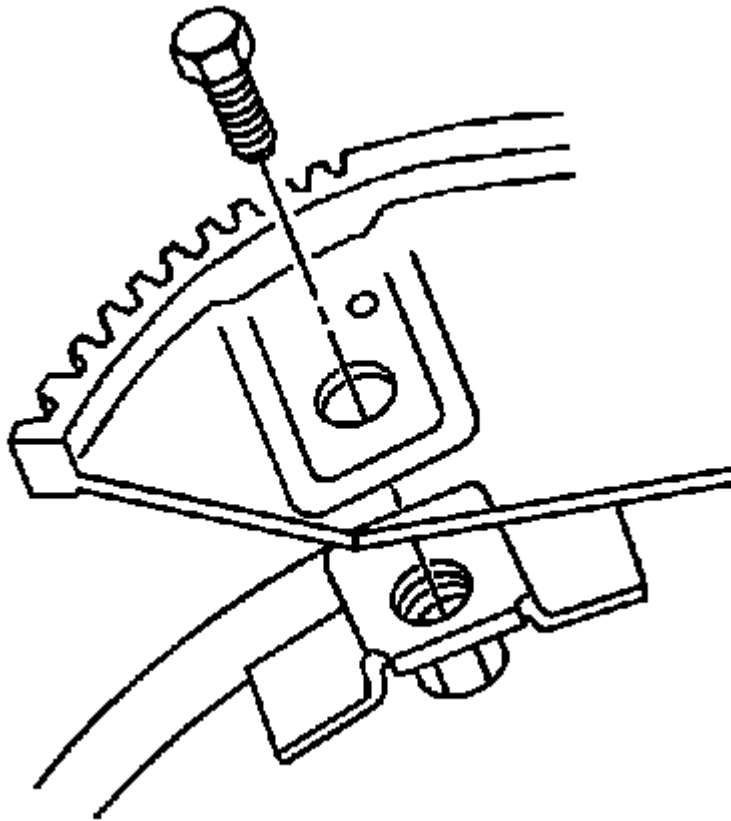


Fig. 356: Flywheel-To-Torque Converter Bolts
Courtesy of GENERAL MOTORS CORP.

18. Remove the transmission bolts.
19. Lower the vehicle.
20. Reposition the radiator inlet hose clamp.
21. Remove the radiator inlet hose from the thermostat housing.

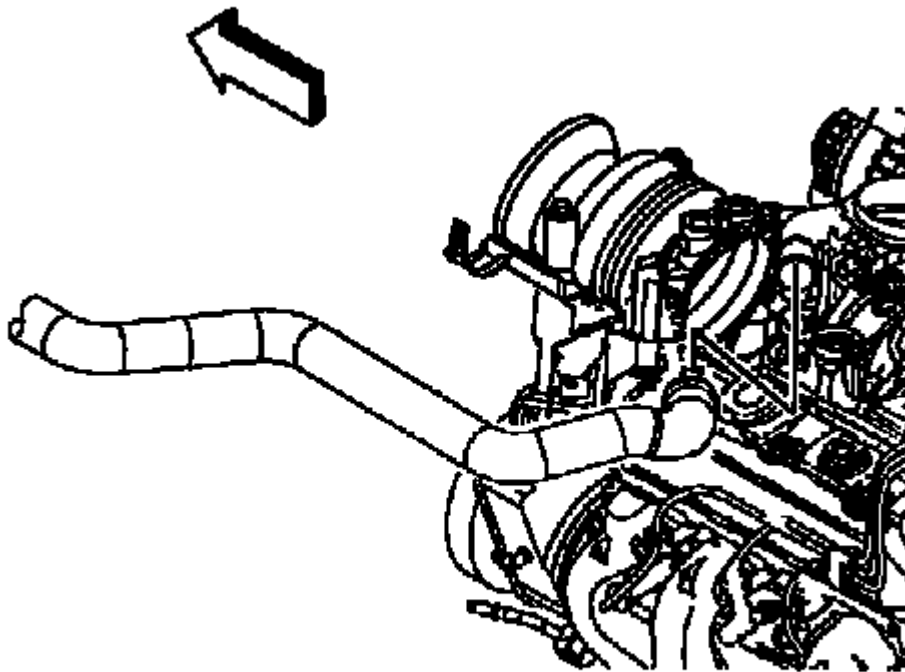


Fig. 357: Removing Radiator Inlet Hose
Courtesy of GENERAL MOTORS CORP.

22. Reposition the radiator outlet hose clamps.
23. Remove the radiator outlet hose from the surge tank.
24. Remove the radiator outlet hose from the water pump.

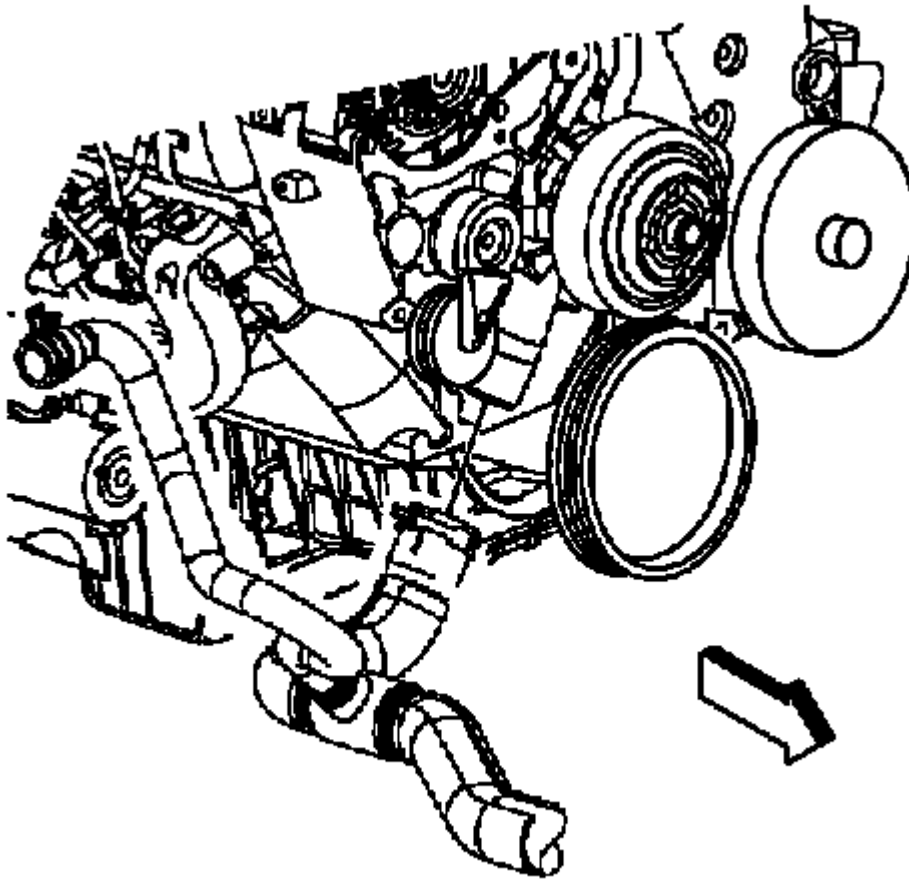


Fig. 358: Removing Radiator Outlet Hose
Courtesy of GENERAL MOTORS CORP.

25. If equipped, disconnect the cruise control cable from the throttle lever.
26. If equipped, remove the cruise control cable from the accelerator control cable bracket.

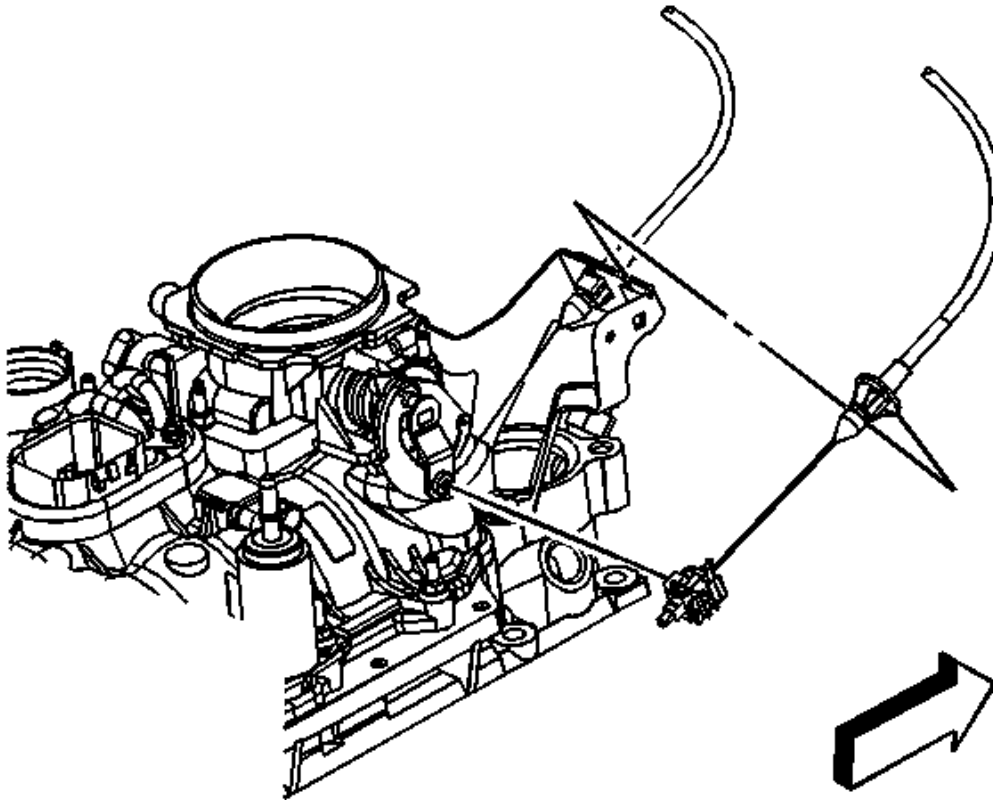


Fig. 359: Removing Cruise Control Cable
Courtesy of GENERAL MOTORS CORP.

27. Remove the accelerator cable from the throttle body lever.

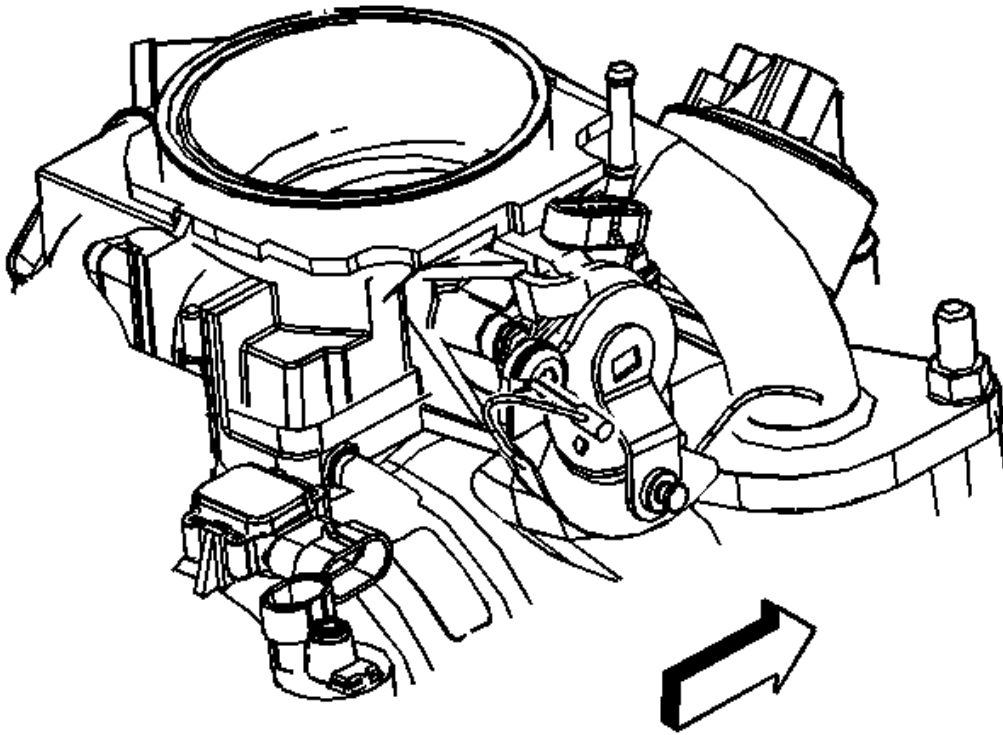


Fig. 360: Disconnecting Accelerator Cable From Throttle Body Lever
Courtesy of GENERAL MOTORS CORP.

CAUTION: In order to avoid possible injury or vehicle damage, always replace the accelerator control cable with a NEW cable whenever you remove the engine from the vehicle.
In order to avoid cruise control cable damage, position the cable out of the way while you remove or install the engine. Do not pry or lean against the cruise control cable and do not kink the cable. You must replace a damaged cable.

28. Remove the accelerator cable from the accelerator control cable bracket.

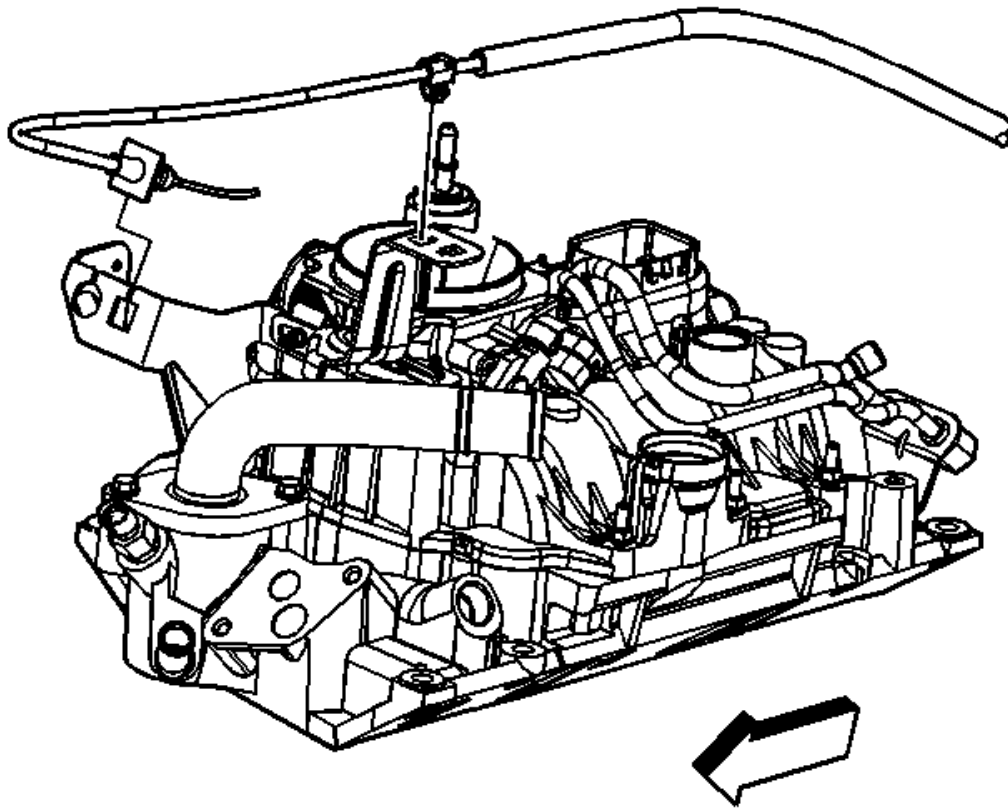


Fig. 361: View Of Accelerator Cable To Accelerator Control Cable Bracket
Courtesy of GENERAL MOTORS CORP.

29. Remove the accelerator cable from the throttle body lever.

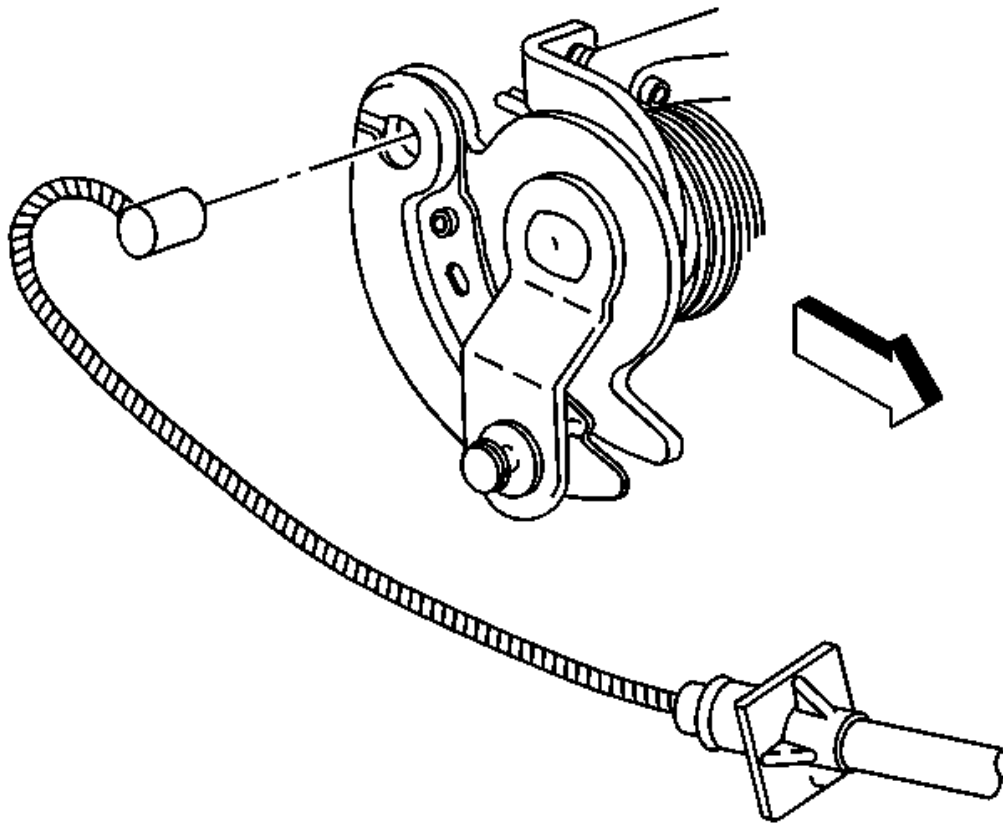


Fig. 362: Identifying Accelerator Cable/Throttle Body Lever
Courtesy of GENERAL MOTORS CORP.

30. Remove the accelerator control cable bracket nuts.
31. Remove the accelerator control cable bracket with the cables attached, from the throttle body.

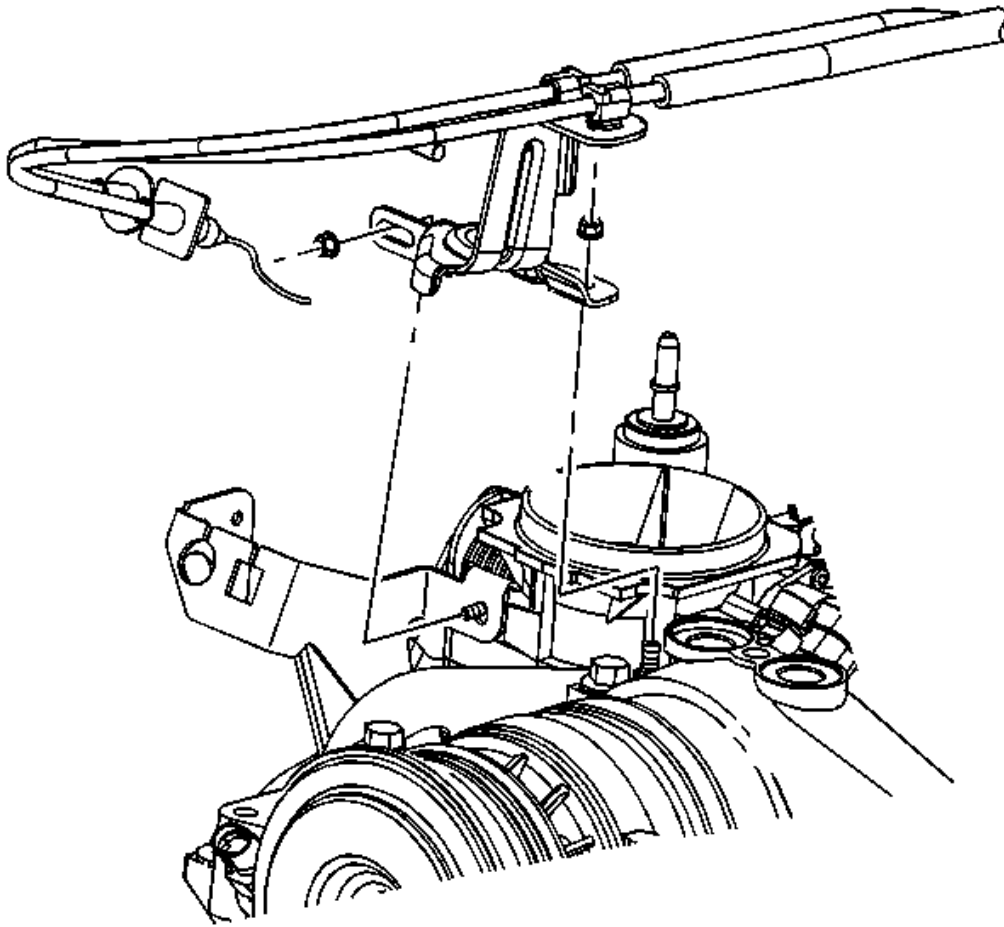


Fig. 363: View Of Accelerator Control Cable Bracket
Courtesy of GENERAL MOTORS CORP.

32. Reposition and secure the bracket and cable out of the way.
33. If equipped, remove the air conditioning (A/C) hoses. Refer to **Discharge Hose Replacement (LB7)** or **Discharge Hose Replacement (LR4,LM7,LQ4,L18)** and **Suction Hose Replacement (LB7 w/Denso)** or **Suction Hose Replacement (LR4, LM7, LQ4, L18 w/Denso)** in Heating, Ventilation, and Air Conditioning.
34. Disconnect the following electrical connectors:
 - A/C pressure switch (4), if equipped
 - A/C compressor clutch (1), if equipped

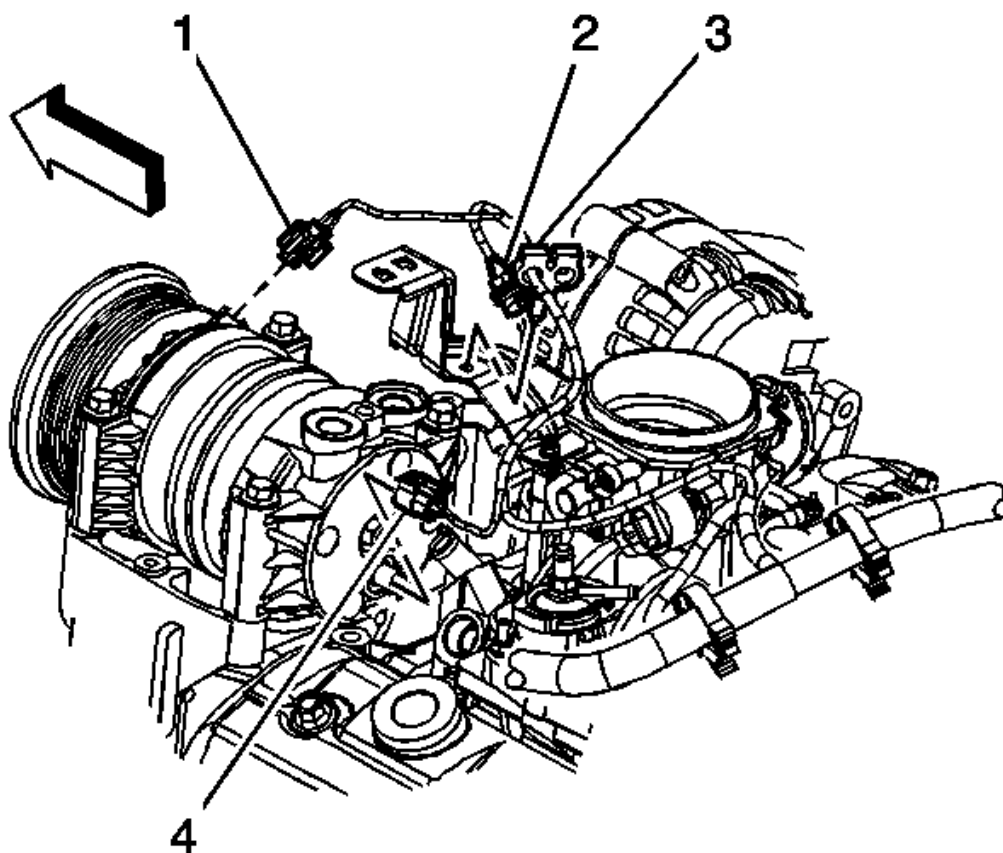


Fig. 364: A/C Pressure Switch & Compressor Clutch
Courtesy of GENERAL MOTORS CORP.

35. Remove the positive cable nut and cable from the generator.
36. Disconnect the following electrical connectors:
 - Throttle position (TP) sensor (1)
 - Idle air control (IAC) motor (2)
 - Control port injector module (3)
 - Engine coolant temperature (ECT) sensor (5)
37. Remove the engine wiring harness clip bolt (4).

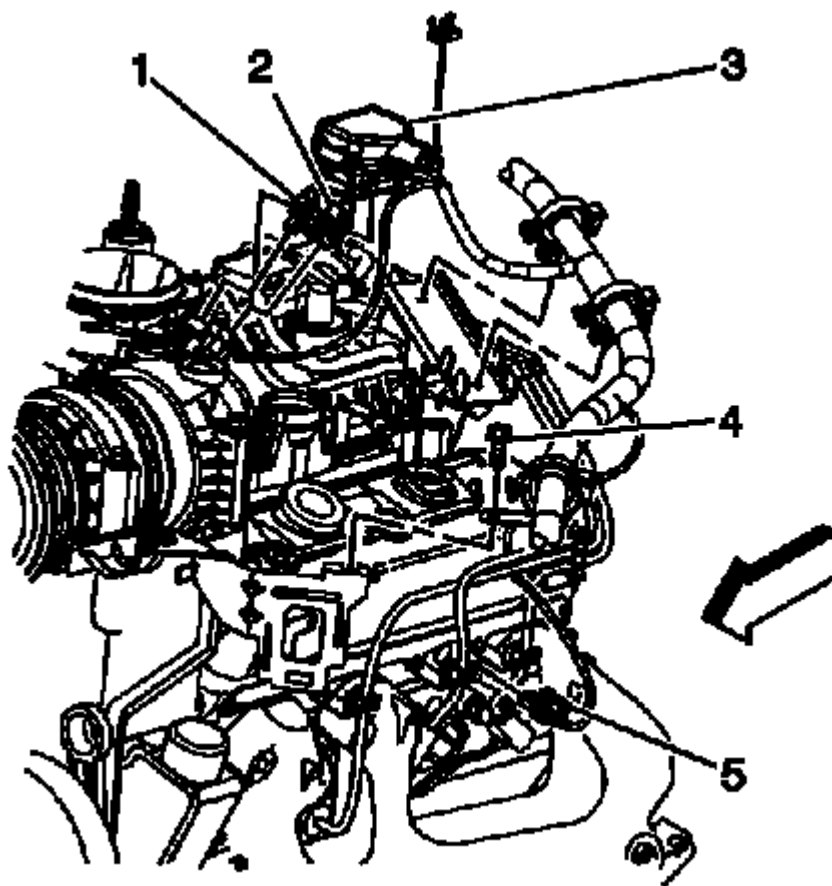


Fig. 365: View Of TP Sensor, IAC Motor, ECT Sensor, Control Port Injector Module & Engine Harness Clip Bolt
Courtesy of GENERAL MOTORS CORP.

38. Disconnect the following electrical connectors:
- Evaporative emission (EVAP) canister purge solenoid valve (1)
 - Manifold absolute pressure (MAP) sensor (2)

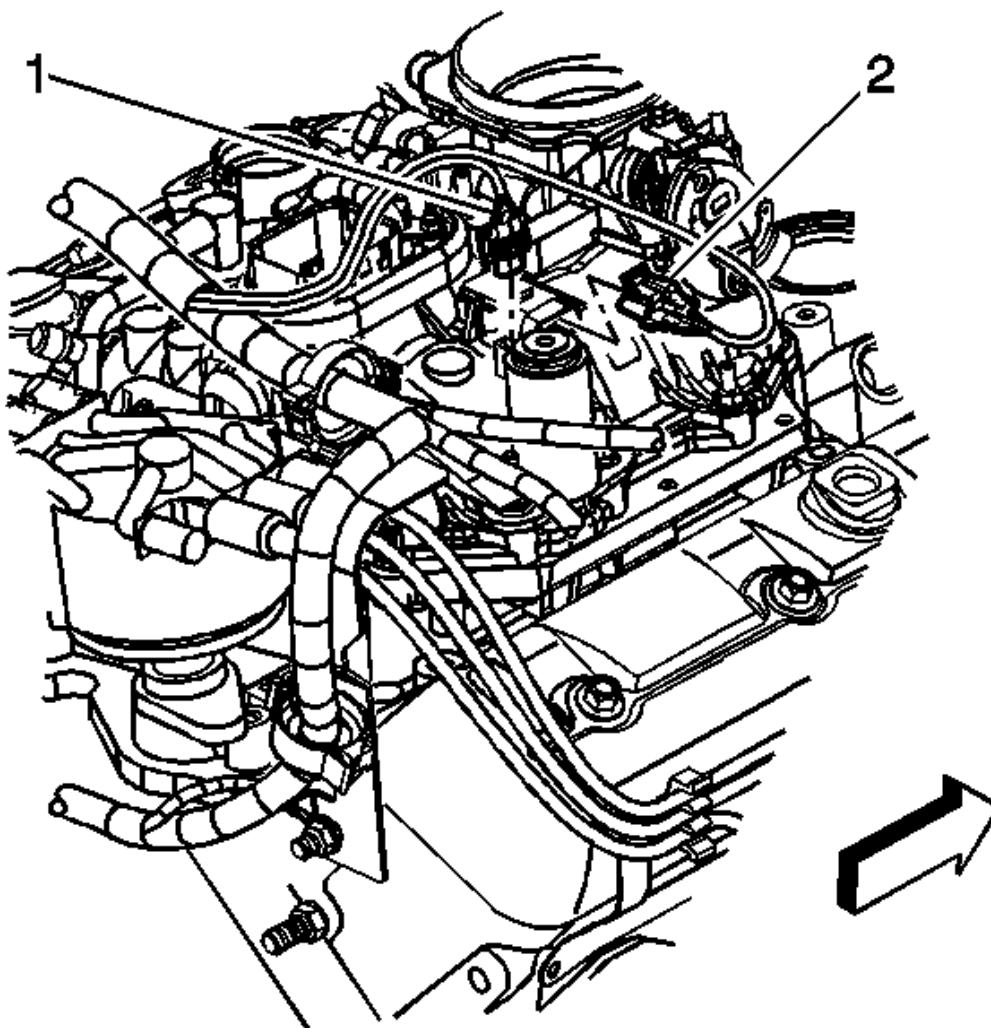


Fig. 366: EVAP Canister Purge Solenoid Valve & MAP Sensor
Courtesy of GENERAL MOTORS CORP.

39. Disconnect the following electrical connectors:

- Ignition coil (1)
- Ignition coil driver (2)
- Generator (3)

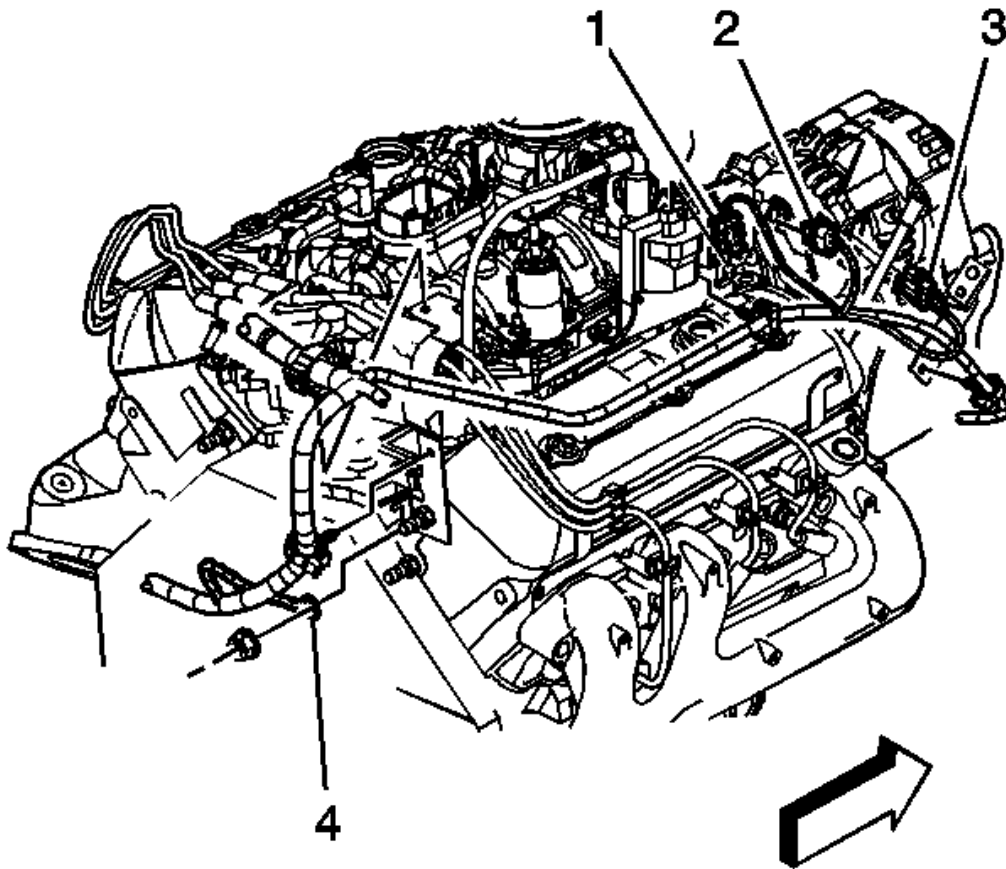


Fig. 367: Ignition Coil, Ignition Coil Driver, Ground Nut/Cable & Generator Electrical Connectors
 Courtesy of GENERAL MOTORS CORP.

40. Remove the engine wiring harness ground nut and ground wire (4) from the rear of the right cylinder head.
41. Disconnect the following electrical connectors:
 - Knock sensor (1)
 - Camshaft position (CMP) sensor (2)
 - Fuel pump/oil pressure sensor (3)
 - Distributor (2)
42. Remove the harness ground bolt.
43. Reposition the harness ground (4) and ground strap (5).

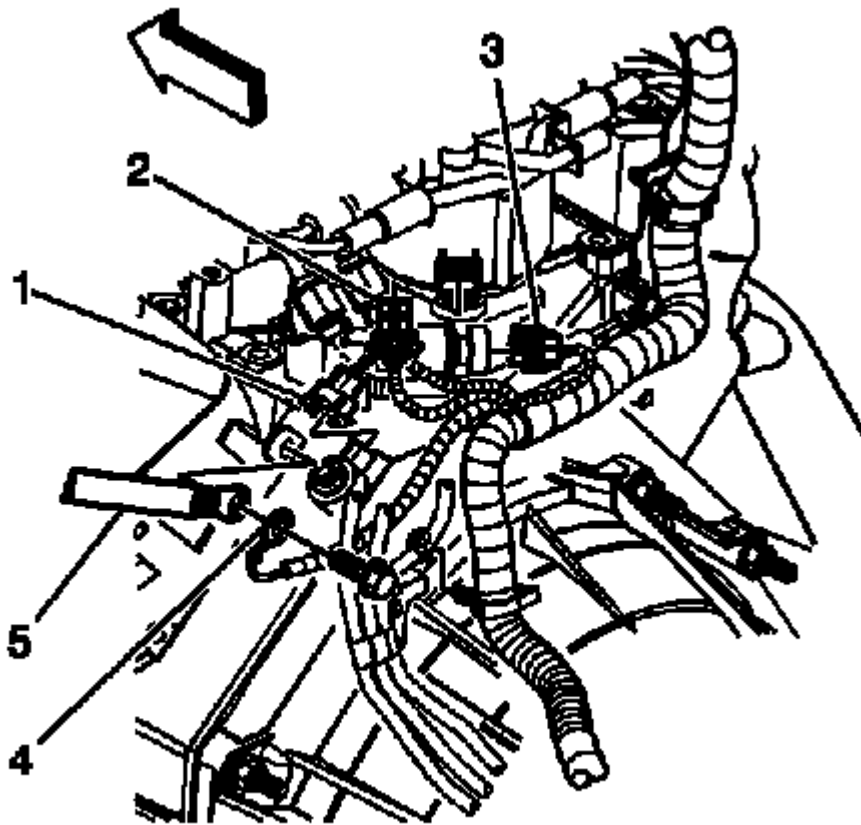


Fig. 368: View Of Ground Strap And CMP & Fuel Pump/Oil Pressure Sensor Connectors
Courtesy of GENERAL MOTORS CORP.

44. Remove the engine wiring harness bracket nuts.

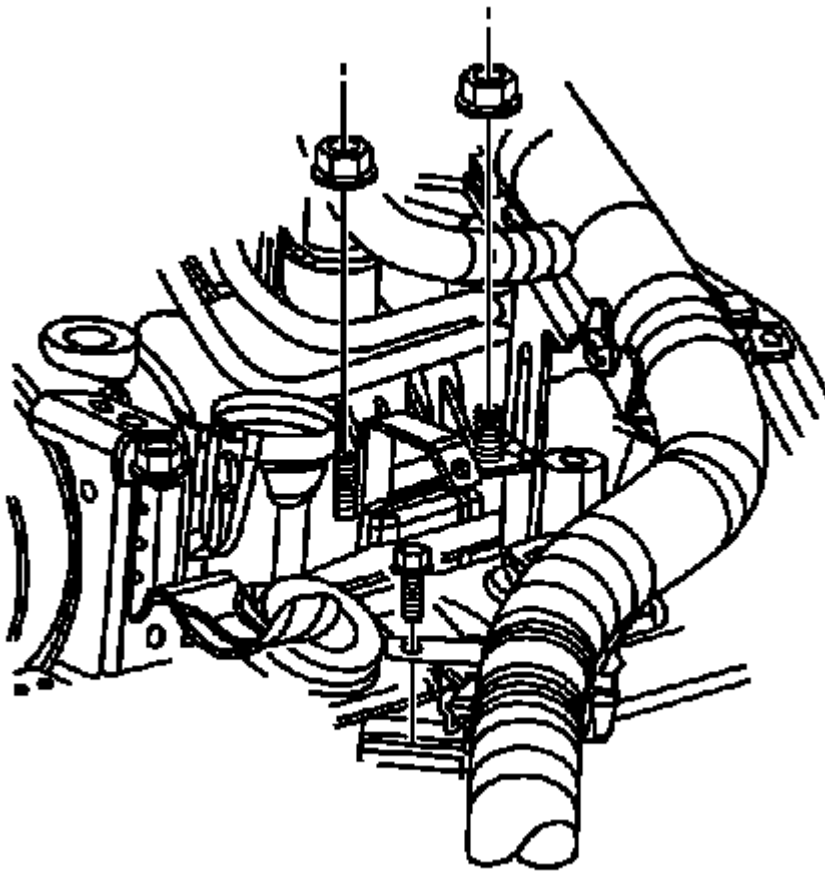


Fig. 369: Removing Engine Wiring Harness Bracket Nuts
Courtesy of GENERAL MOTORS CORP.

45. Remove the engine wiring harness bracket from the studs.
46. Remove the junction block bracket bolt.

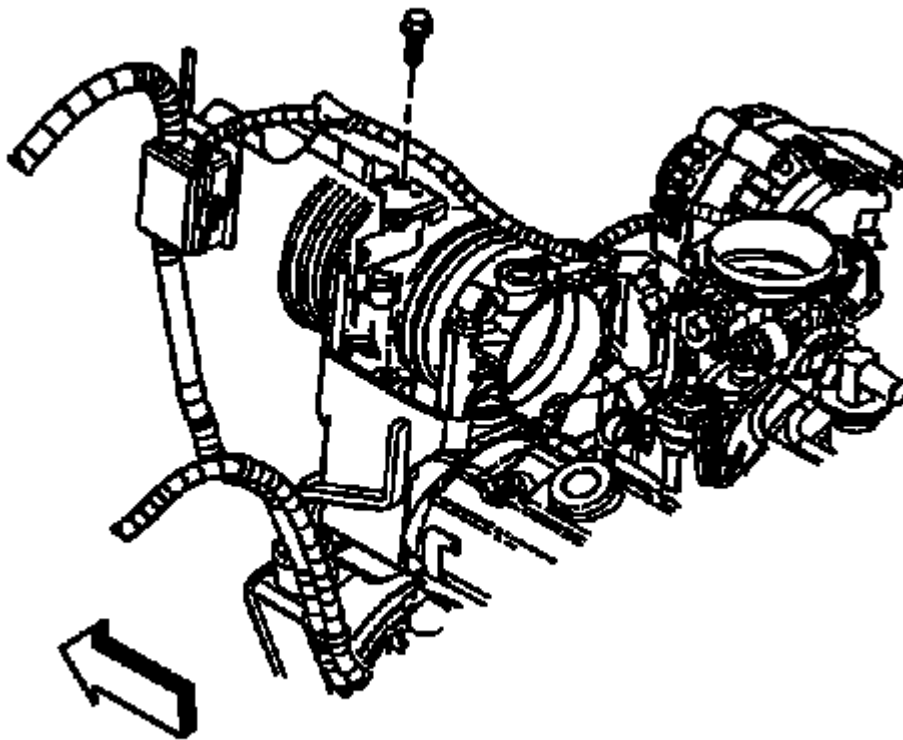


Fig. 370: Removing Junction Block Bracket Bolt
Courtesy of GENERAL MOTORS CORP.

47. Reposition the bracket and wiring harness aside.
48. Remove the engine wiring harness rear bracket nut at the EVAP canister purge solenoid valve.
49. Remove the stud holding the engine wiring harness bracket.

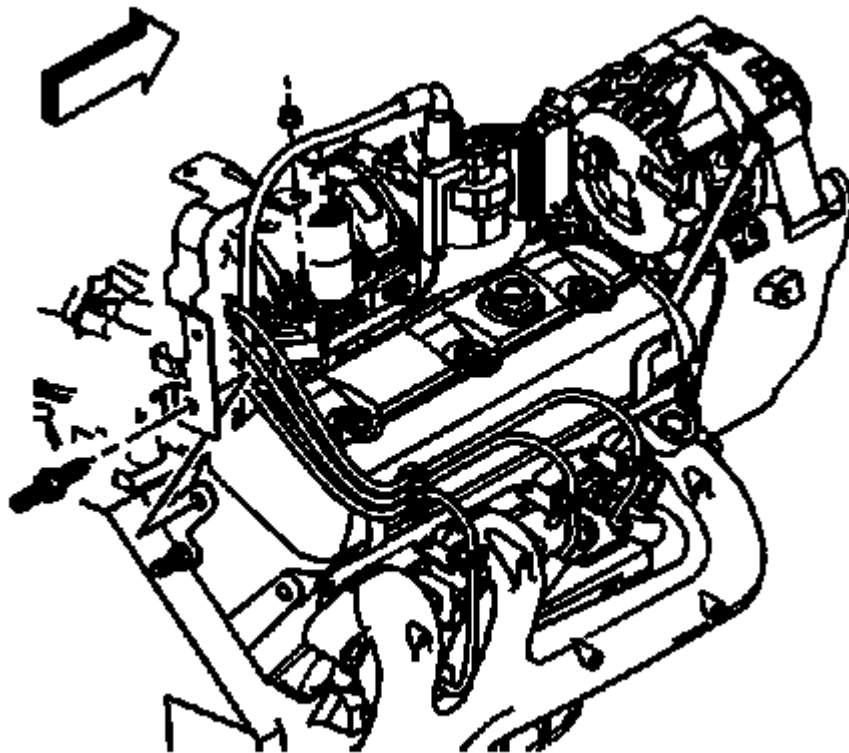


Fig. 371: Removing Wiring Harness Bracket Stud & Engine wiring Harness Rear Bracket Nut
Courtesy of GENERAL MOTORS CORP.

50. Reposition the engine wiring harness with the bracket aside.
51. Remove the heater hoses. Refer to **Heater Hose Replacement - Inlet (LU3)** and **Heater Hose Replacement - Outlet (LU3)** in Heating, Ventilation, and Air Conditioning.
52. Remove the distributor cap. Refer to **Distributor Replacement** in Engine Controls - 4.3L.
53. Disconnect the EVAP canister harness from the purge solenoid valve.

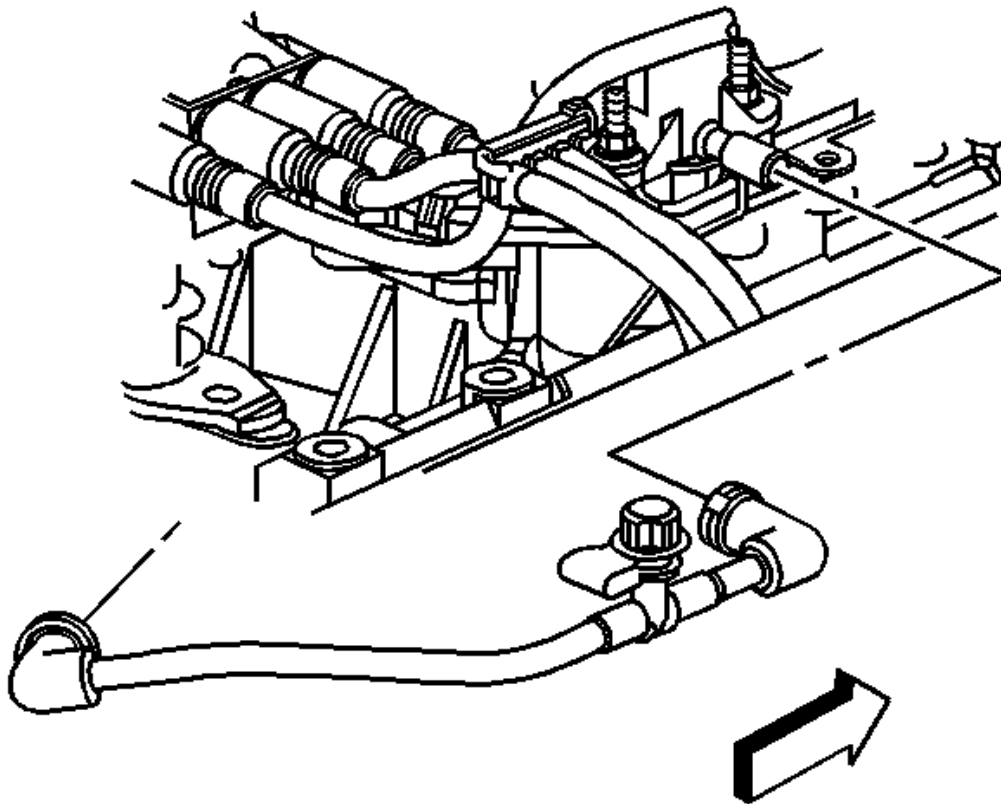


Fig. 372: Disconnecting EVAP Canister Harness
Courtesy of GENERAL MOTORS CORP.

54. Disconnect the power brake booster vacuum hose from the vacuum fitting.

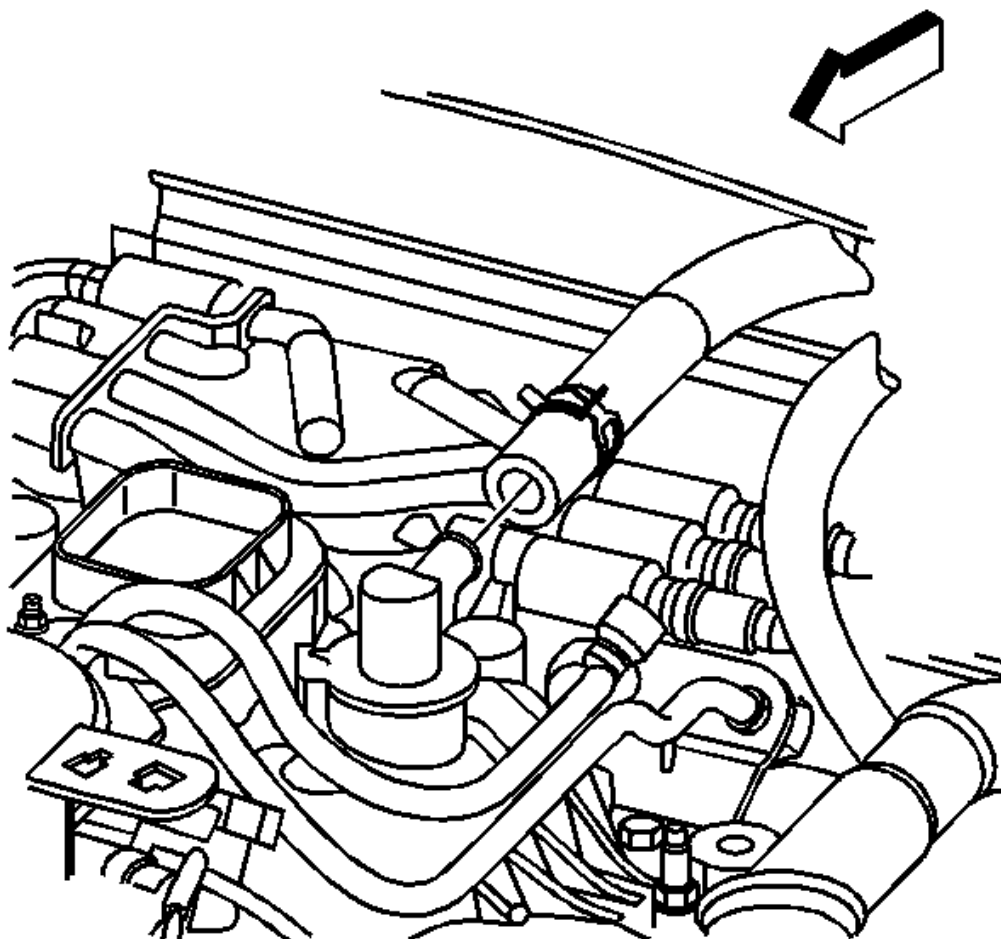


Fig. 373: Disconnecting Power Brake Booster Vacuum Hose
Courtesy of GENERAL MOTORS CORP.

55. Loosen the power steering (P/S) pump rear bracket nut.
56. Remove the P/S pump rear bracket front nut.
57. Remove the bolts and the nut for the P/S pump bracket.
58. Leave the A/C compressor, if equipped, and the P/S pump on the bracket.
59. Slide the P/S pump bracket forward off the stud and set aside.

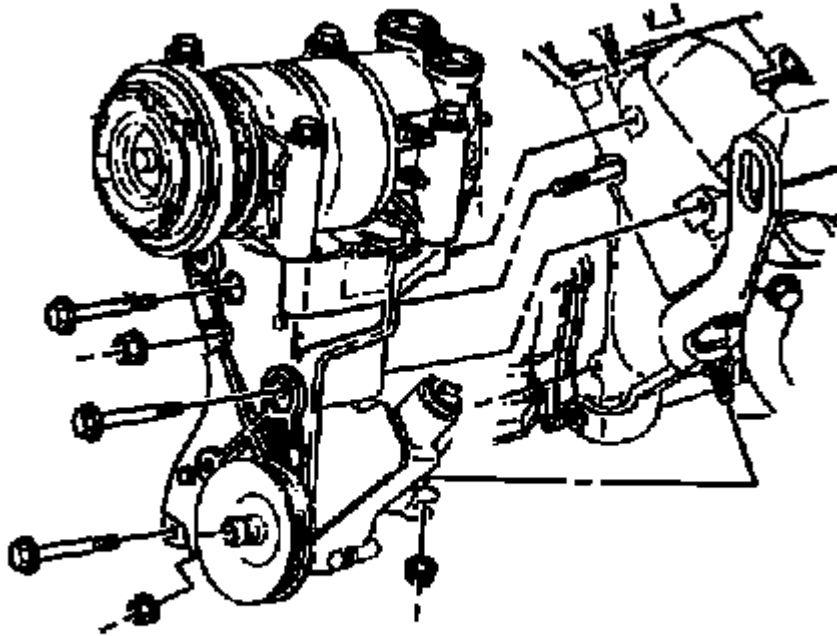


Fig. 374: View Of Power Steering Pump Bracket
Courtesy of GENERAL MOTORS CORP.

60. Remove the thermostat and water outlet. Refer to **Thermostat Replacement (4.3L Engine)** in Engine Cooling.
61. Remove the left front and right rear intake manifold lower bolts.
62. Install J 41427 to the left front and right rear intake manifold bolts, using the following procedure:
 1. Install the J 41427 marked RIGHT REAR.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the lift bracket bolts.

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

3. Install the J 41427 marked LEFT FRONT with the arrow pointing to the front of the engine.
4. Install the lift bracket bolts.

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

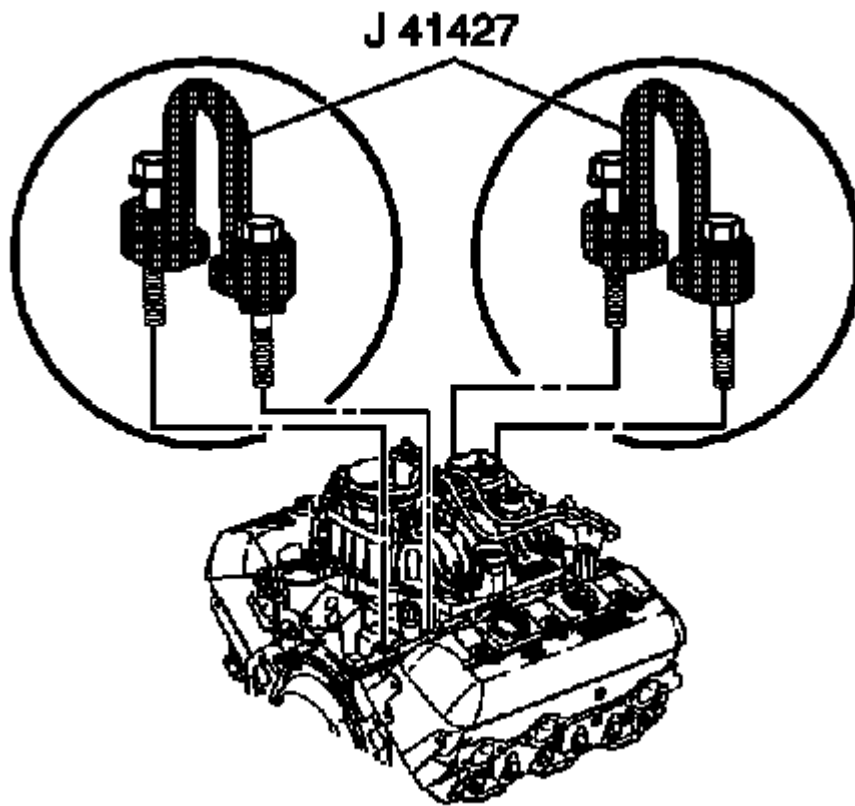


Fig. 375: Engine Lift Brackets J 41427
Courtesy of GENERAL MOTORS CORP.

63. Install a suitable lifting device to the engine lift brackets.
64. Remove the engine mount to engine mount bracket nuts.

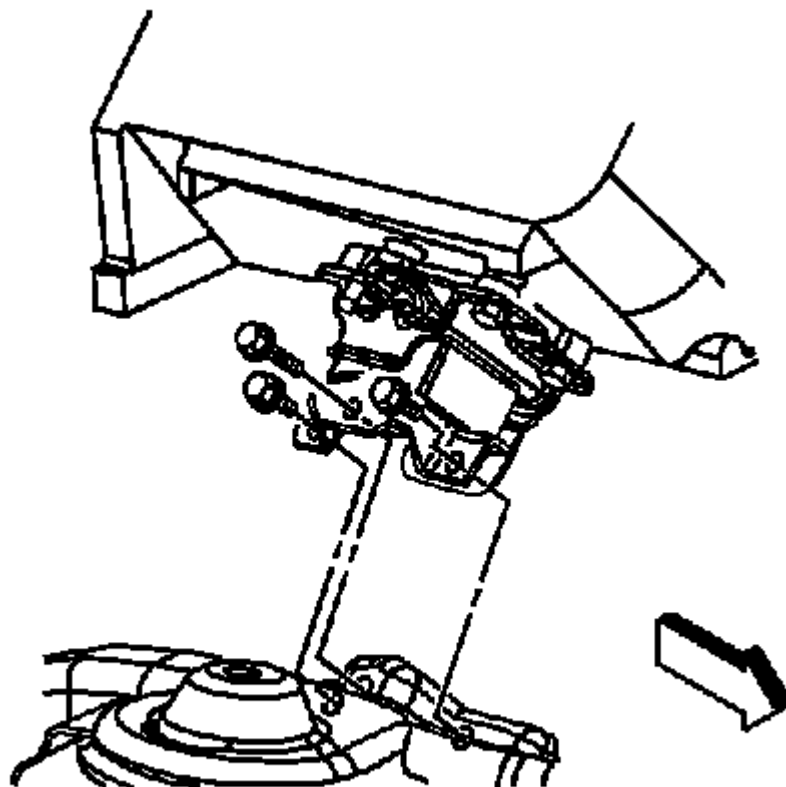


Fig. 376: Removing Engine Mount To Engine Mount Bracket Nuts
Courtesy of GENERAL MOTORS CORP.

65. Support the transmission with a suitable floor jack.
66. Remove the engine.

Installation Procedure

1. Install the engine.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the engine mount to engine mount bracket bolts.

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

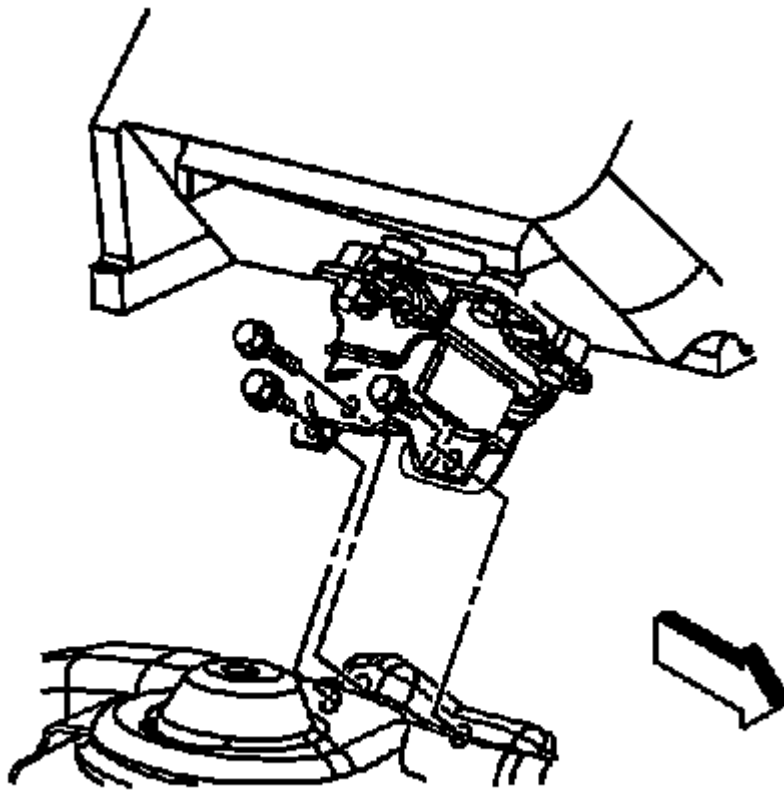


Fig. 377: Installing Engine Mount To Engine Mount Bracket Nuts
Courtesy of GENERAL MOTORS CORP.

3. Remove the lifting devise and the J 41427.

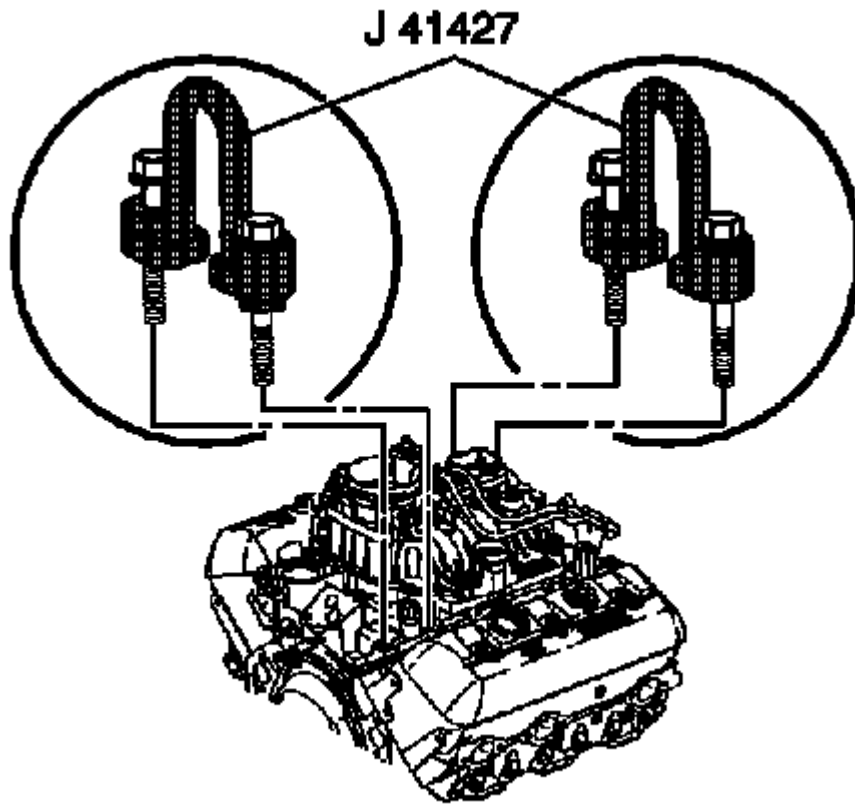


Fig. 378: Engine Lift Brackets J 41427
Courtesy of GENERAL MOTORS CORP.

4. Apply threadlock GM P/N 12345382, (Canadian P/N 10953489), or equivalent to the threads of the intake manifold lower bolts.
5. Install the intake manifold bolts.

Tighten:

1. Tighten the bolts a first pass to 3 N.m (27 lb in).
 2. Tighten the bolts a second pass to 12 N.m (106 lb in).
 3. Tighten the bolts a final pass to 15 N.m (11 lb ft).
6. Install one transmission bolt until snug.
 7. Remove the support jack from under the transmission.
 8. Install the thermostat and water outlet. Refer to **Thermostat Replacement (4.3L Engine)** in Engine Cooling.
 9. Slide the P/S pump bracket onto the stud.
 10. Install the bolts and the nut for the P/S pump bracket.
 11. Install the P/S pump rear bracket front nut.

12. Tighten the P/S pump rear bracket nut.

Tighten: Tighten the bolts and nuts to 41 N.m (30 lb ft).

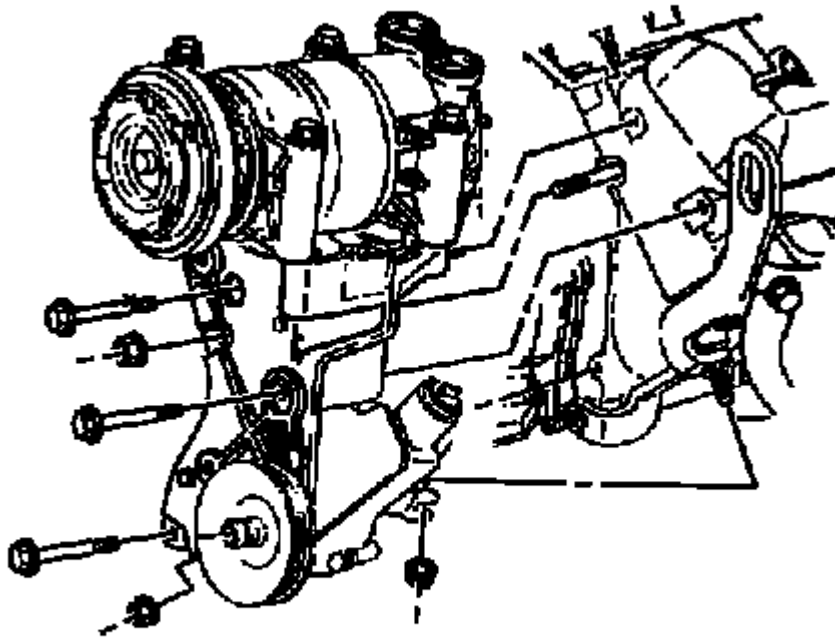


Fig. 379: View Of Power Steering Pump Bracket
Courtesy of GENERAL MOTORS CORP.

13. Connect the power brake booster vacuum hose to the vacuum fitting.

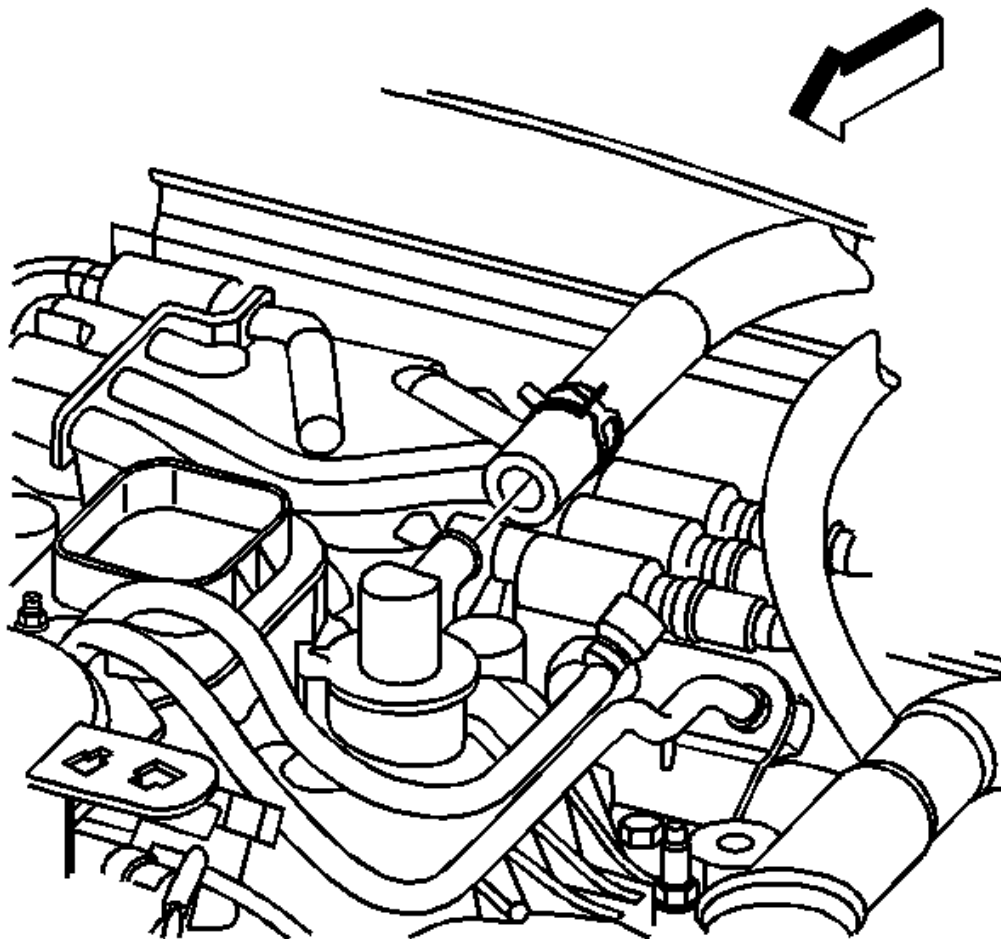


Fig. 380: Connecting Power Brake Booster Vacuum Hose
Courtesy of GENERAL MOTORS CORP.

14. Connect the EVAP canister harness to the purge solenoid valve.

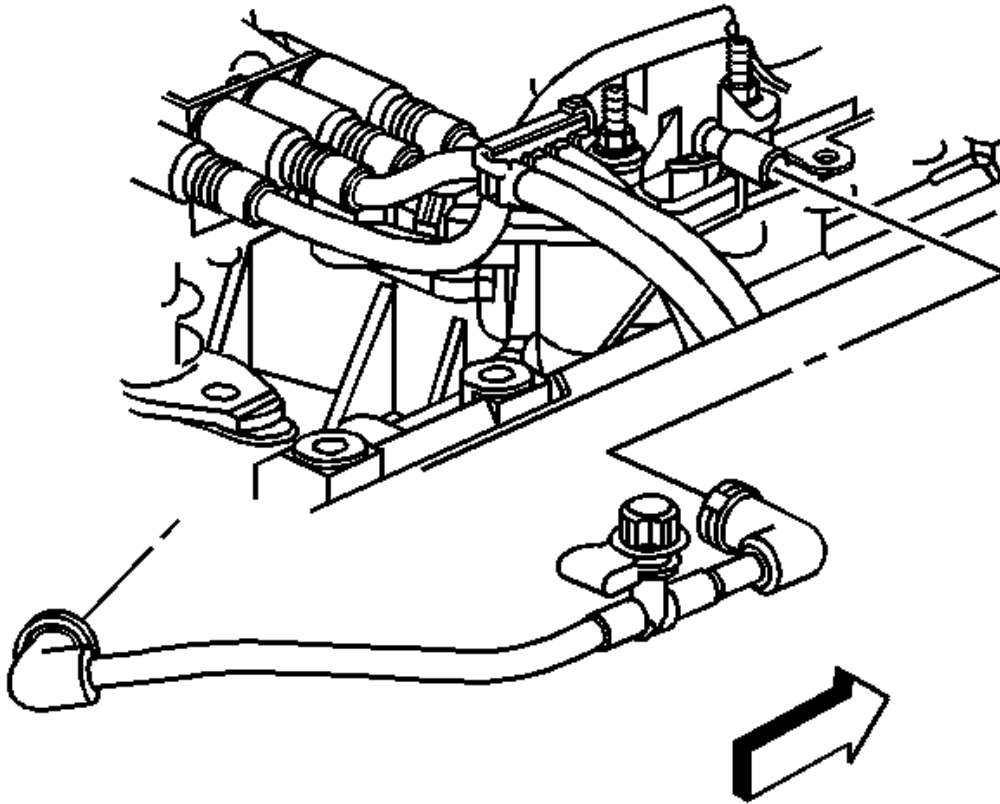


Fig. 381: Connecting EVAP Canister Harness
Courtesy of GENERAL MOTORS CORP.

15. Install the distributor cap. Refer to **Distributor Replacement** in Engine Controls - 4.3L.
16. Install the heater hoses. Refer to **Heater Hose Replacement - Inlet (LU3)** and **Heater Hose Replacement - Outlet (LU3)** in Heating, Ventilation, and Air Conditioning.
17. Position the engine wiring harness.
18. Install the stud holding the engine wiring harness bracket.
19. Install the engine wiring harness rear bracket nut at the EVAP canister purge solenoid valve.

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

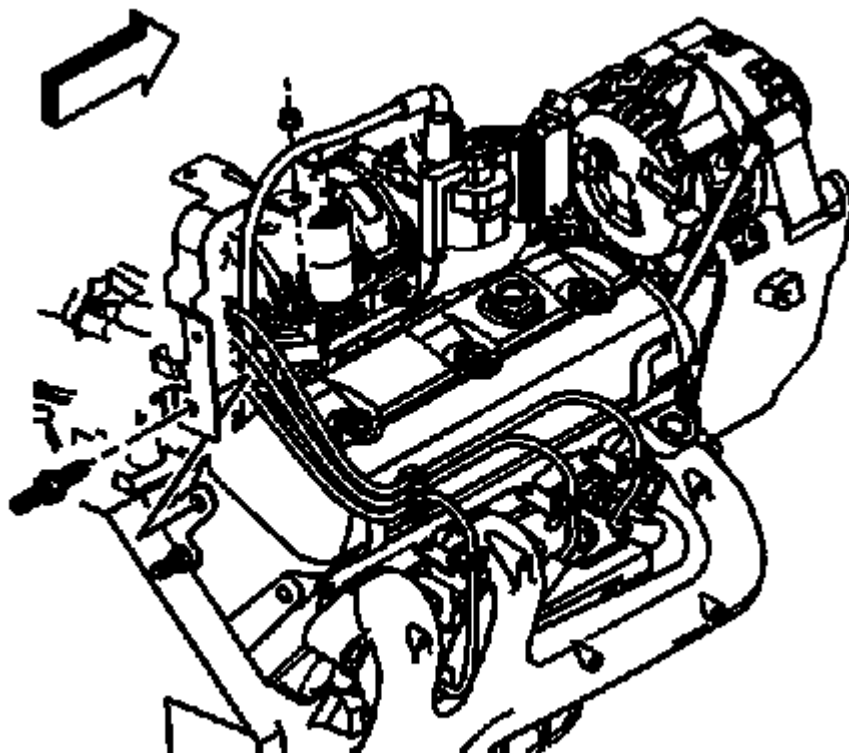


Fig. 382: Installing Engine Wiring Harness bracket Stud & Engine wiring Harness Rear Bracket Nut

Courtesy of GENERAL MOTORS CORP.

20. Position the bracket and wiring harness.
21. Install the junction block bracket bolt.

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

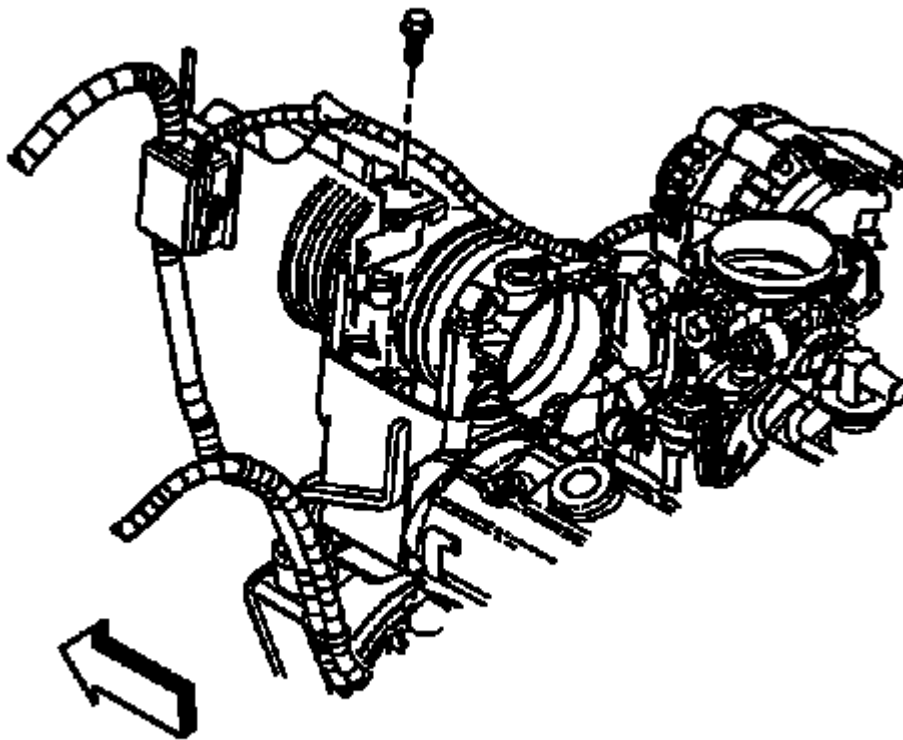


Fig. 383: Installing Junction Block Bracket Bolt
Courtesy of GENERAL MOTORS CORP.

22. Install the engine wiring harness bracket to the studs.
23. Install the engine wiring harness bracket nuts.

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

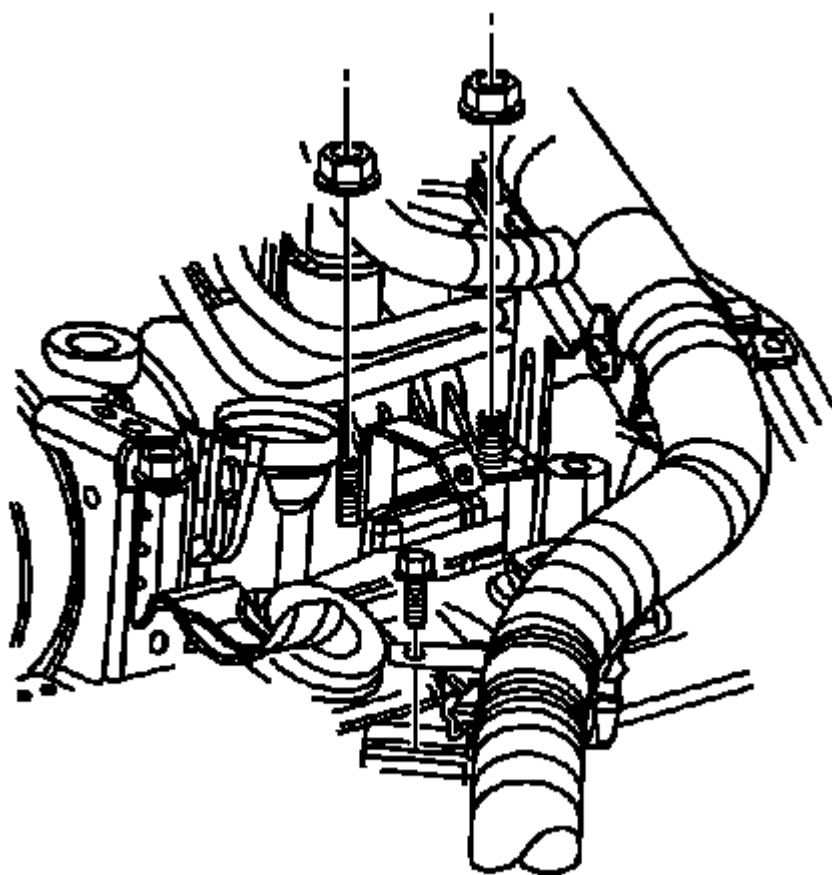


Fig. 384: Installing Engine Wiring Harness Bracket Nuts
Courtesy of GENERAL MOTORS CORP.

24. Position the harness ground (4) and ground strap (5).
25. Install the harness ground bolt.

Tighten: Tighten the bolt to 16 N.m (12 lb ft).

26. Connect the following electrical connectors:
 - Knock sensor (1)
 - CMP sensor (2)
 - Fuel pump/oil pressure sensor (3)
 - Distributor (2)

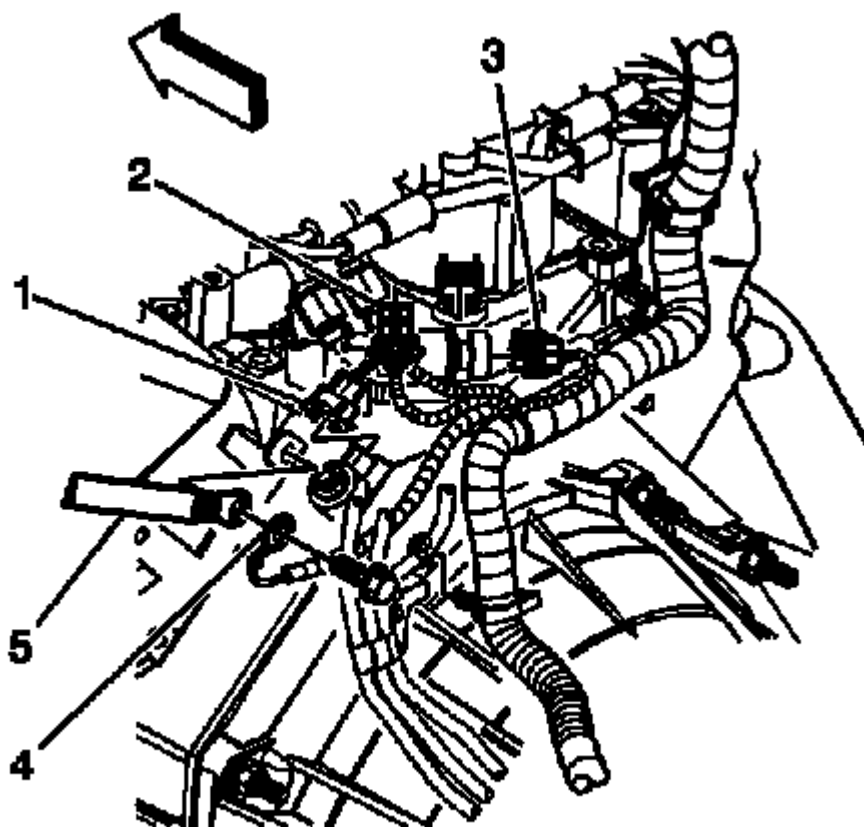


Fig. 385: View Of Ground Strap And CMP & Fuel Pump/Oil Pressure Sensor Connectors
Courtesy of GENERAL MOTORS CORP.

27. Install the engine wiring harness ground nut and ground wire (4) to the rear of the right cylinder head.

Tighten: Tighten the nut to 16 N.m (12 lb ft).

28. Connect the following electrical connectors:

- Ignition coil (1)
- Ignition coil driver (2)
- Generator (3)

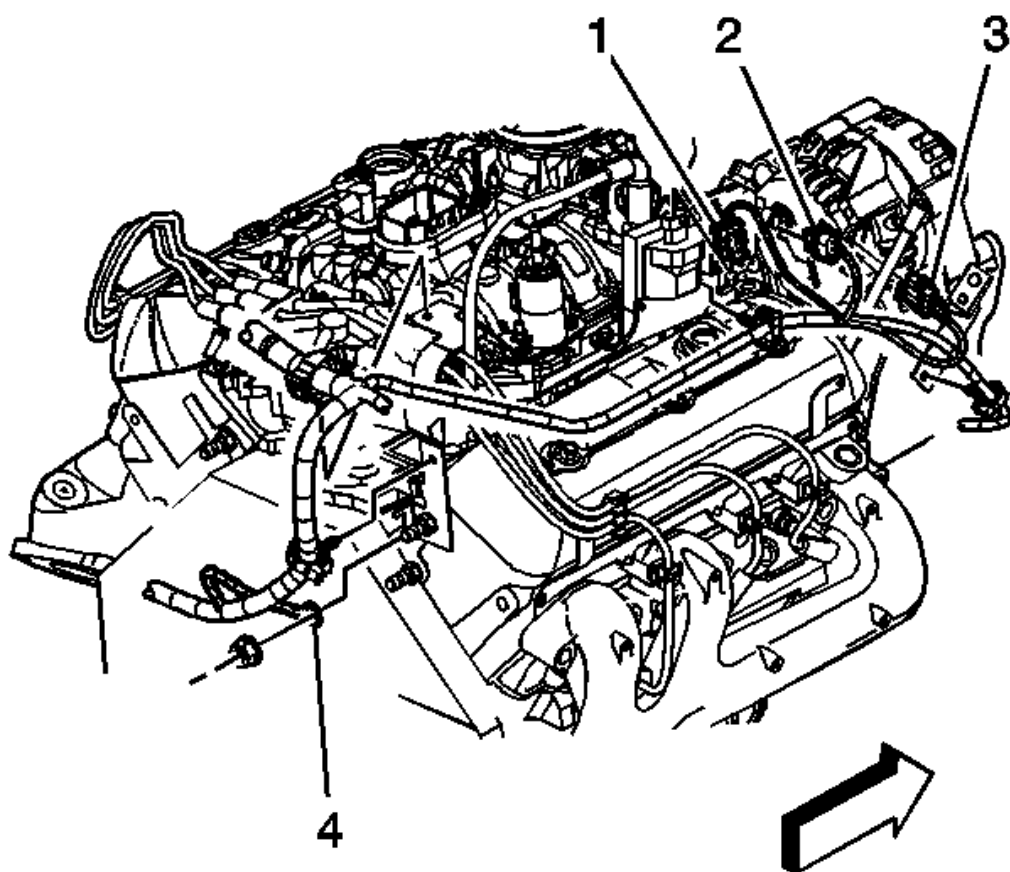


Fig. 386: Ignition Coil, Ignition Coil Driver, Ground Nut/Cable & Generator Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

29. Connect the following electrical connectors:
- EVAP canister purge solenoid valve (1)
 - MAP sensor (2)

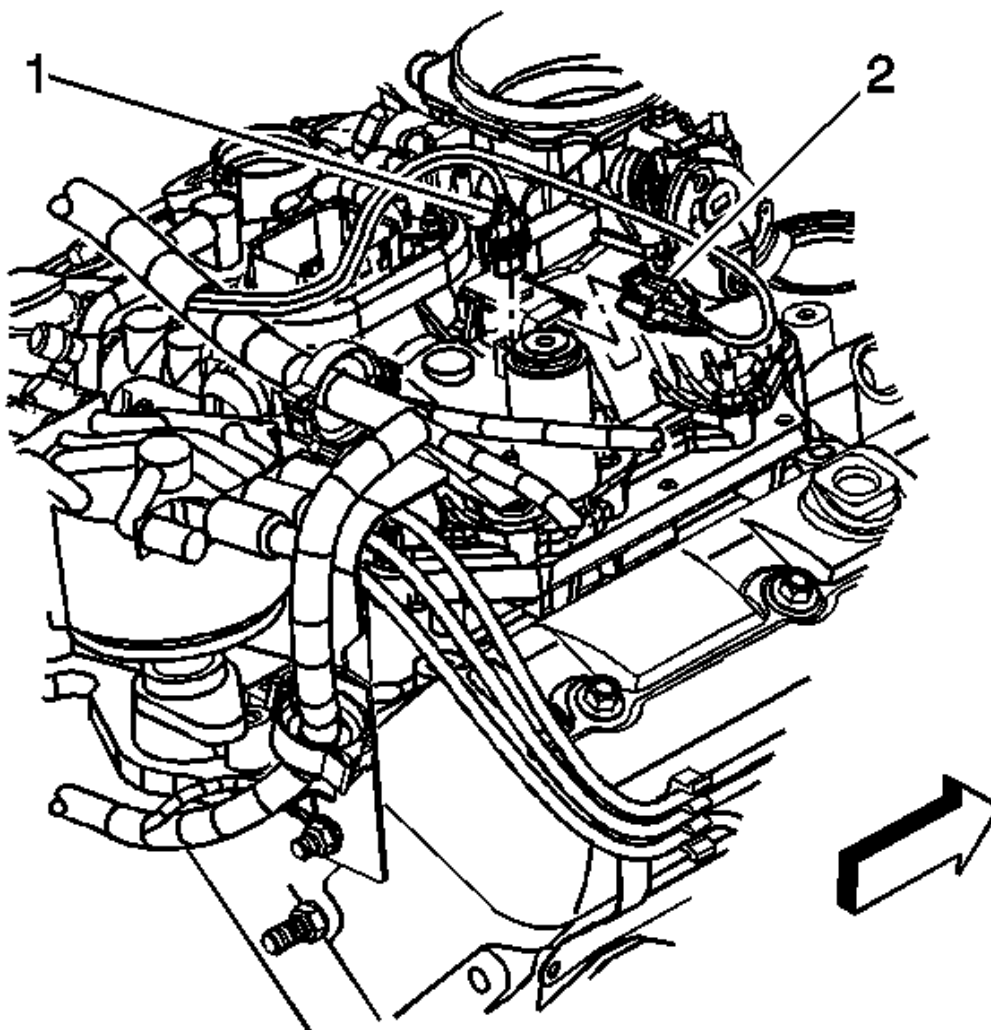


Fig. 387: EVAP Canister Purge Solenoid Valve & MAP Sensor
Courtesy of GENERAL MOTORS CORP.

30. Install the engine wiring harness clip bolt (4).

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

31. Connect the following electrical connectors:

- TP sensor (1)
- IAC motor (2)
- Control port injector module (3)

- ECT sensor (5)

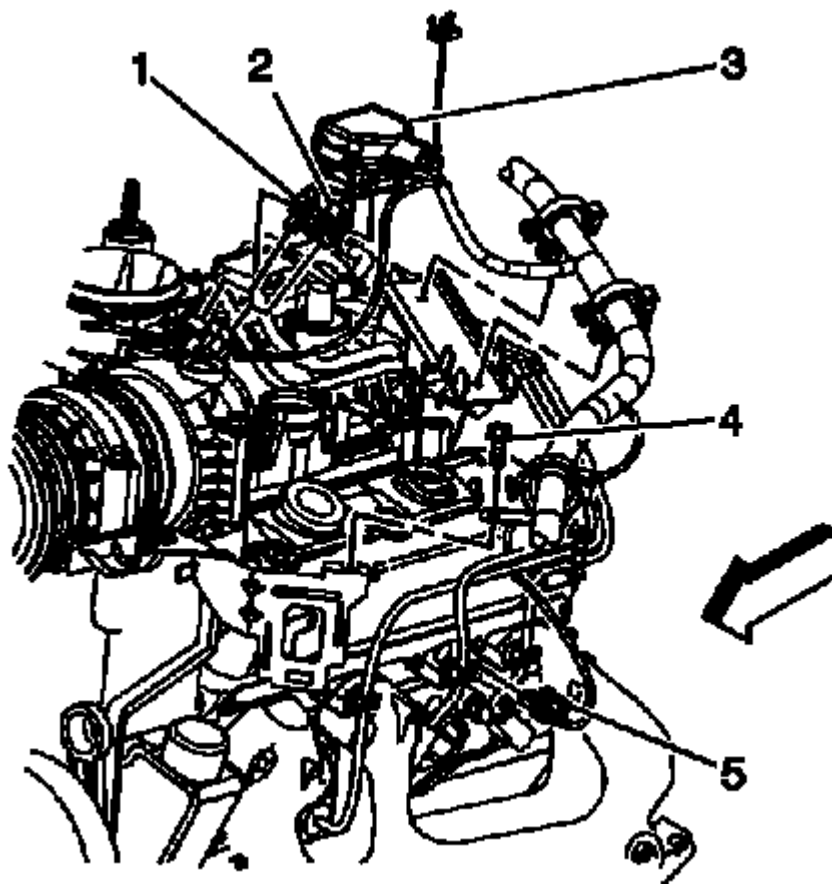


Fig. 388: View Of TP Sensor, IAC Motor, ECT Sensor, Control Port Injector Module & Engine Harness Clip Bolt

Courtesy of GENERAL MOTORS CORP.

32. Install the positive cable and nut to the generator.

Tighten: Tighten the nut to 18 N.m (13 lb ft).

33. Connect the following electrical connectors:
- A/C pressure switch (4), if equipped
 - A/C compressor clutch (1), if equipped

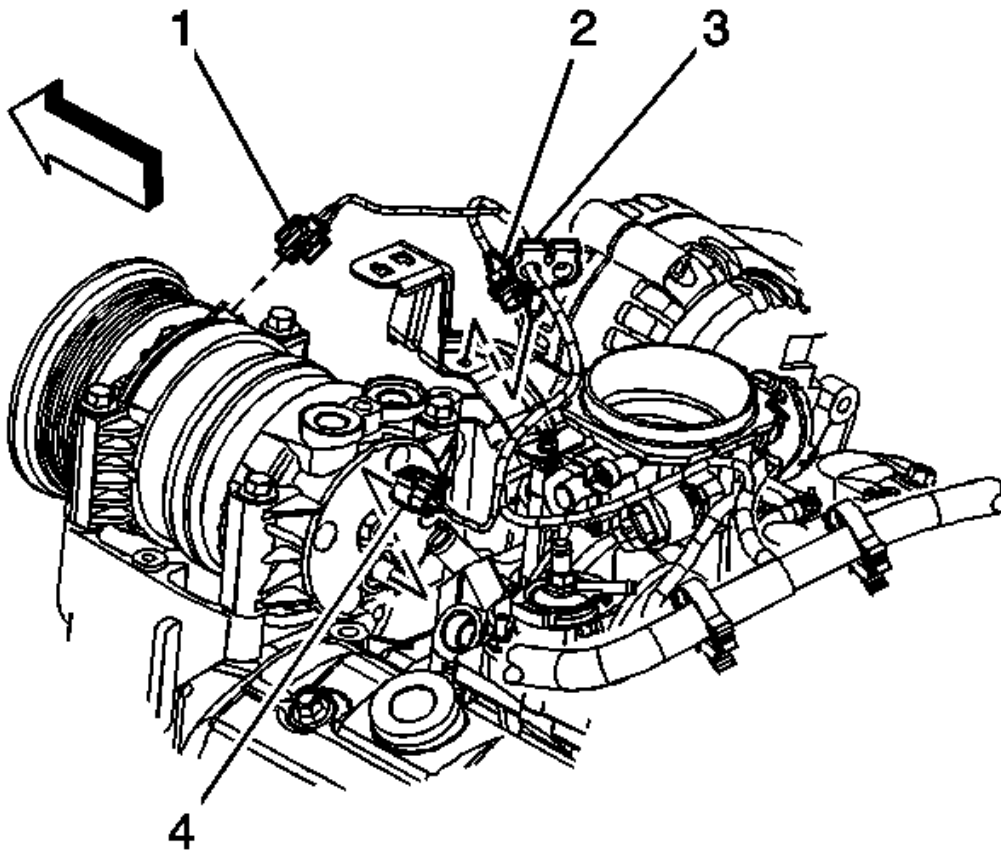


Fig. 389: A/C Pressure Switch & Compressor Clutch
Courtesy of GENERAL MOTORS CORP.

34. If equipped, install the A/C hoses. Refer to **Discharge Hose Replacement (LB7)** or **Discharge Hose Replacement (LR4,LM7,LQ4,L18)** and **Suction Hose Replacement (LB7 w/Denso)** or **Suction Hose Replacement (LR4, LM7, LQ4, L18 w/Denso)** in Heating, Ventilation, and Air Conditioning.
35. Position the bracket and cables.
36. Install the accelerator control cable bracket with the cables attached, to the throttle body.
37. Install the accelerator control cable bracket nuts.

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

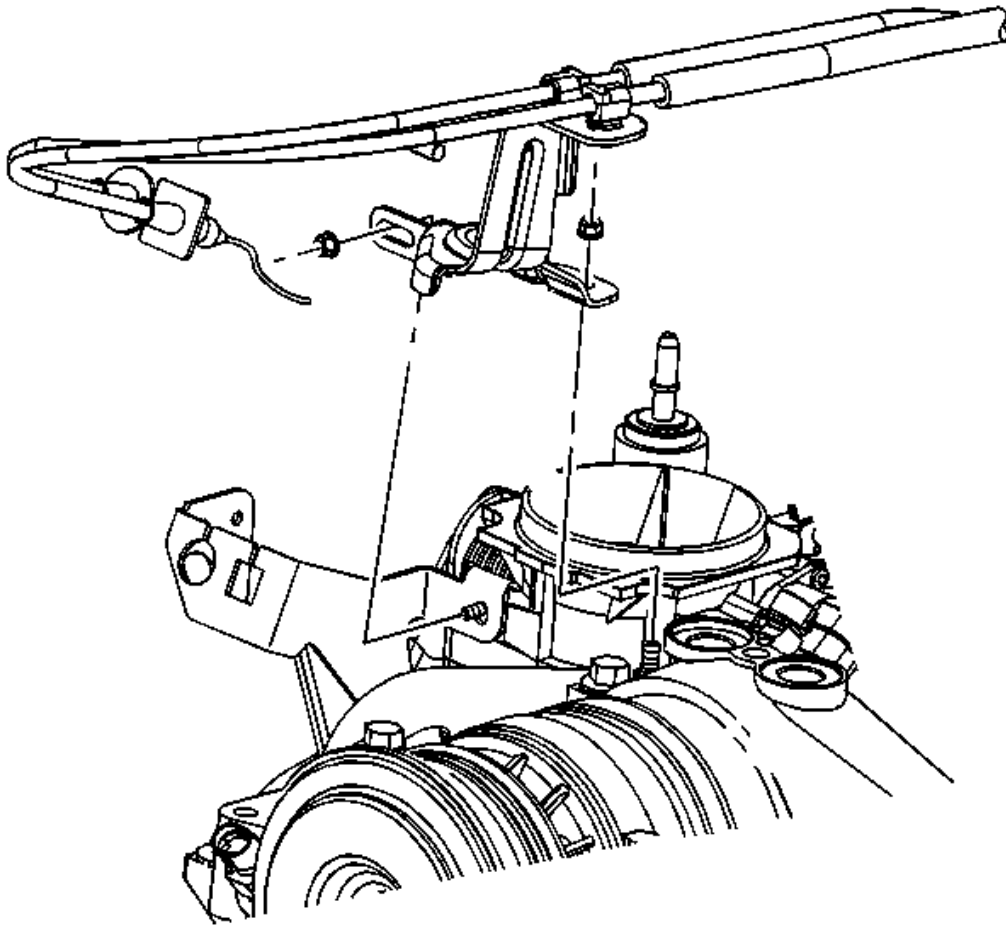


Fig. 390: View Of Accelerator Control Cable Bracket
Courtesy of GENERAL MOTORS CORP.

38. Install the accelerator cable to the throttle body lever.

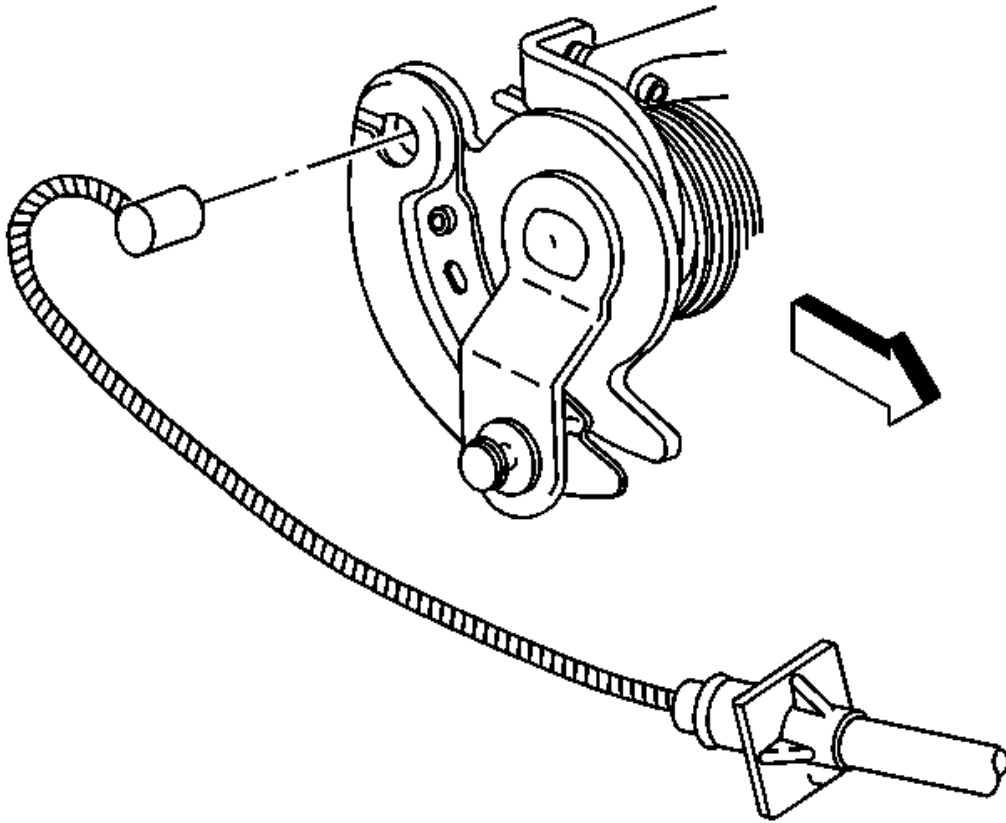


Fig. 391: Identifying Accelerator Cable/Throttle Body Lever
Courtesy of GENERAL MOTORS CORP.

CAUTION: In order to avoid possible injury or vehicle damage, always replace the accelerator control cable with a **NEW** cable whenever you remove the engine from the vehicle.
In order to avoid cruise control cable damage, position the cable out of the way while you remove or install the engine. Do not pry or lean against the cruise control cable and do not kink the cable. You must replace a damaged cable.

39. Install the accelerator cable to the accelerator control cable bracket.

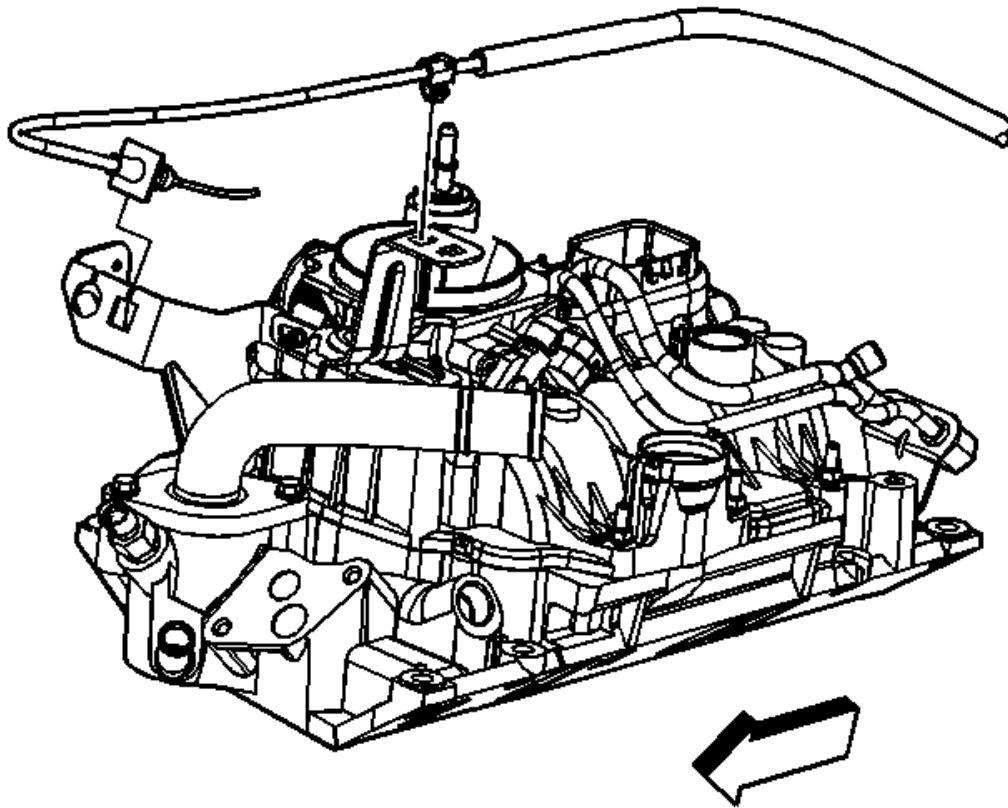


Fig. 392: View Of Accelerator Cable To Accelerator Control Cable Bracket
Courtesy of GENERAL MOTORS CORP.

40. Install the accelerator cable to the throttle body lever.

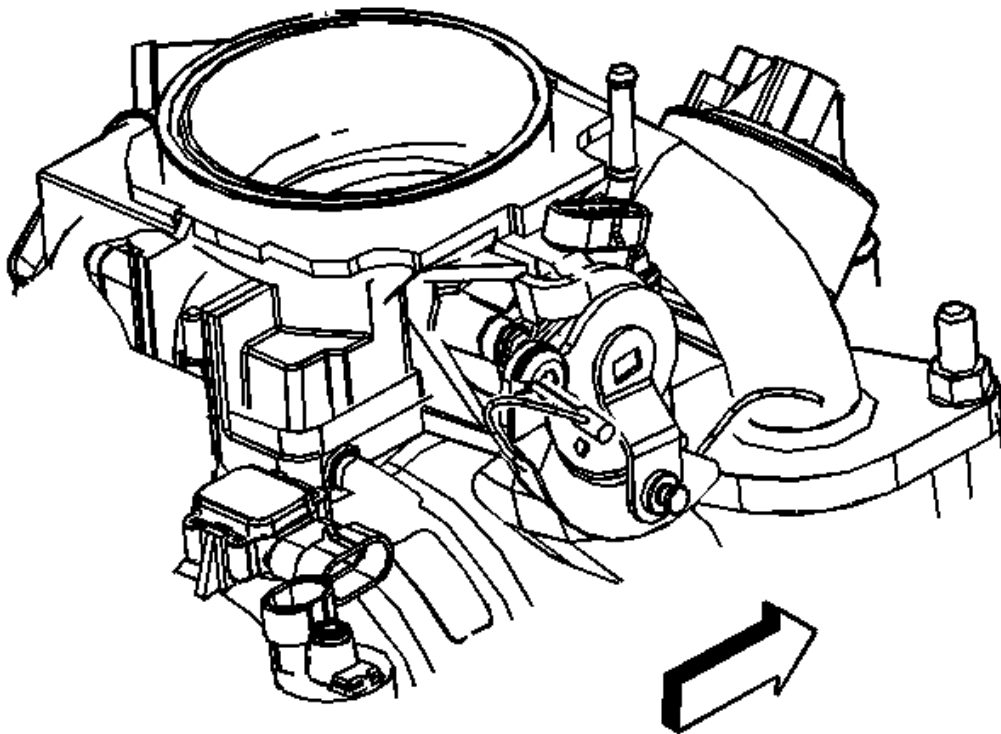


Fig. 393: Connecting Accelerator Cable To Throttle Body Lever
Courtesy of GENERAL MOTORS CORP.

41. If equipped, install the cruise control cable to the accelerator control cable bracket.

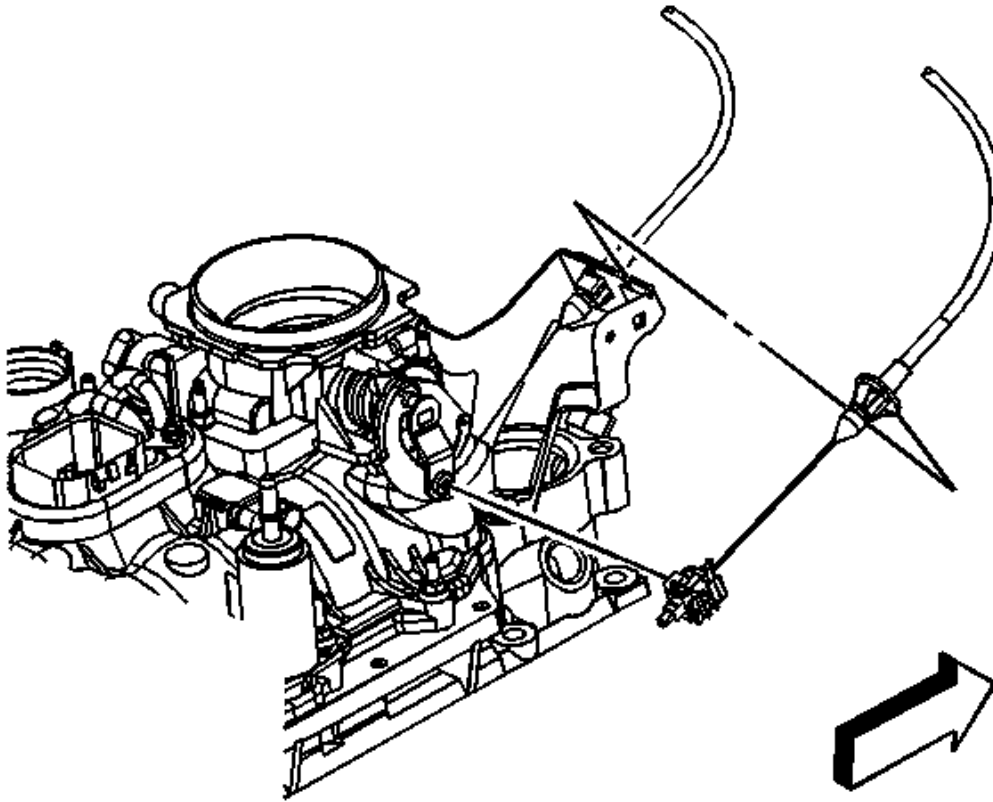


Fig. 394: Installing Cruise Control Cable
Courtesy of GENERAL MOTORS CORP.

42. If equipped, connect the cruise control cable to the throttle body lever.
43. Install the radiator outlet hose to the water pump.
44. Install the radiator outlet hose to the surge tank.

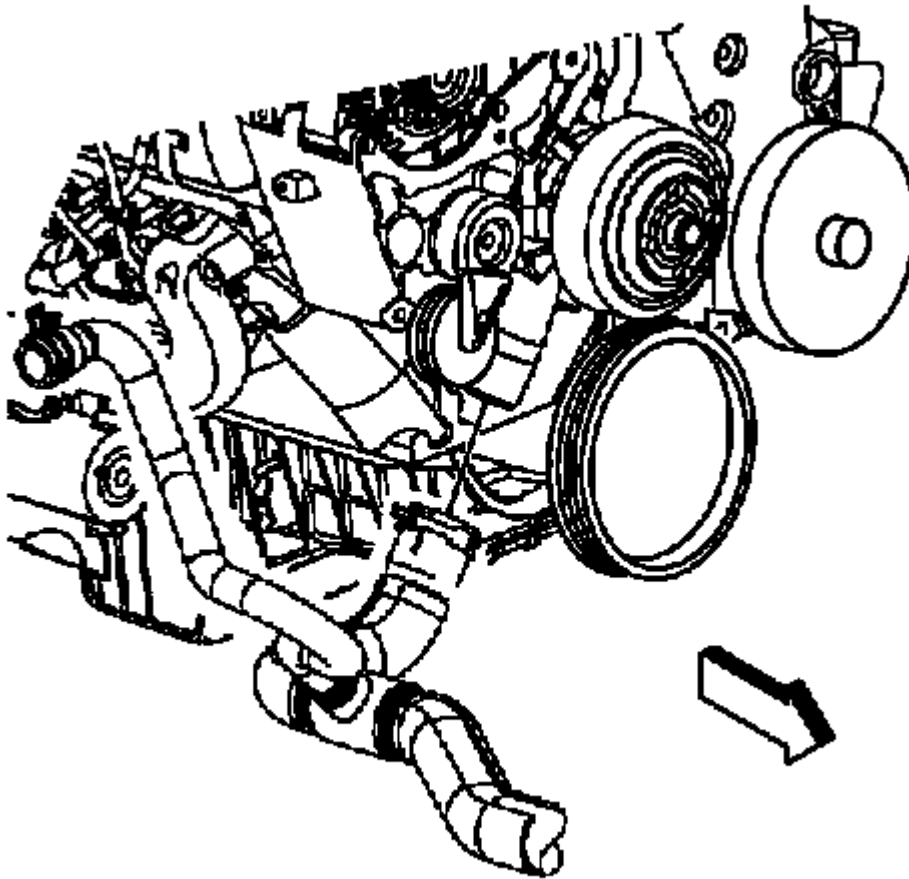


Fig. 395: Installing Radiator Outlet Hose
Courtesy of GENERAL MOTORS CORP.

45. Position the radiator outlet hose clamps.
46. Install the radiator inlet hose to the thermostat housing.

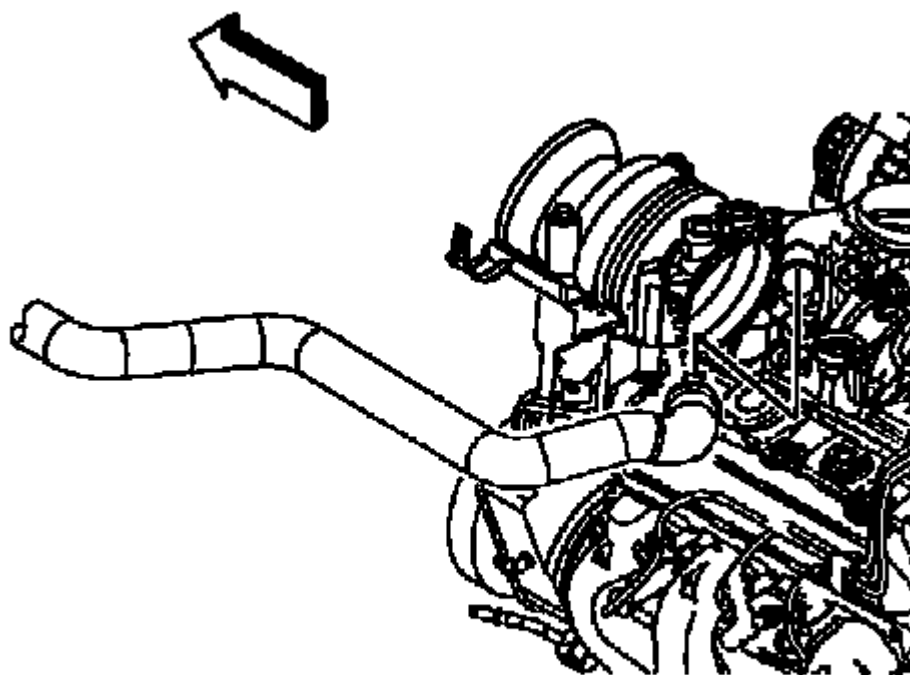


Fig. 396: Installing Radiator Inlet Hose
Courtesy of GENERAL MOTORS CORP.

47. Position the radiator inlet hose clamp.
48. Install the drive belt. Refer to **Drive Belt Replacement**.
49. Install the lower fan shroud. Refer to **Fan Shroud Replacement - Lower** in Engine Cooling.
50. Install the fuel pipes/hoses. Refer to **Fuel Hose/Pipes Replacement - Engine Compartment** in Engine Controls - 4.3L.
51. Remove the hood hinge bolt from the service position (2).

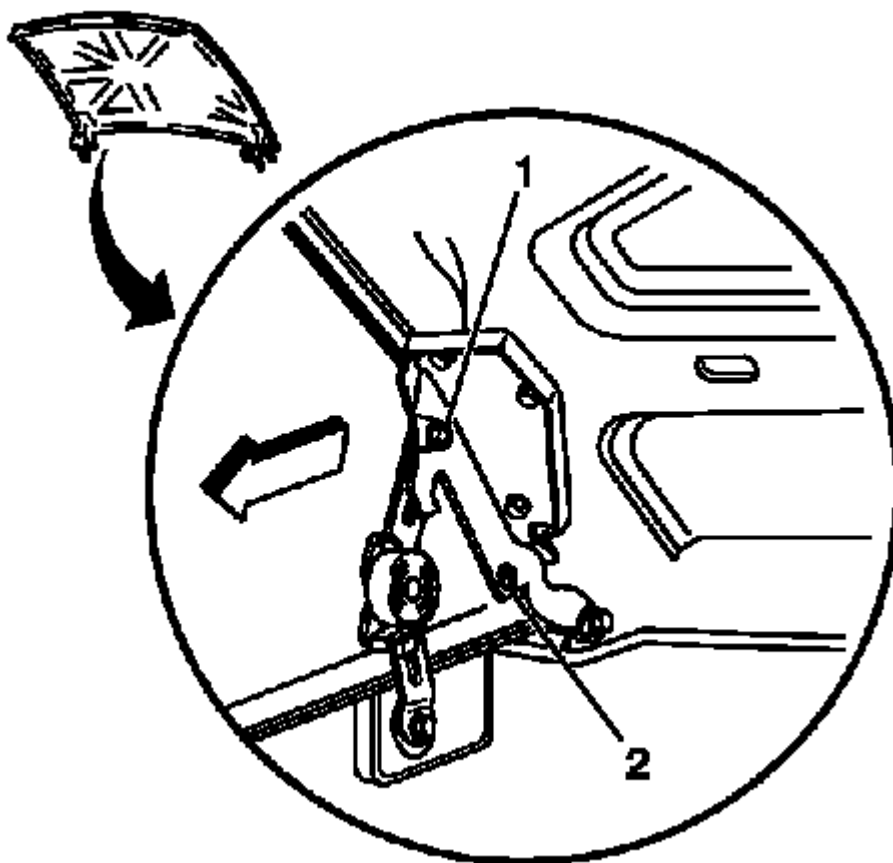


Fig. 397: Identifying Hood Hinge Normal And Service Position Bolt Holes
Courtesy of GENERAL MOTORS CORP.

52. Lower the hood to the normal position.
53. Install the hood hinge bolts.

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

54. Raise the vehicle.
55. Install the transmission bolts

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

56. If equipped, Install the torque converter bolts.

Tighten: Tighten the bolts to 63 N.m (47 lb ft).

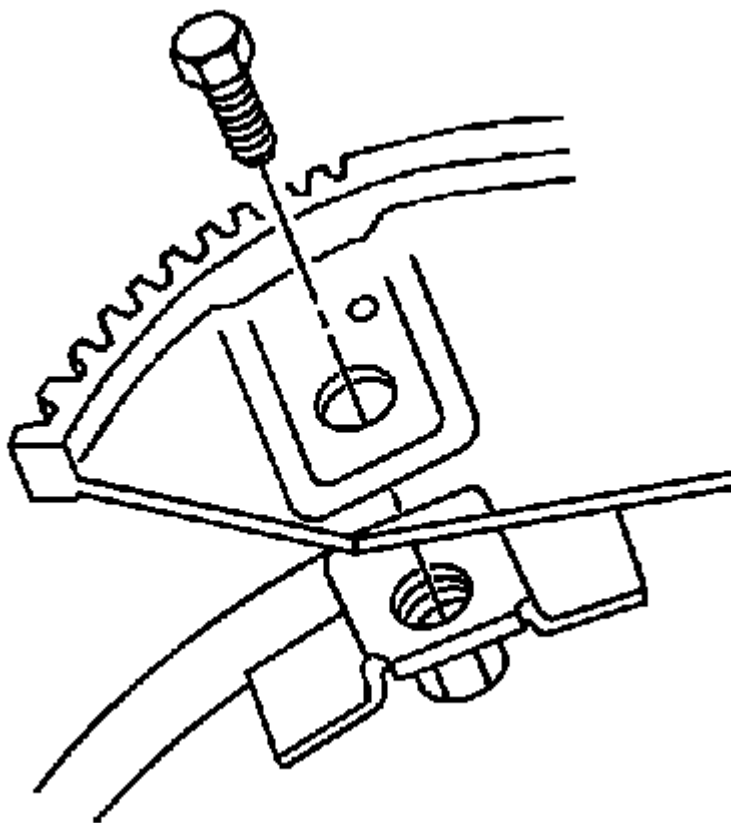


Fig. 398: Flywheel-To-Torque Converter Bolts
Courtesy of GENERAL MOTORS CORP.

57. Install the ground bolt (3) holding the negative battery cable (6) and ground cable (4) to the engine.
58. Connect the CKP sensor electrical connector (5) and install the harness to the retainer clip.

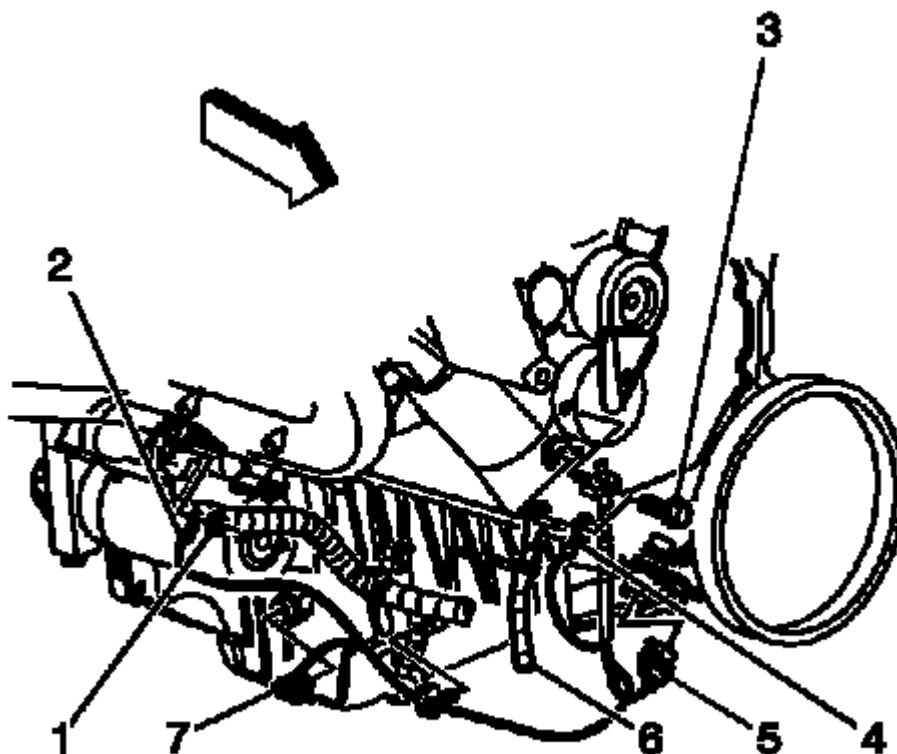


Fig. 399: View Of Oil Level Sensor Electrical Connector, CKP Electrical Connector & Battery Ground Bolt

Courtesy of GENERAL MOTORS CORP.

59. Install the battery cable bracket bolts.

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

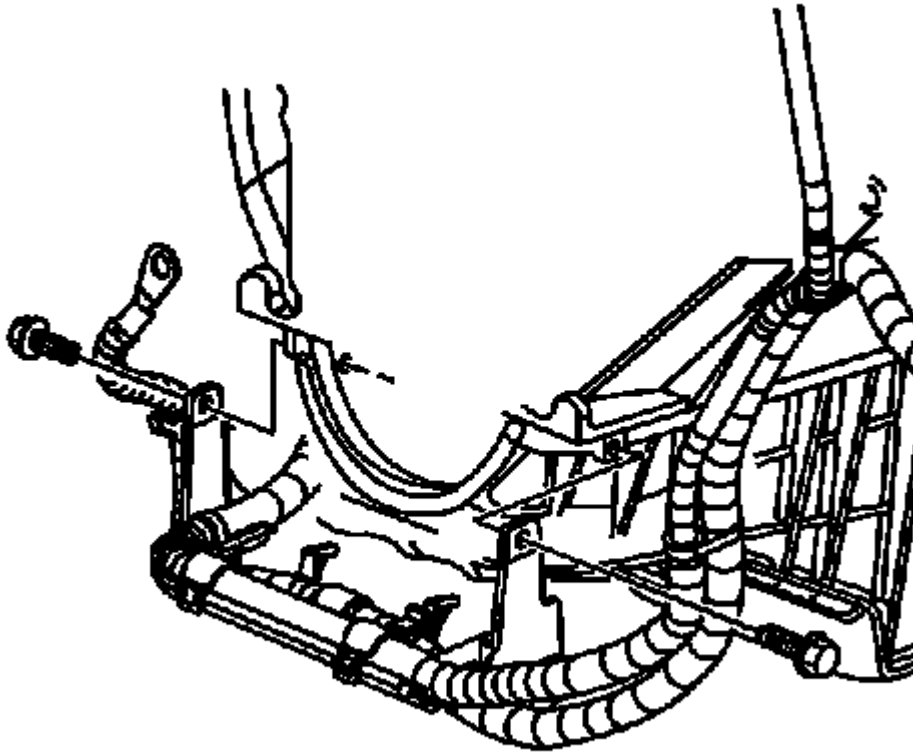


Fig. 400: Installing Battery Cable Bracket Bolts
Courtesy of GENERAL MOTORS CORP.

60. Install the catalytic converter. Refer to **Catalytic Converter Replacement (4.3L, 4.8L, and 5.3L Engines)** in Engine Exhaust.
61. Install the positive battery cable clip bolt (2).

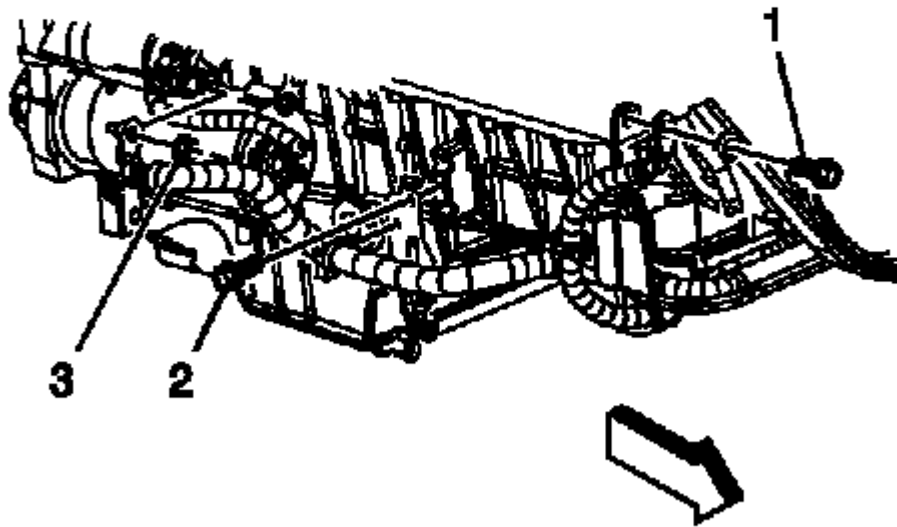


Fig. 401: Installing Positive Battery Cable Clip Bolt
Courtesy of GENERAL MOTORS CORP.

62. Install the transmission cover.

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

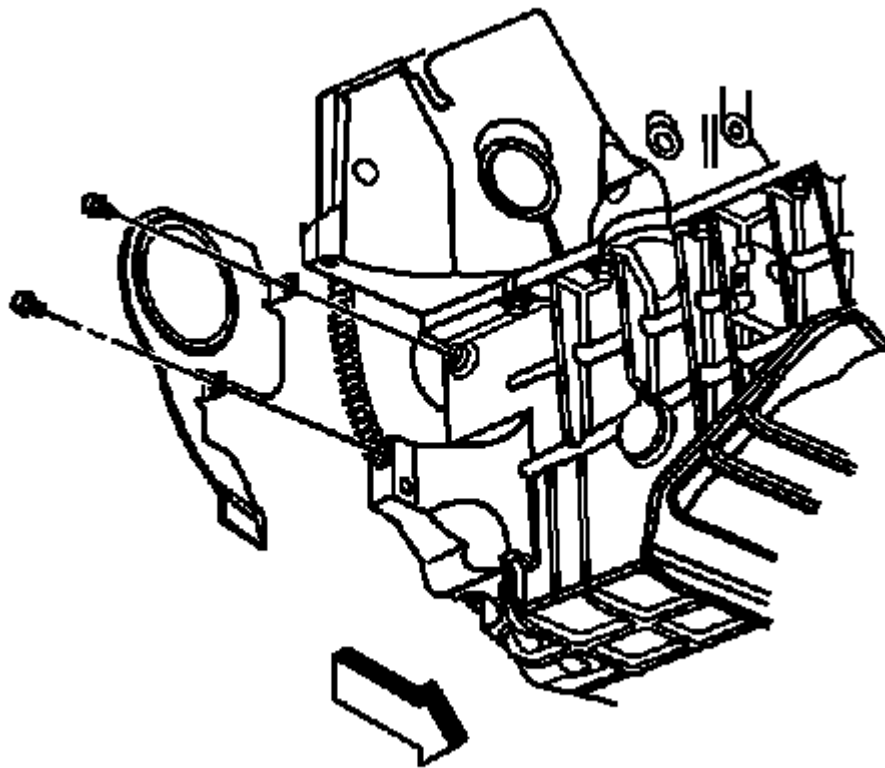


Fig. 402: Installing Transmission Cover
Courtesy of GENERAL MOTORS CORP.

63. Install the starter. Refer to **Starter Motor Replacement (4.3L Engine)** in Engine Electrical.
64. If equipped, install the engine shield. Refer to **Engine Protection Shield Replacement** in Frame and Underbody.
65. If equipped, install the oil pan skid plate and bolts.

Tighten: Tighten the bolts to 20 N.m (15 lb ft).

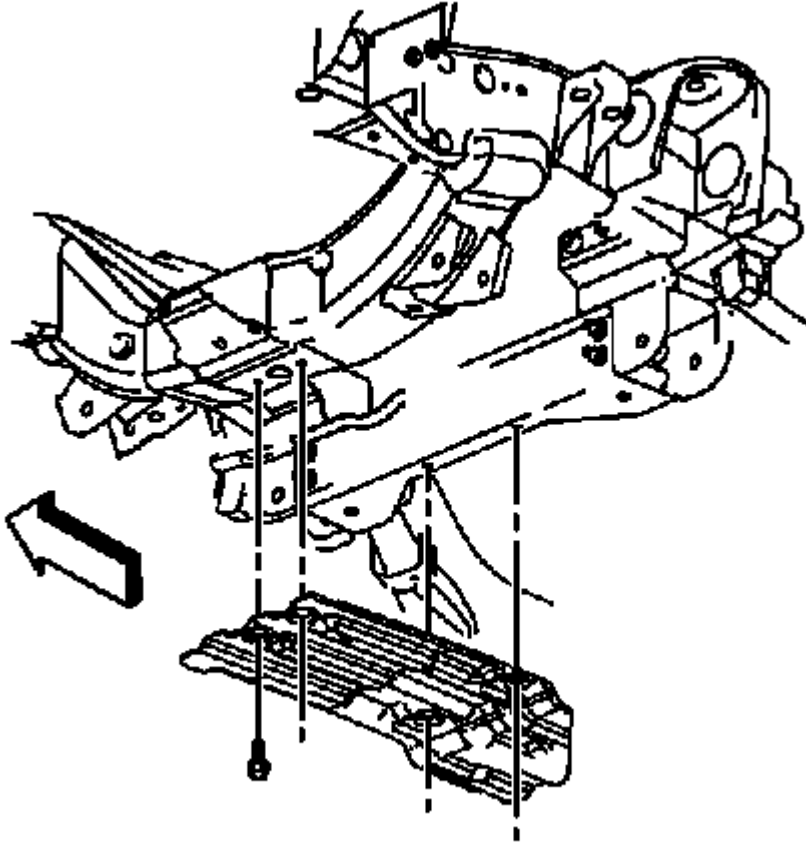


Fig. 403: Identifying Oil Pan Skid Plate
Courtesy of GENERAL MOTORS CORP.

66. Lower the vehicle.
67. Connect the negative battery cable. Refer to **Battery Negative Cable Disconnect/Connect Procedure (Single Battery)** or **Battery Negative Cable Disconnect/Connect Procedure (Auxiliary Battery)** in Engine Electrical.
68. Perform the engine prelube procedure. Refer to **Engine Prelubing**
69. Add engine oil supplement GM P/N 1052367 (Canadian P/N 992869), or equivalent to the engine oil.
70. Fill the cooling system. Refer to **Draining and Filling Cooling System (with HP2)** or **Draining and Filling Cooling System (without HP2)** in Engine Cooling.
71. If equipped, bleed the hydraulic clutch. Refer to **Hydraulic Clutch Bleeding** in Clutch.
72. Recharge the A/C system. Refer to **Refrigerant Recovery and Recharging** in Heating, Ventilation, and Air Conditioning.

IMPORTANT: After an overhaul, the engine should be tested. Use the following procedure after the engine is installed in the vehicle.

73. Disable the ignition system.

74. Crank the engine several times. Listen for any unusual noises or evidence that parts are binding.
75. Start the engine and listen for unusual noises.
76. Check the oil pressure gauge or light and confirm that the engine has acceptable oil pressure.
77. If necessary, install an oil pressure gauge and measure the oil pressure.
78. Run the engine speed at about 1,000 RPM until the engine has reached normal operating temperature.
79. Listen for sticking valve lifters, or other unusual noises.
80. Inspect for fuel, oil, and/or coolant leaks while the engine is running.
81. Verify that the distributor is properly positioned.
82. Perform a final inspection for the proper oil and coolant levels.
83. Close the hood.

Engine Oil and Oil Filter Replacement

Removal Procedure

1. Raise and suitably support the vehicle. Refer to **Lifting and Jacking the Vehicle** in General Information.
2. Remove the drain plug and drain the engine oil in a suitable container.

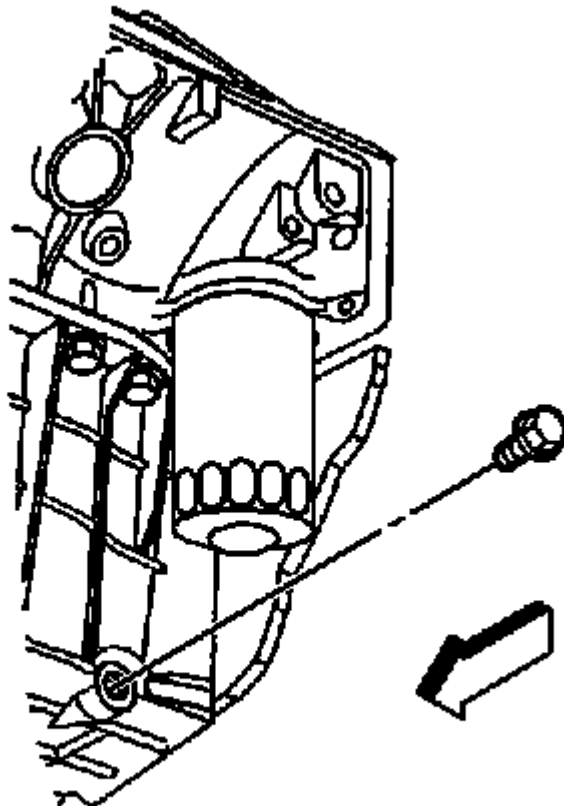


Fig. 404: Identifying Oil Drain Plug
Courtesy of GENERAL MOTORS CORP.

3. Remove the oil filter.

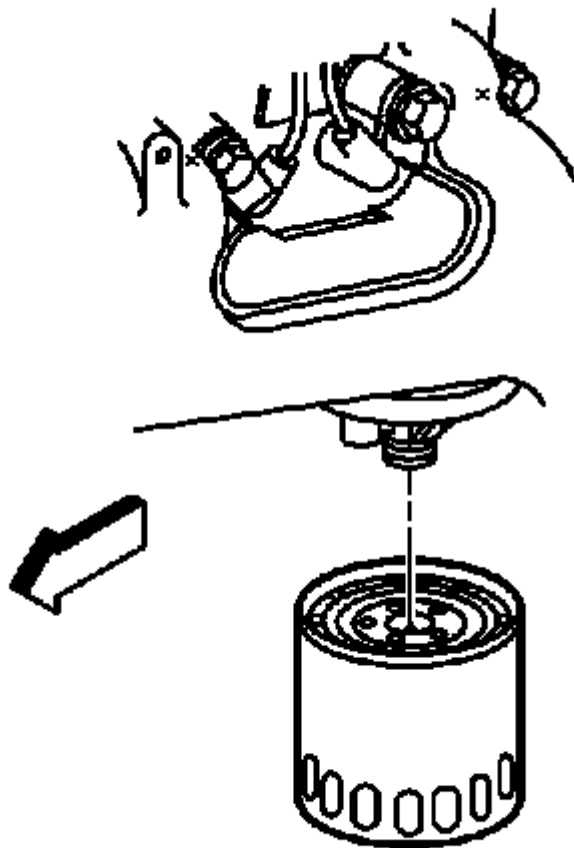


Fig. 405: Removing Oil Filter
Courtesy of GENERAL MOTORS CORP.

4. Inspect to ensure the engine oil filter gasket is removed.

Installation Procedure

1. Lubricate the oil filter gasket with clean engine oil.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the oil filter.

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

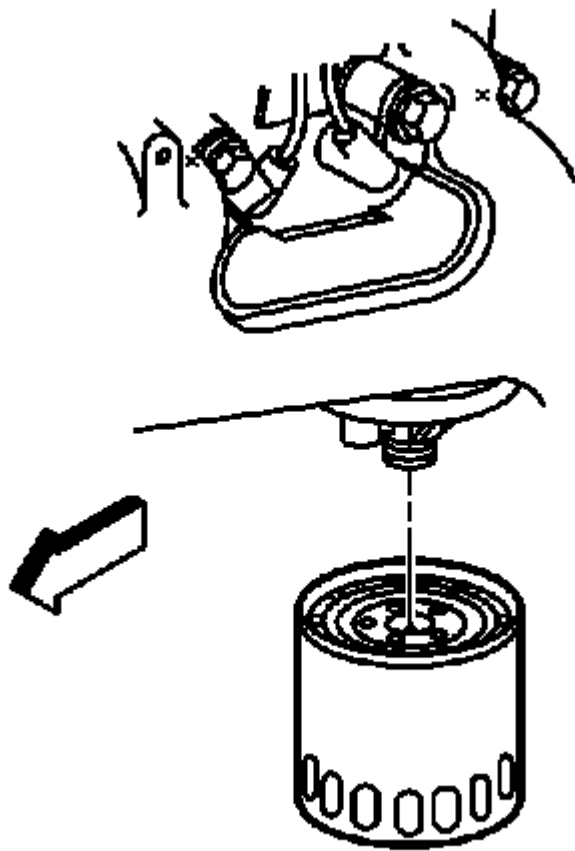


Fig. 406: Installing Oil Filter

Courtesy of GENERAL MOTORS CORP.

3. Install the drain plug.

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

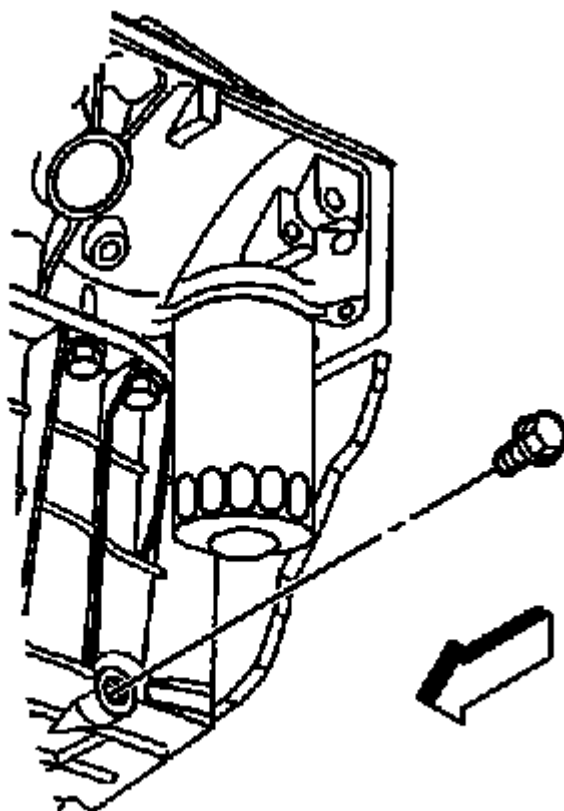


Fig. 407: Identifying Oil Drain Plug
Courtesy of GENERAL MOTORS CORP.

4. Lower the vehicle.
5. Fill the engine with the proper capacity and quality of engine oil. Refer to **Capacities - Approximate Fluid** in Maintenance and Lubrication.
6. Operate the engine, check for leaks, and oil pressure.

OFF-VEHICLE REPAIR INSTRUCTIONS

Draining Fluids and Oil Filter Removal

1. Remove the oil pan drain plug and allow the engine oil to drain into a suitable container.

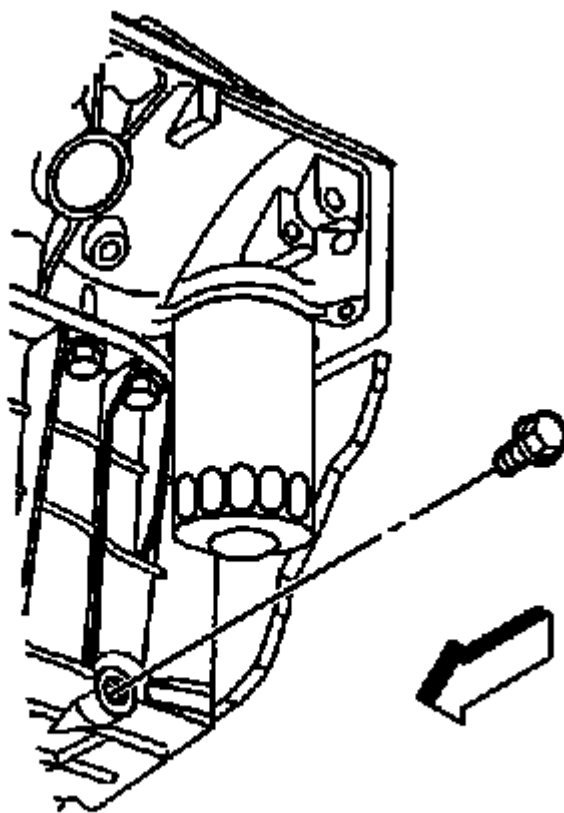


Fig. 408: Identifying Oil Drain Plug
Courtesy of GENERAL MOTORS CORP.

2. Remove the oil filter.

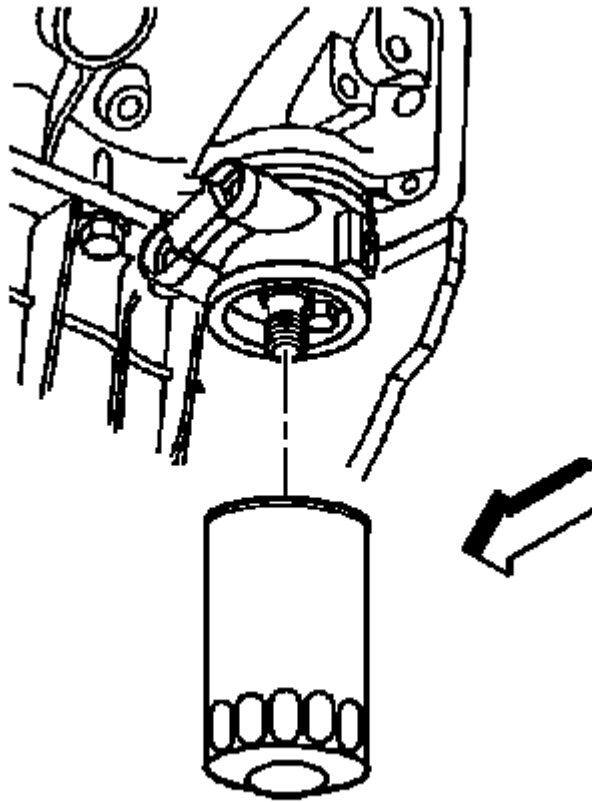


Fig. 409: Removing Oil Filter
Courtesy of GENERAL MOTORS CORP.

3. Discard the oil filter.
4. Remove both the engine block coolant drain hole plugs and allow the coolant to drain into a suitable container.

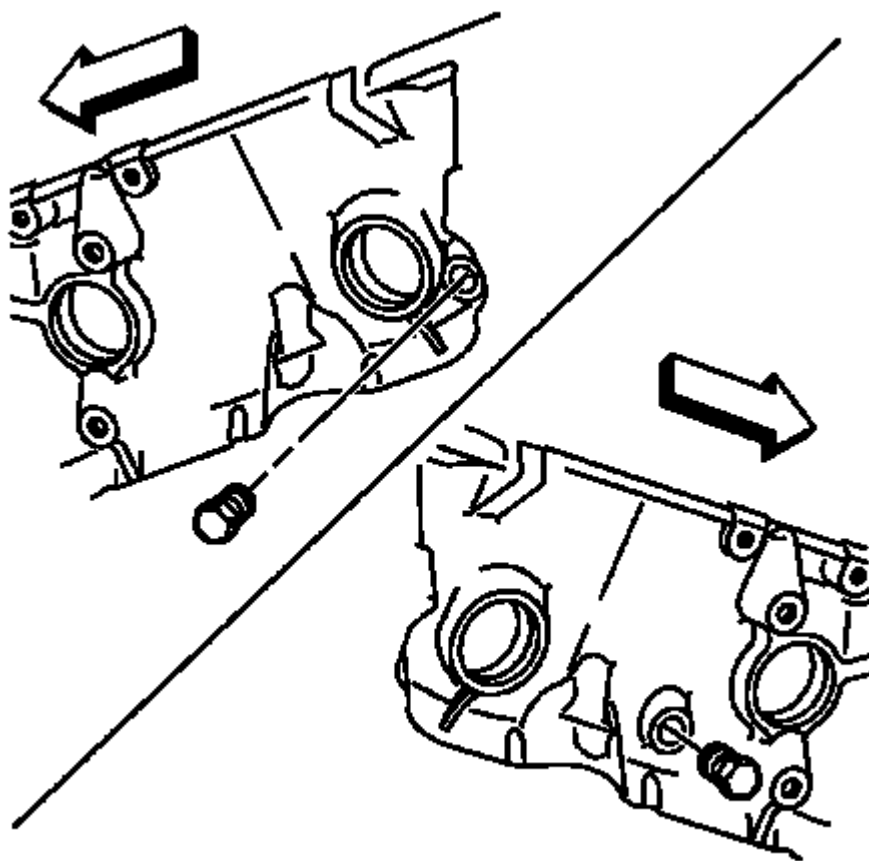


Fig. 410: Removing Engine Block Coolant Drain Hole Plugs
Courtesy of GENERAL MOTORS CORP.

Engine Flywheel Removal

1. Remove the engine flywheel bolts.
2. Remove the engine flywheel (1), automatic transmission, if applicable.
3. Remove the engine flywheel (2), manual transmission, if applicable.

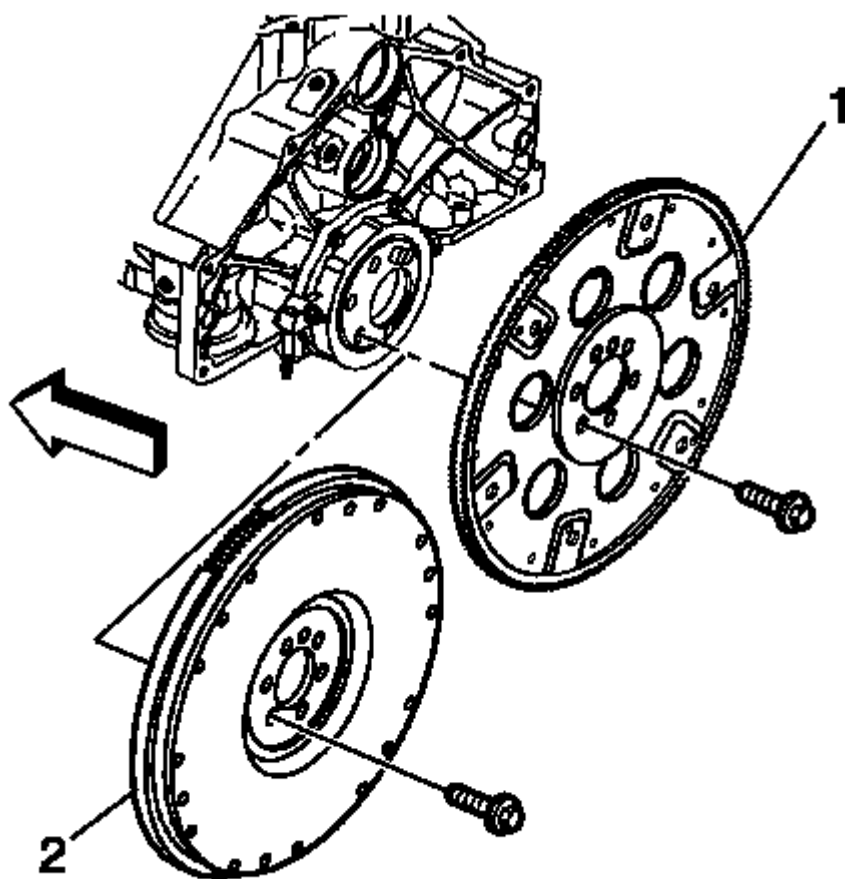


Fig. 411: Engine Flywheels

Courtesy of GENERAL MOTORS CORP.

IMPORTANT: If replacing the engine flywheel, manual transmission, **NEW** flywheel weights must be installed into the **NEW** engine flywheel in the same location as the old flywheel weights in the old engine flywheel.

4. Note the position of any flywheel weights for assembly, if applicable.

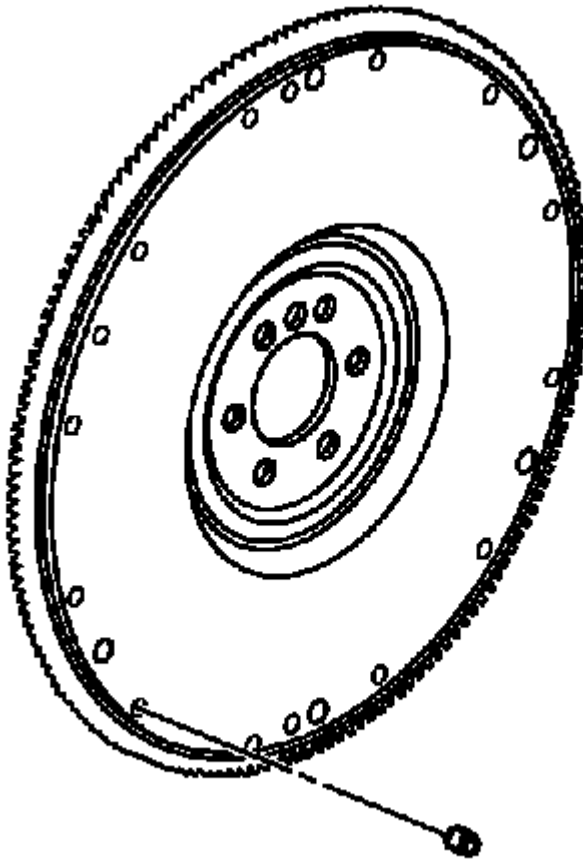


Fig. 412: Locating Flywheel Weights (Manual Transmission)
Courtesy of GENERAL MOTORS CORP.

Clutch Pilot Bearing Removal

Tools Required

J 43276 Clutch Pilot Bearing Remover. See Special Tools and Equipment.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

NOTE: When using the J 43276 Clutch Pilot Bearing Remover, always secure the J 43276-1 Clutch Pilot Bearing Remover tool body using a wrench. Do not allow the J 43276-1 tool body to rotate. Failing to do so causes damage to the J 43276-1 tool body.

1. Remove the clutch pilot bearing using the **J 43276**.
1. Install the J 43276-1 tool body into the clutch pilot bearing.

2. Using a wrench secure the J 43276-1 tool body.
3. Insert the J 43276-2 forcing screw into the J 43276-1 tool body.
4. Rotate the J 43276-2 forcing screw clockwise into the J 43276-1 tool body until the clutch pilot bearing is completely removed from the crankshaft.
5. Rotate the J 43276-2 forcing screw counterclockwise to remove the J 43276-2 forcing screw from the J 43276-1 tool body.
6. Remove the J 43276-1 tool body from the clutch pilot bearing.

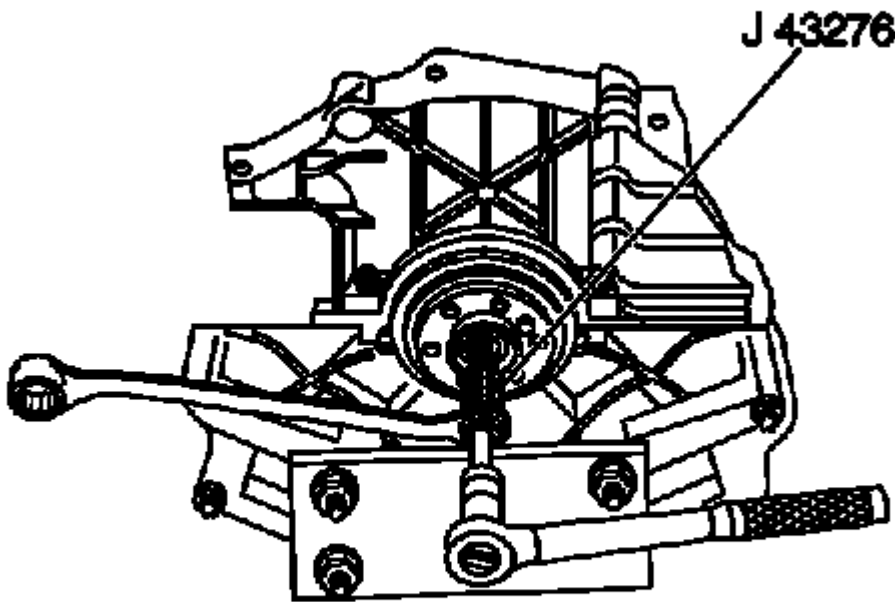


Fig. 413: Removing Clutch Pilot Bearing Using J 43276
Courtesy of GENERAL MOTORS CORP.

2. Discard the clutch pilot bearing.

Exhaust Manifold Removal - Left

NOTE: Twist the spark plug boot one-half turn in order to release the boot. Pull on the spark plug boot only. Do not pull on the spark plug wire or the wire could be damaged.

1. Remove the spark plug wires from the spark plugs.
 1. Rotate the spark plug wire boot one half turn.
 2. Pull outward on the spark plug wire boot to release from the spark plug.
2. Remove the spark plug wires from the spark plug wire retainers.
3. Remove the exhaust manifold bolts and the stud.

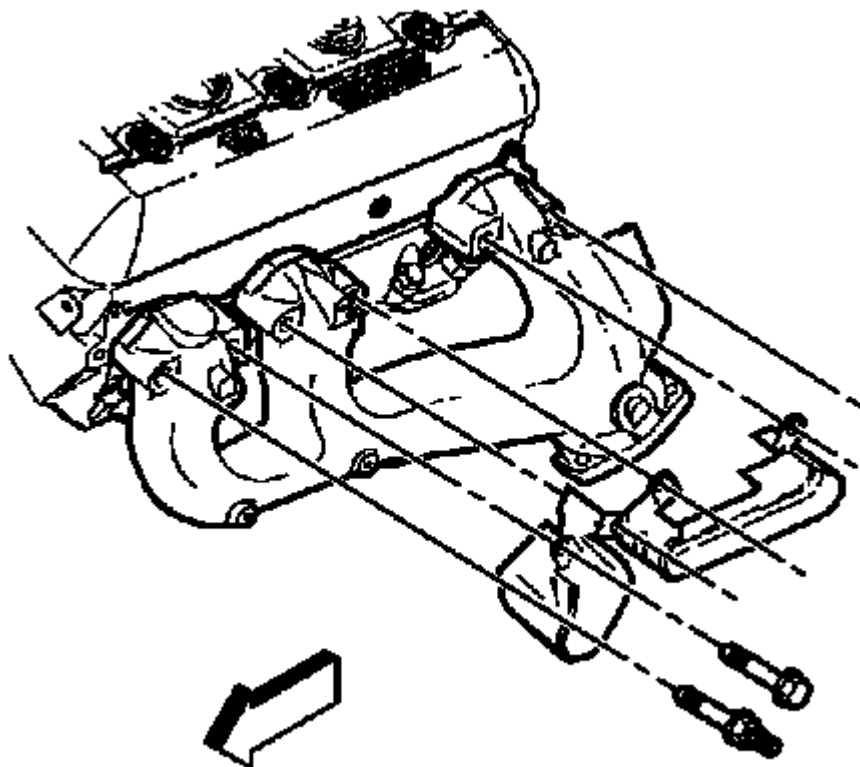


Fig. 414: Removing Exhaust Manifold Bolts
Courtesy of GENERAL MOTORS CORP.

4. Remove the spark plug wire shields, if applicable, and the exhaust manifold.
5. Remove and discard the exhaust manifold gaskets.

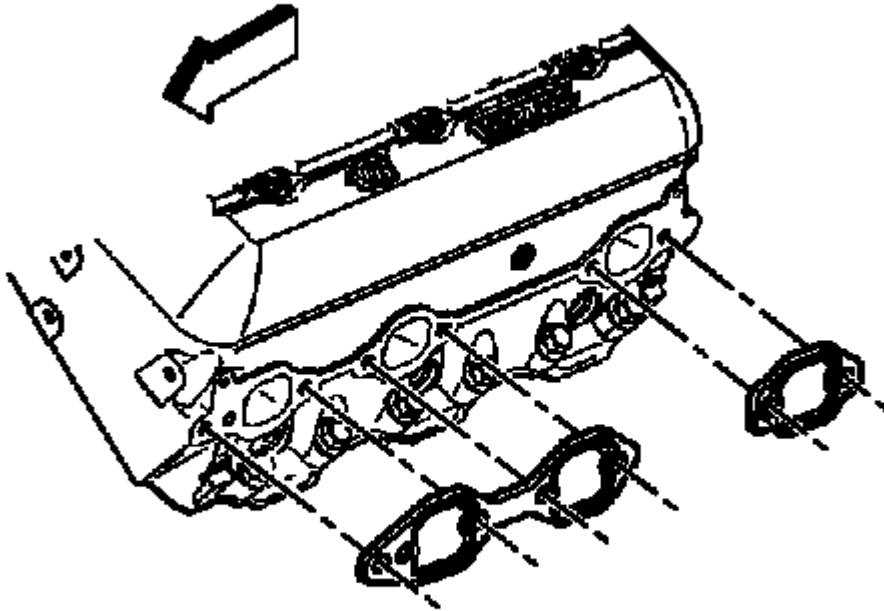


Fig. 415: Removing Exhaust Manifold Gaskets
Courtesy of GENERAL MOTORS CORP.

Exhaust Manifold Removal - Right

NOTE: Twist the spark plug boot one-half turn in order to release the boot. Pull on the spark plug boot only. Do not pull on the spark plug wire or the wire could be damaged.

1. Remove the spark plug wires from the spark plugs.
 1. Rotate the spark plug wire boot one half turn.
 2. Pull outward on the spark plug wire boot to release from the spark plug.
2. Remove the spark plug wires from the spark plug wire retainers.
3. Remove the exhaust manifold bolts.

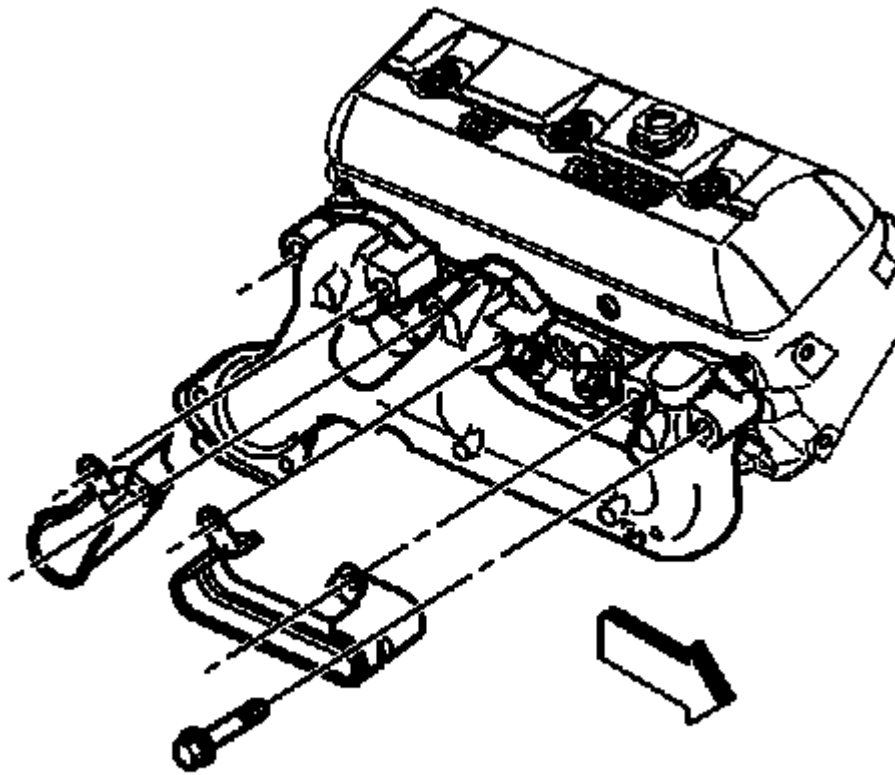


Fig. 416: Removing Exhaust Manifold Bolts
Courtesy of GENERAL MOTORS CORP.

4. Remove the spark plug wire shields and the exhaust manifold.
5. Remove and discard the exhaust manifold gaskets.

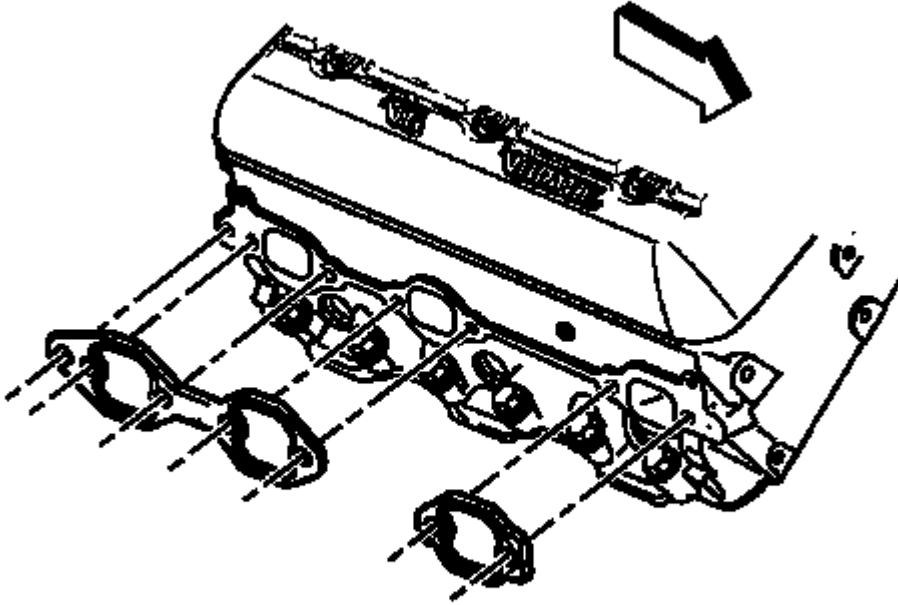


Fig. 417: Removing Exhaust Manifold Gaskets
Courtesy of GENERAL MOTORS CORP.

Oil Level Indicator and Tube Removal

1. Remove the oil level indicator from the oil level indicator tube, if required.

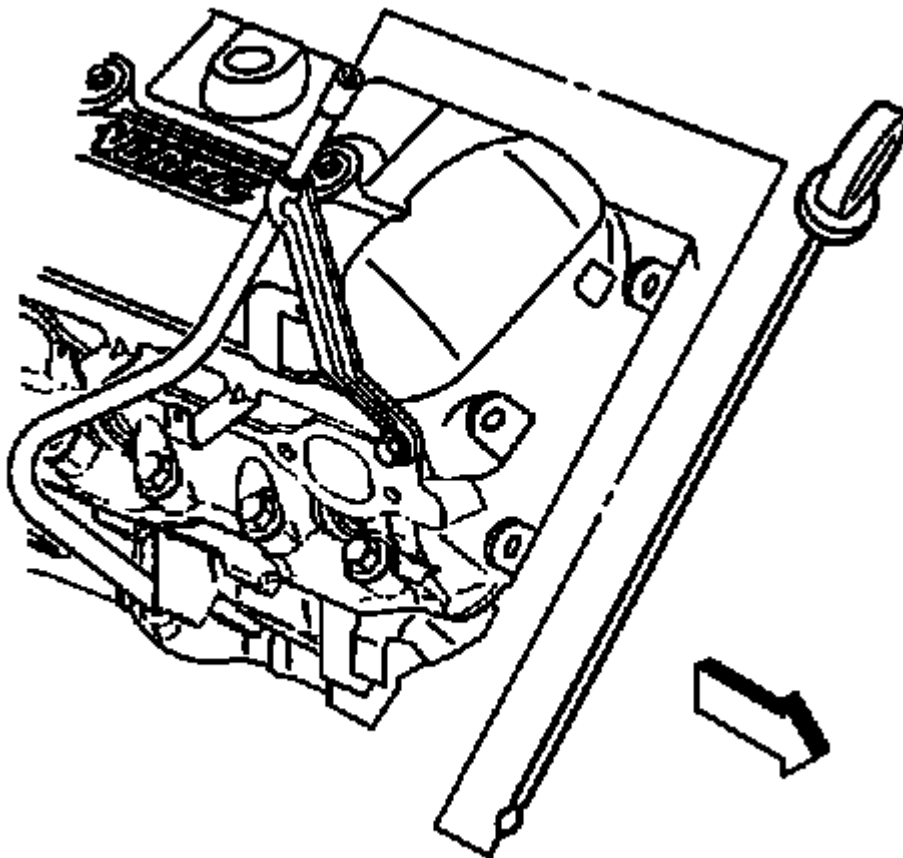


Fig. 418: Removing Oil Level Indicator
Courtesy of GENERAL MOTORS CORP.

2. Remove the oil level indicator tube bolt.

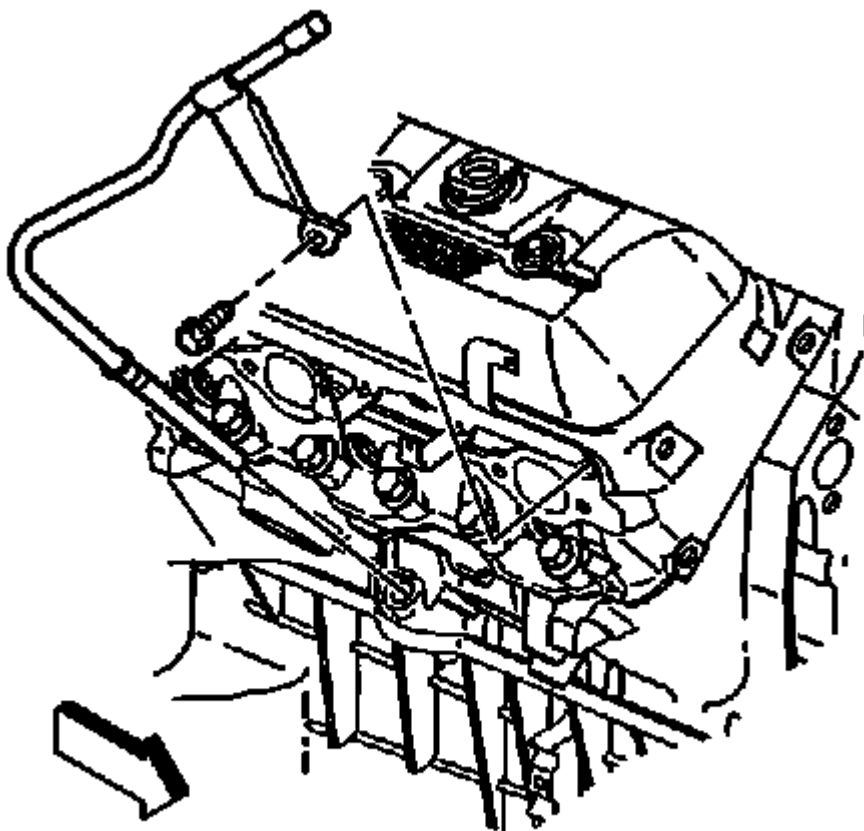


Fig. 419: Removing Oil Level Indicator Tube
Courtesy of GENERAL MOTORS CORP.

3. Remove the oil level indicator tube from the engine block.

Water Pump Removal

Tools Required

J 41240 Fan Clutch Remover and Installer. See **Special Tools and Equipment**.

1. Remove the bolts and the fan and water pump pulley using the **J 41240** .

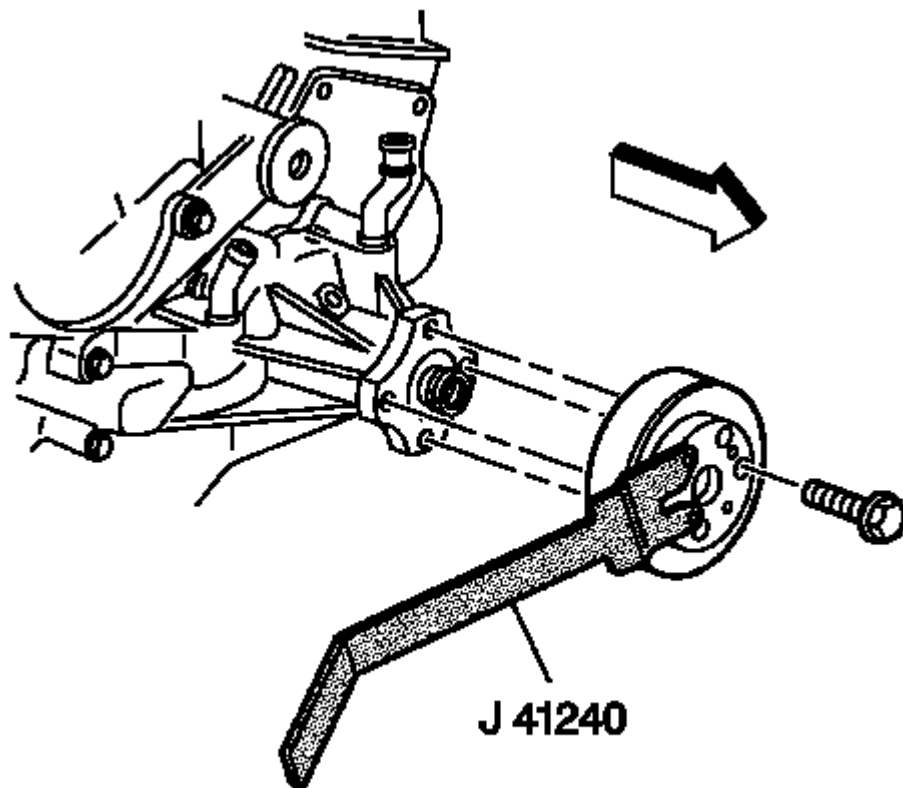


Fig. 420: Removing Water Pump Pulley, Fan & Bolts
Courtesy of GENERAL MOTORS CORP.

2. Remove the clamps and the water pump inlet hose.

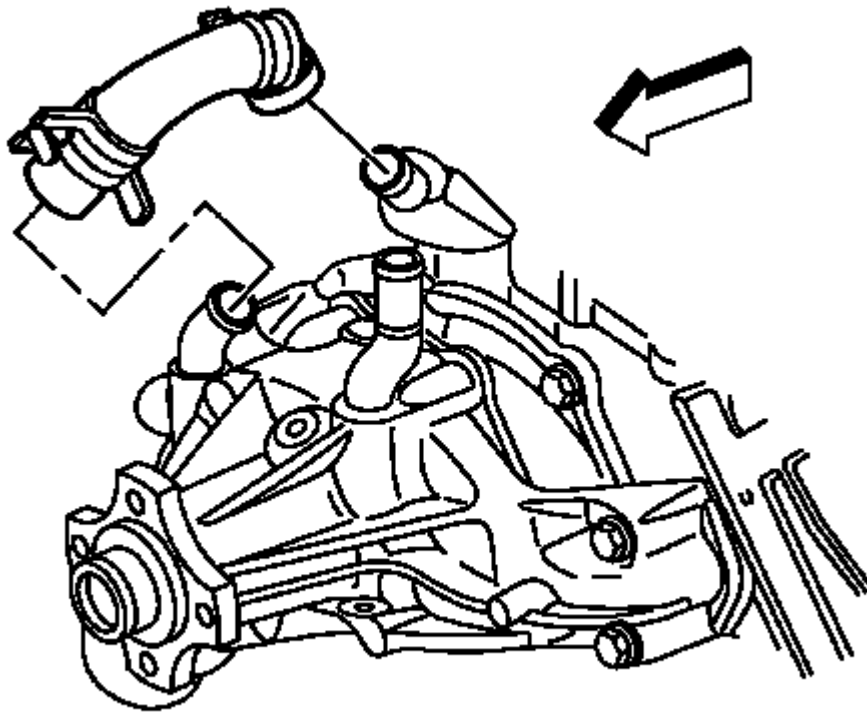


Fig. 421: View Of Water Pump Inlet Hose & Clamps
Courtesy of GENERAL MOTORS CORP.

3. Remove the water pump bolts.
4. Remove the water pump.

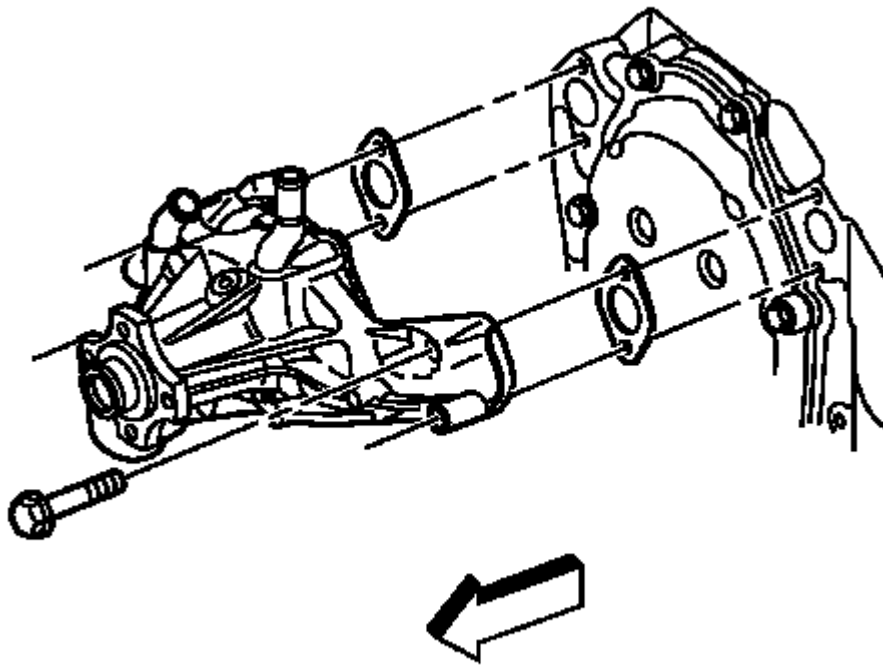


Fig. 422: Removing Water Pump
Courtesy of GENERAL MOTORS CORP.

5. Remove the water pump gaskets.
6. Discard the water pump gaskets.

Crankshaft Balancer Removal

Tools Required

J 23523-F Balancer Remover and Installer

1. Remove the crankshaft balancer bolt and washer.

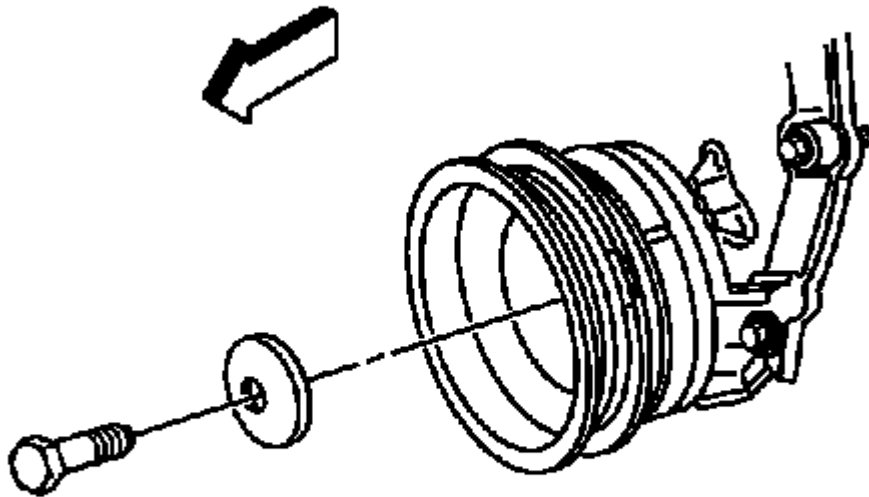


Fig. 423: View Of Crankshaft Balancer Washer & Bolt
Courtesy of GENERAL MOTORS CORP.

2. Remove the bolts and the crankshaft pulley.

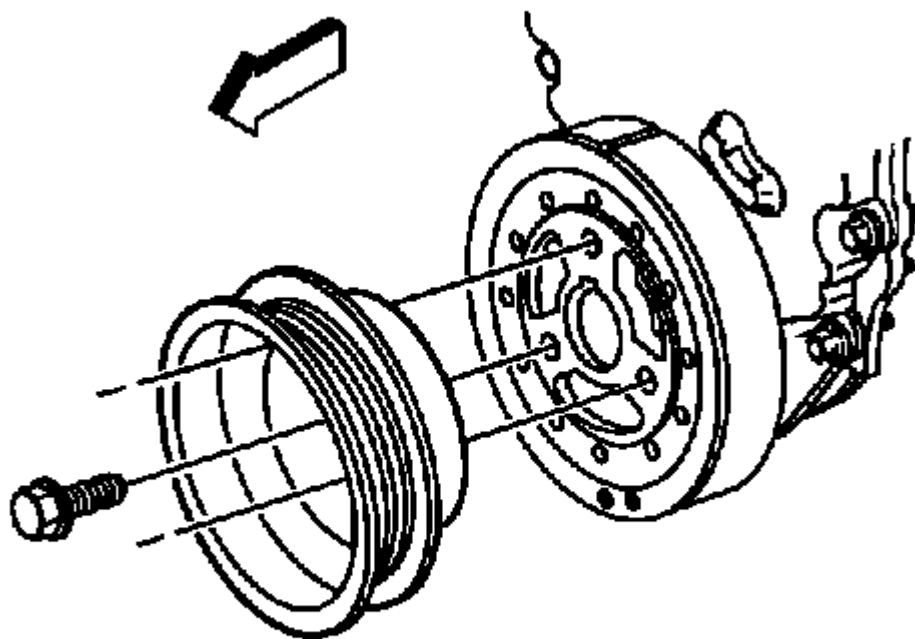


Fig. 424: View Of Crankshaft Pulley & Bolts
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Use the J 23523-F in order to remove the crankshaft balancer.
 1. Install the J 23523-F plate and bolts onto the crankshaft balancer.

Tighten: Tighten the bolts to 25 N.m (18 lb ft).
 2. Install the J 23523-F forcing screw into the plate.
 3. Rotate the J 23523-F forcing screw clockwise in order to remove the crankshaft balancer.

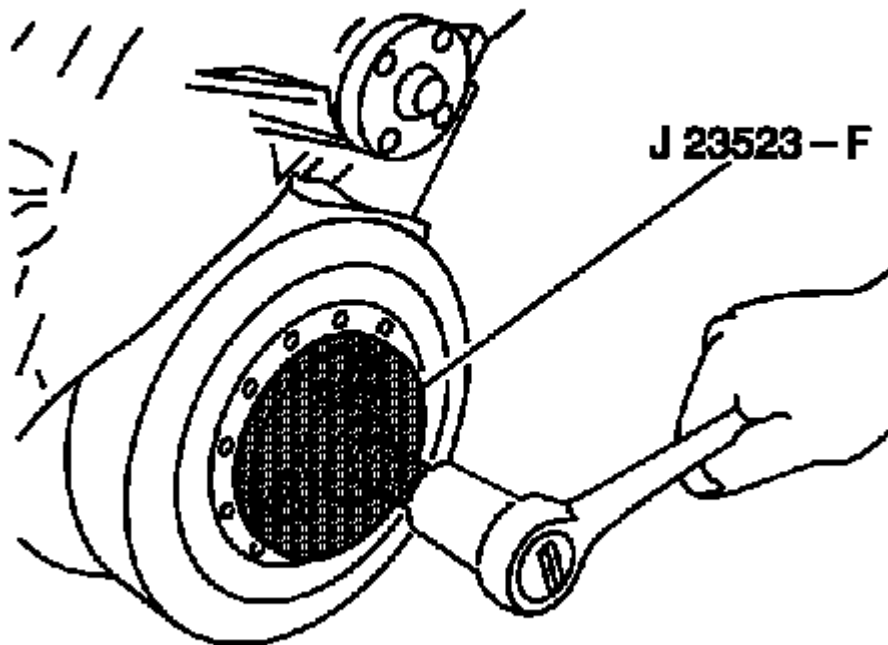


Fig. 425: Removing Crankshaft Balancer Using J 23523-F
Courtesy of GENERAL MOTORS CORP.

4. Remove the J 23523-F from the crankshaft balancer.

IMPORTANT: If replacing the crankshaft balancer, **NEW** weights must be installed into the **NEW** crankshaft balancer, in the same location as the old weights in the old balancer.

5. Note the position and length of any crankshaft balancer front groove pins, if applicable.

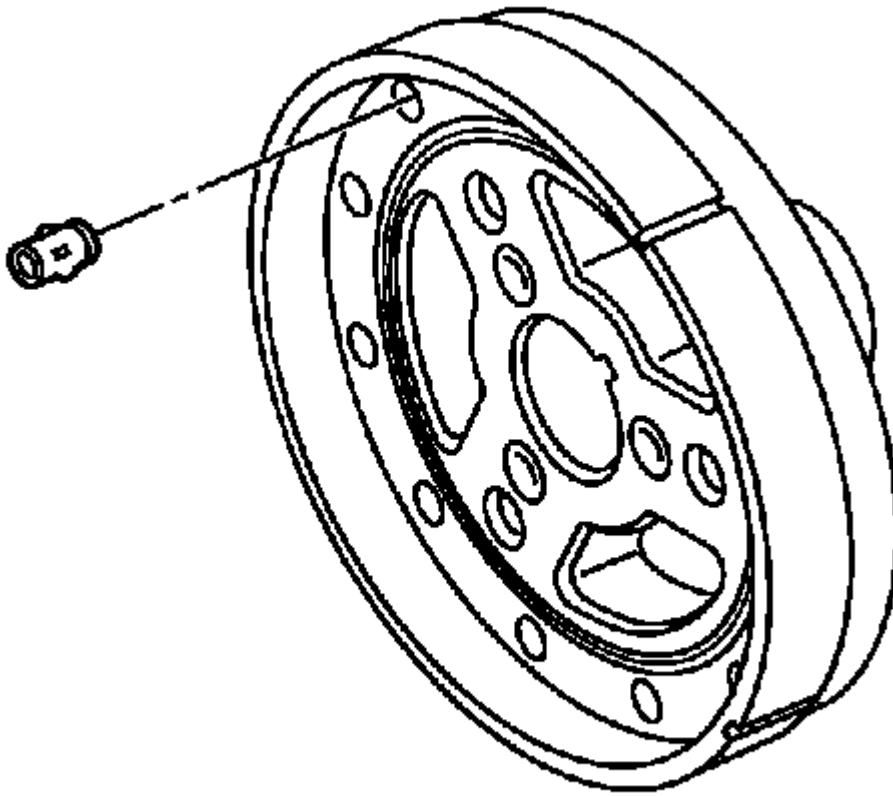


Fig. 426: View Of Crankshaft Balancer Weights
Courtesy of GENERAL MOTORS CORP.

Valve Rocker Arm Cover Removal - Left

1. Remove the valve rocker arm cover bolts.

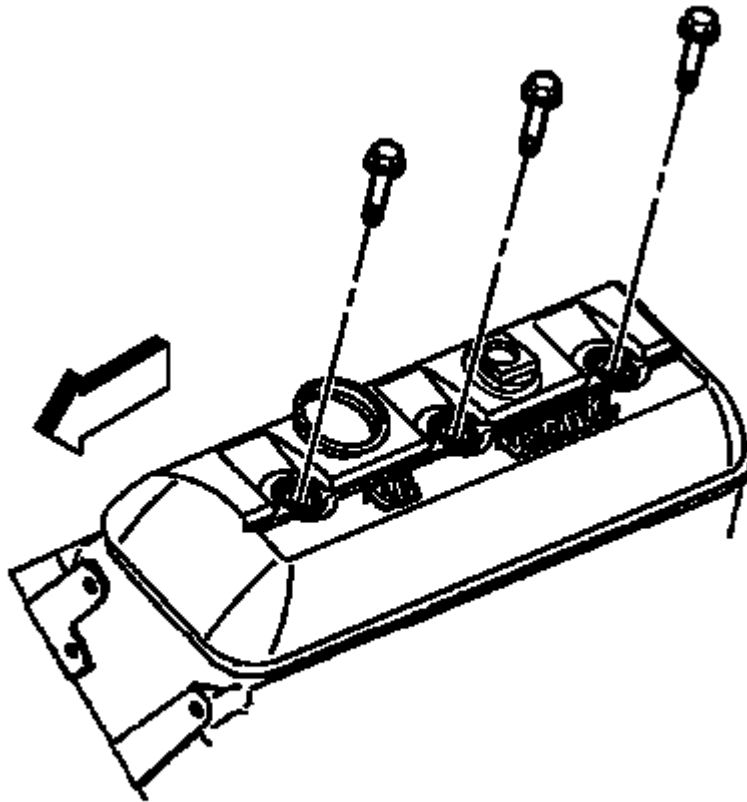


Fig. 427: Removing Valve Rocker Arm Cover Bolts (Left)
Courtesy of GENERAL MOTORS CORP.

2. Remove the valve rocker arm cover bolt grommets.
3. Discard the valve rocker arm cover bolt grommets.
4. Remove the valve rocker arm cover.

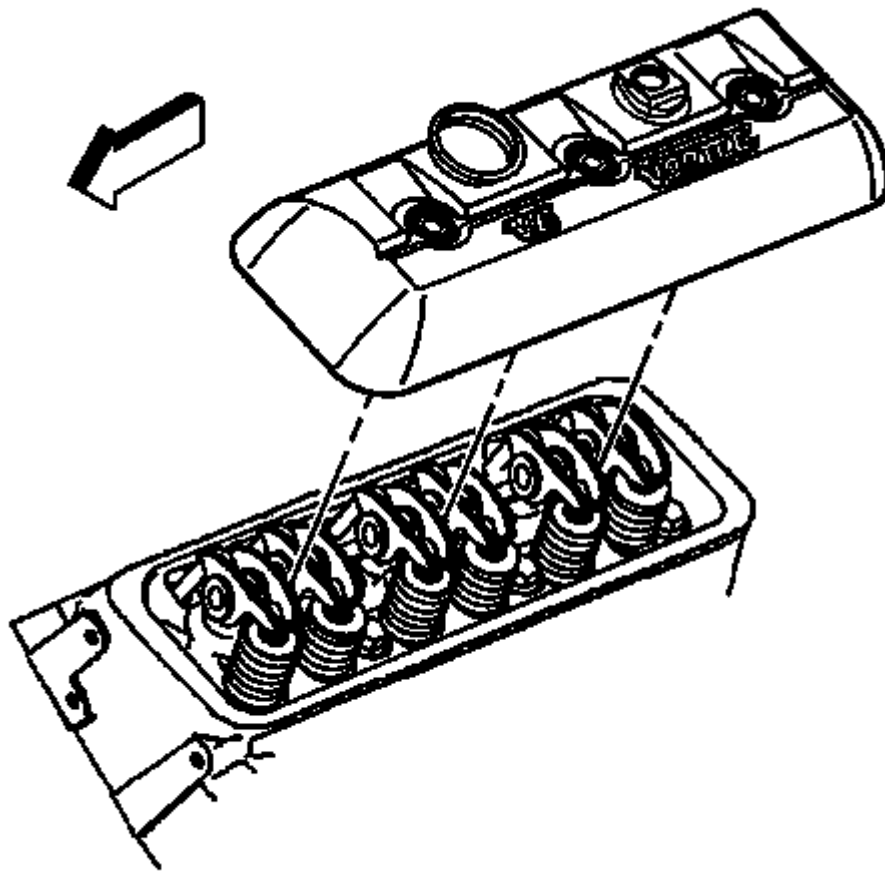


Fig. 428: Remove Valve Rocker Arm Cover (Left)
Courtesy of GENERAL MOTORS CORP.

5. Remove the valve rocker arm cover gasket.

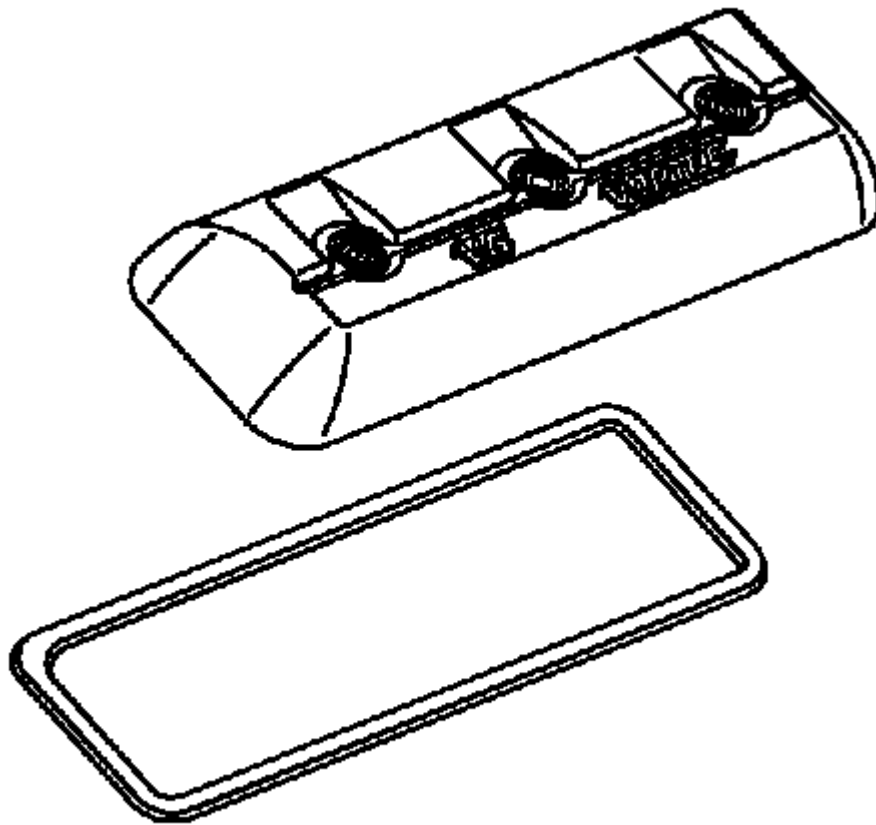


Fig. 429: View Of Rocker Arm Cover And Gasket
Courtesy of GENERAL MOTORS CORP.

6. Discard the valve rocker arm cover gasket.

Valve Rocker Arm Cover Removal - Right

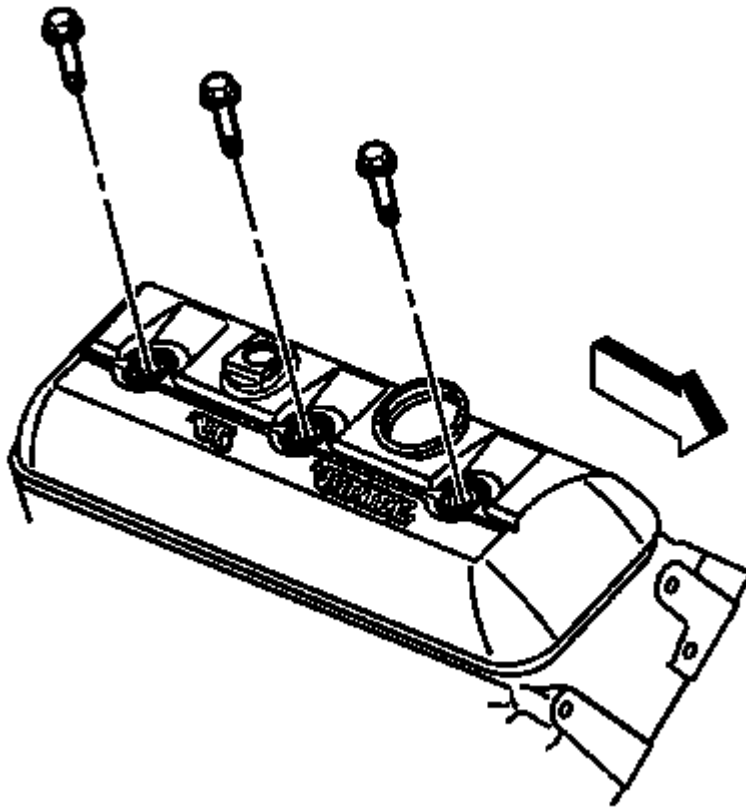


Fig. 430: Removing Valve Rocker Arm Cover Bolts (Right)
Courtesy of GENERAL MOTORS CORP.

1. Remove the valve rocker arm cover bolts.
2. Remove the valve rocker arm cover bolt grommets.
3. Discard the valve rocker arm cover bolt grommets.
4. Remove the valve rocker arm cover.

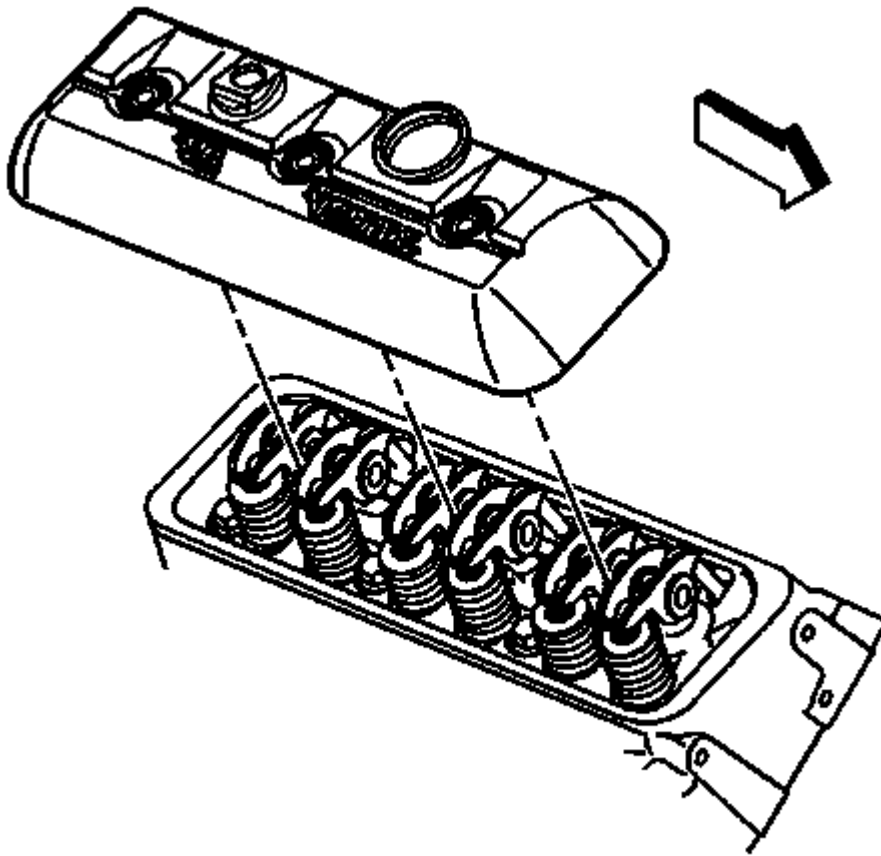


Fig. 431: Removing Valve Rocker Arm Cover (Right)
Courtesy of GENERAL MOTORS CORP.

5. Remove the valve rocker arm cover gasket.

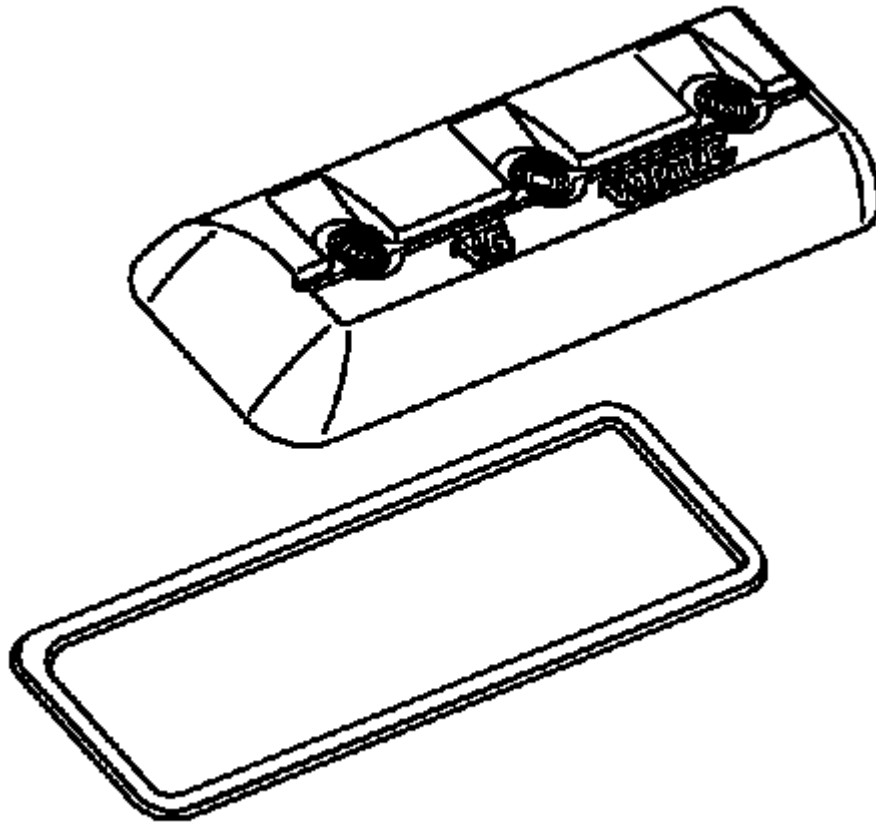


Fig. 432: View Of Rocker Arm Cover And Gasket
Courtesy of GENERAL MOTORS CORP.

6. Discard the valve rocker arm cover gasket.

Distributor Removal

1. Remove the ignition coil wire harness from the ignition coil and distributor cap.

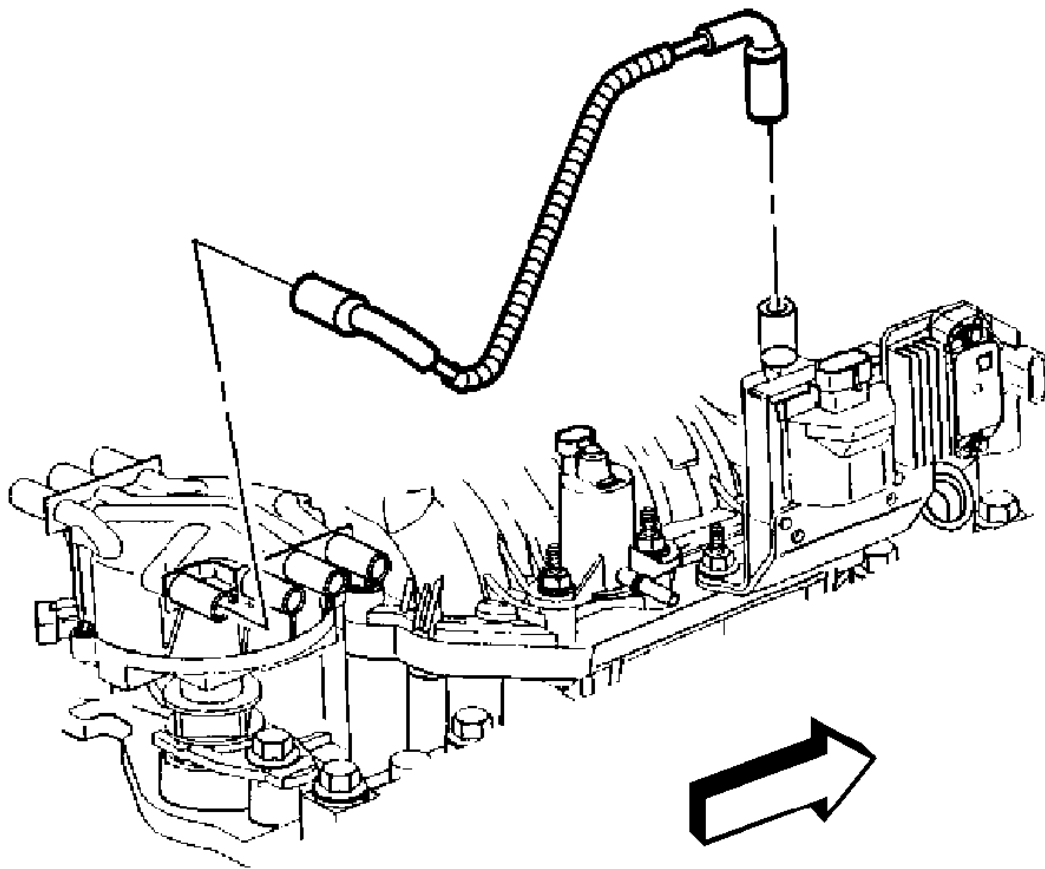


Fig. 433: Removing Ignition Coil Wire Harness
Courtesy of GENERAL MOTORS CORP.

2. Remove the distributor clamp bolt.

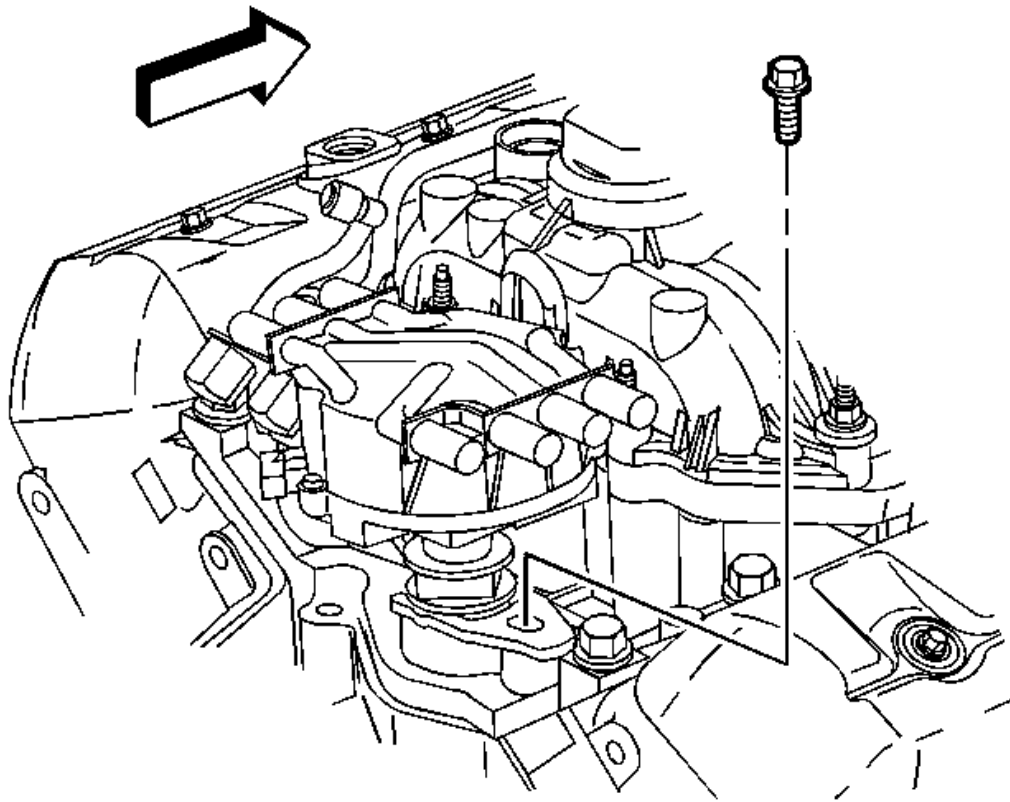


Fig. 434: Removing Distributor Clamp Bolt
Courtesy of GENERAL MOTORS CORP.

3. Remove the distributor and the distributor clamp.
4. Remove the distributor gasket and discard.

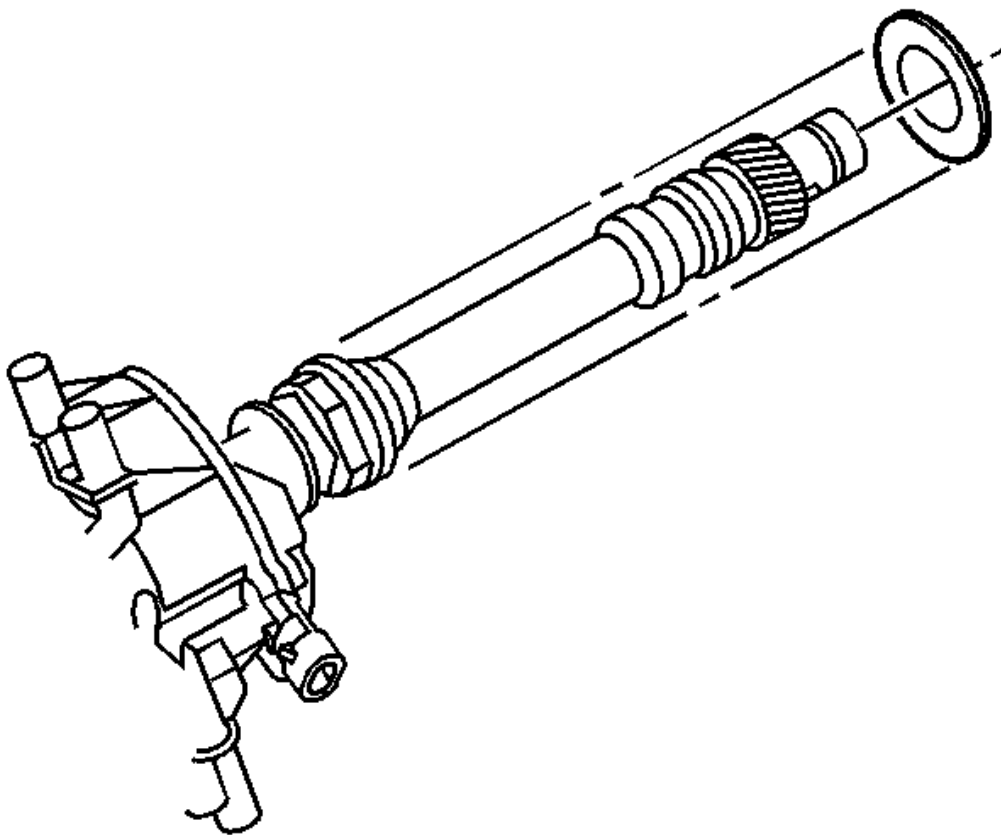


Fig. 435: Removing Distributor Gasket
Courtesy of GENERAL MOTORS CORP.

Intake Manifold Removal

1. Remove the evaporative emission (EVAP) canister purge solenoid valve harness.
 1. Push the quick disconnect clip and hold in place.
 2. Pull outward on the harness elbow.

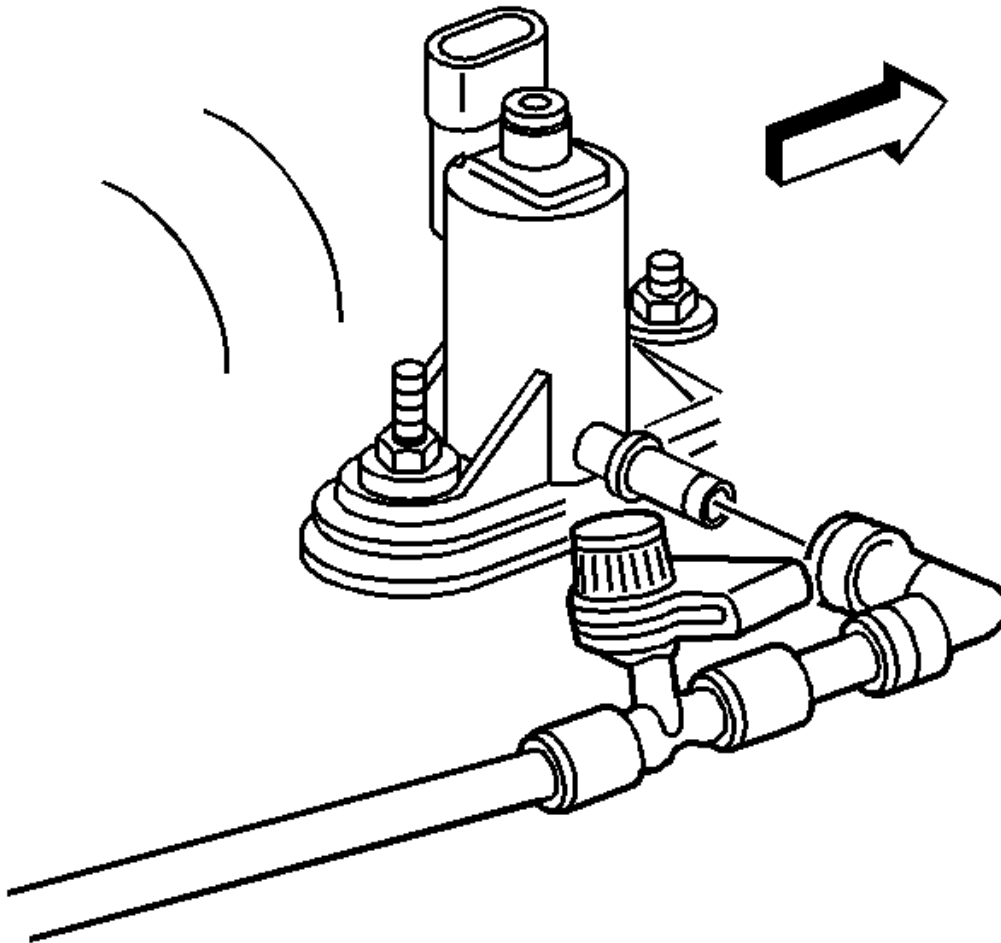


Fig. 436: Removing EVAP Canister Purge Solenoid Valve Harness
Courtesy of GENERAL MOTORS CORP.

2. Remove the engine coolant temperature (ECT) sensor wire connector, if equipped, from the engine wiring harness bracket.
3. Remove the lower intake manifold bolts.

IMPORTANT:

- The intake manifold may be removed as an assembly. Do not remove the specific intake manifold components unless component service is required.
- Do not allow dirt or debris to enter the fuel system. Ensure that the ends of the fuel system are properly sealed.

4. Remove the intake manifold assembly.

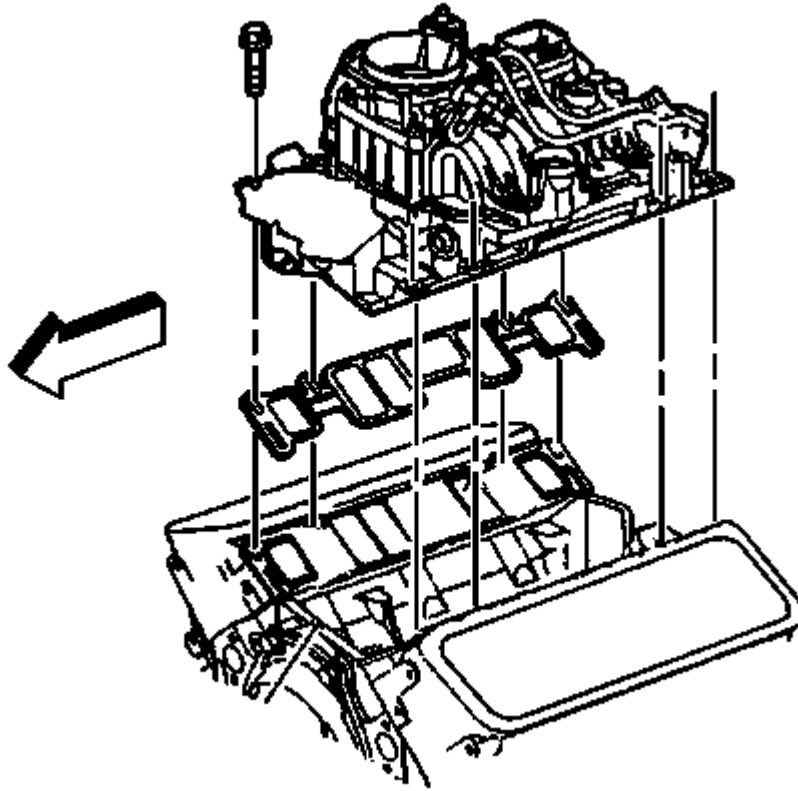


Fig. 437: Removing Intake Manifold Assembly & Bolts
Courtesy of GENERAL MOTORS CORP.

5. Remove and discard the lower intake manifold gaskets.

Valve Rocker Arm and Push Rod Removal

IMPORTANT: Mark, sort, and organize all the components for assembly.

1. Remove the valve rocker arms.

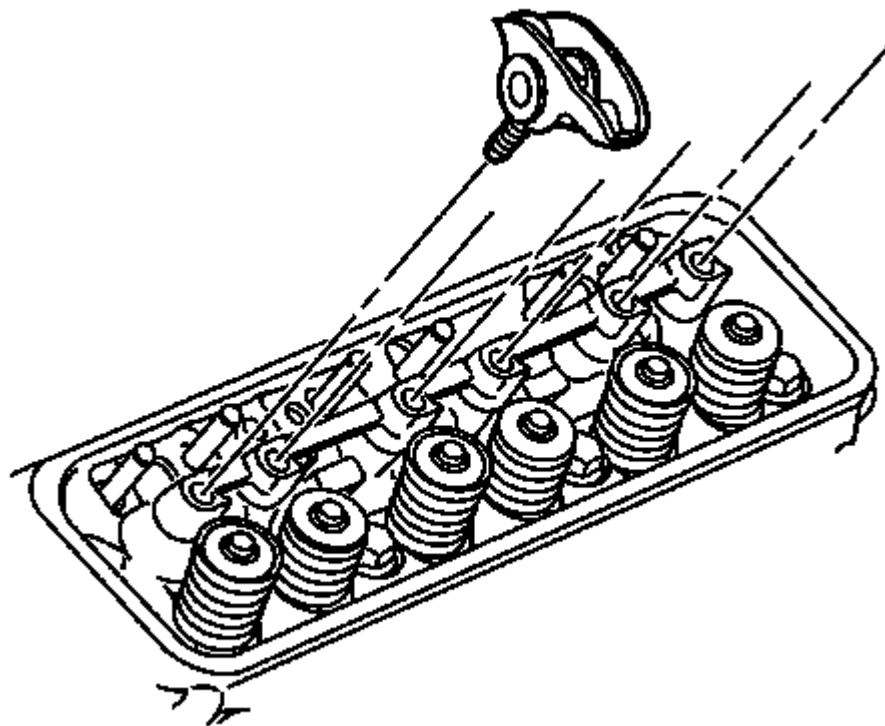


Fig. 438: Removing Valve Rocker Arms
Courtesy of GENERAL MOTORS CORP.

2. Remove the valve rocker arm supports.

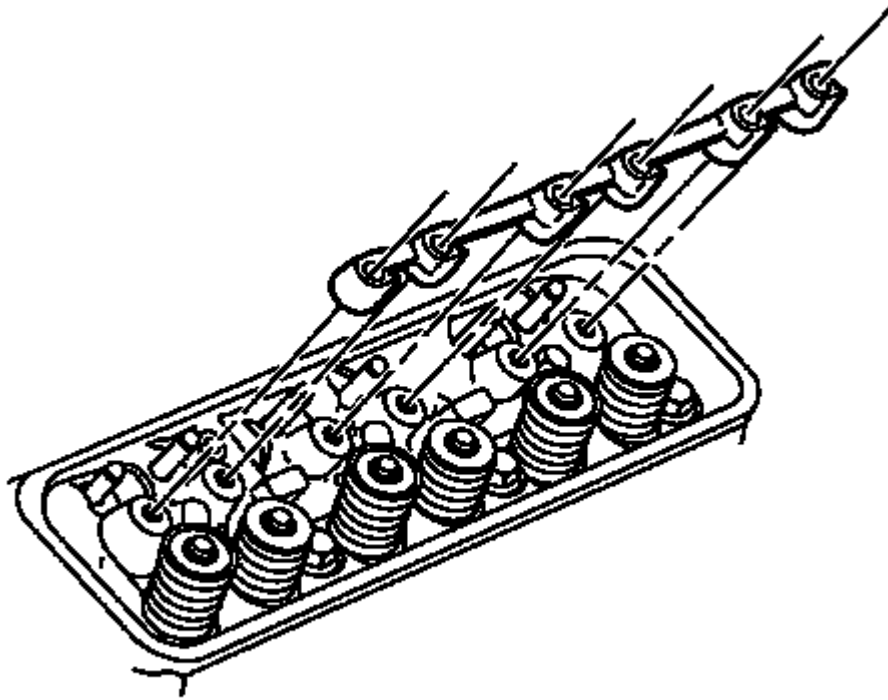


Fig. 439: Removing Valve Rocker Arm Supports
Courtesy of GENERAL MOTORS CORP.

3. Remove the valve pushrods.

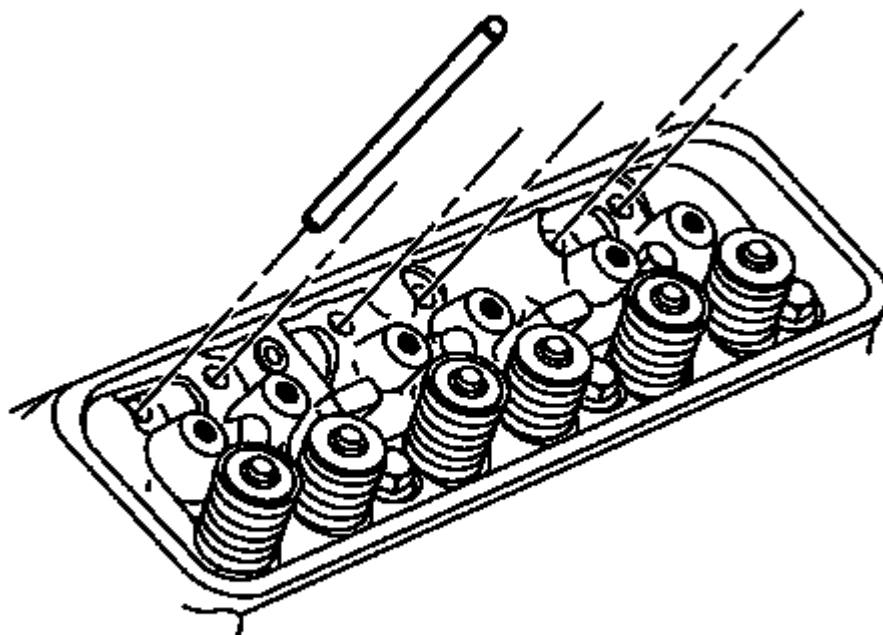


Fig. 440: View Of Valve Pushrods
Courtesy of GENERAL MOTORS CORP.

Cylinder Head Removal - Left

1. Remove the engine coolant temperature sensor, if applicable.

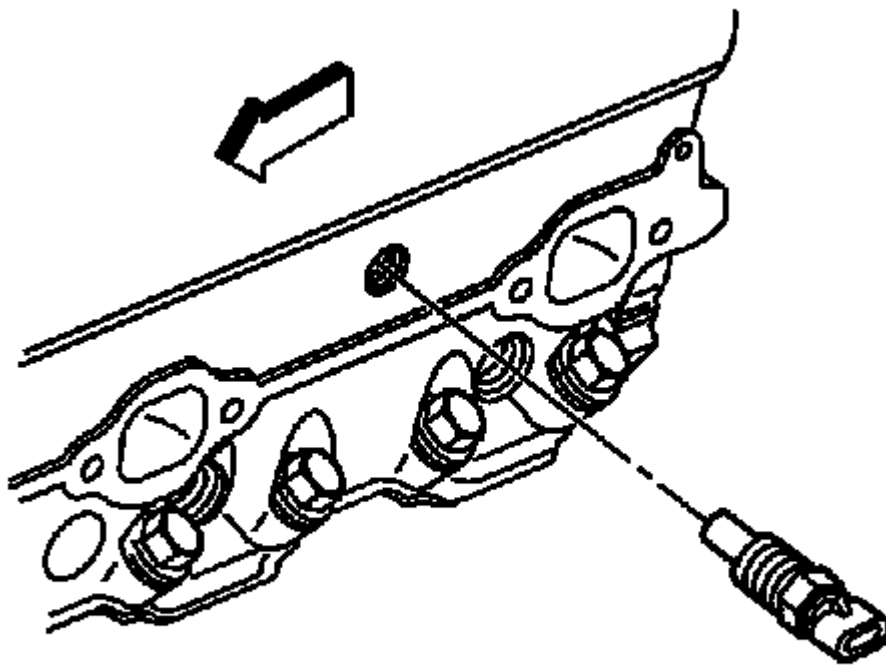


Fig. 441: View Of Engine Coolant Temperature Sensor
Courtesy of GENERAL MOTORS CORP.

2. Remove the engine coolant temperature gage sensor, if applicable.

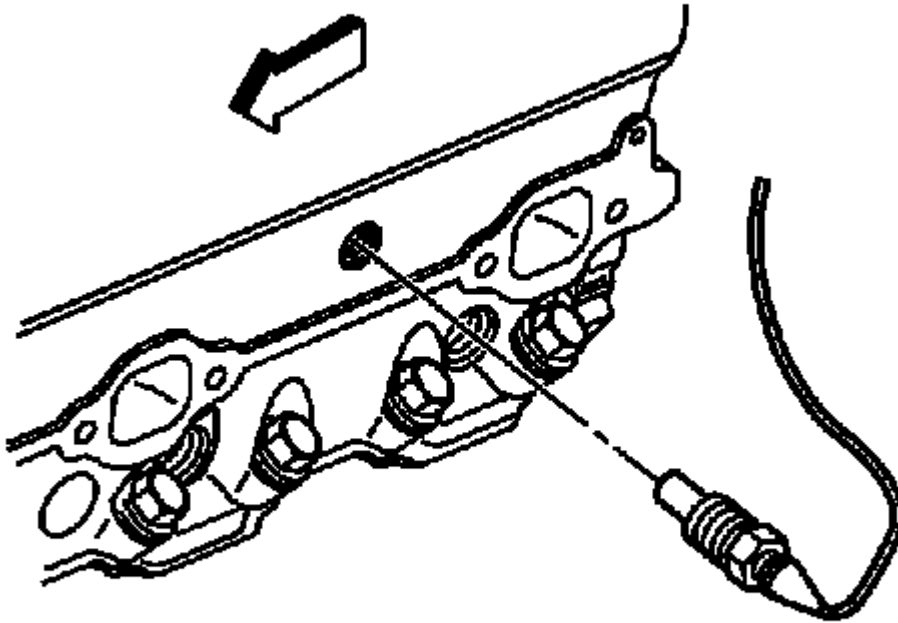


Fig. 442: Removing Engine Coolant Temperature Gage Sensor
Courtesy of GENERAL MOTORS CORP.

3. Remove the spark plugs.

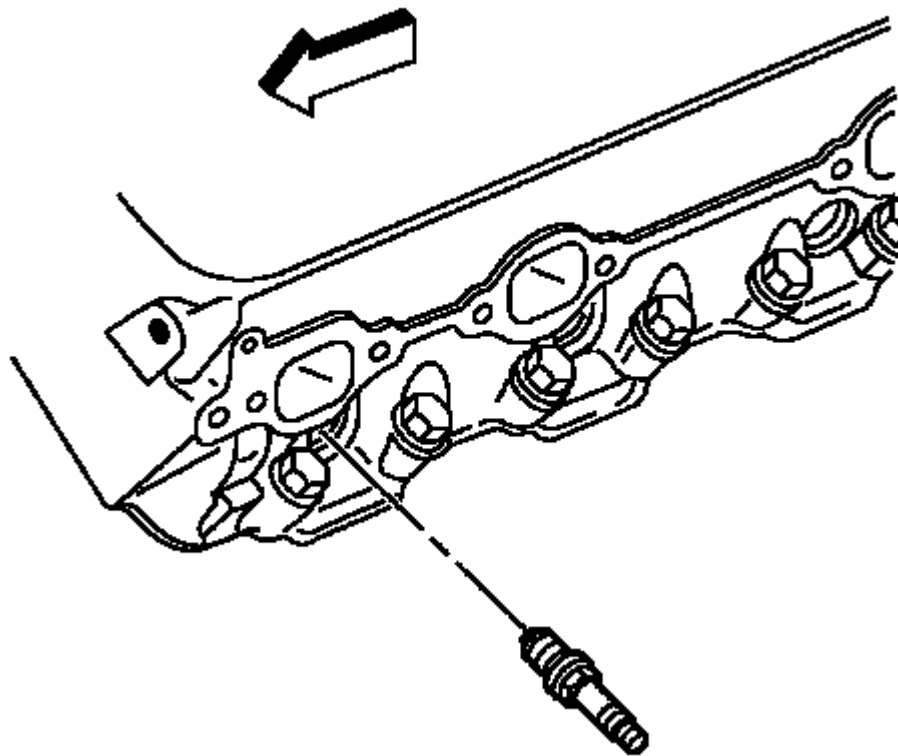


Fig. 443: Removing Spark Plugs (Left)
Courtesy of GENERAL MOTORS CORP.

4. Remove the bolts and the spark plug wire support.

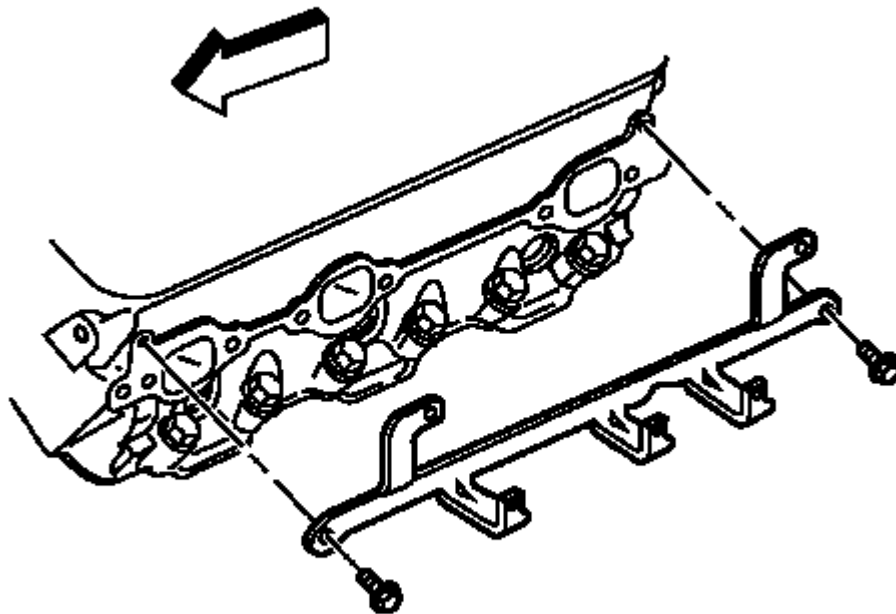


Fig. 444: Removing Bolts & Spark Plug Wire Support (Left)
Courtesy of GENERAL MOTORS CORP.

5. Remove the cylinder head bolts and discard.

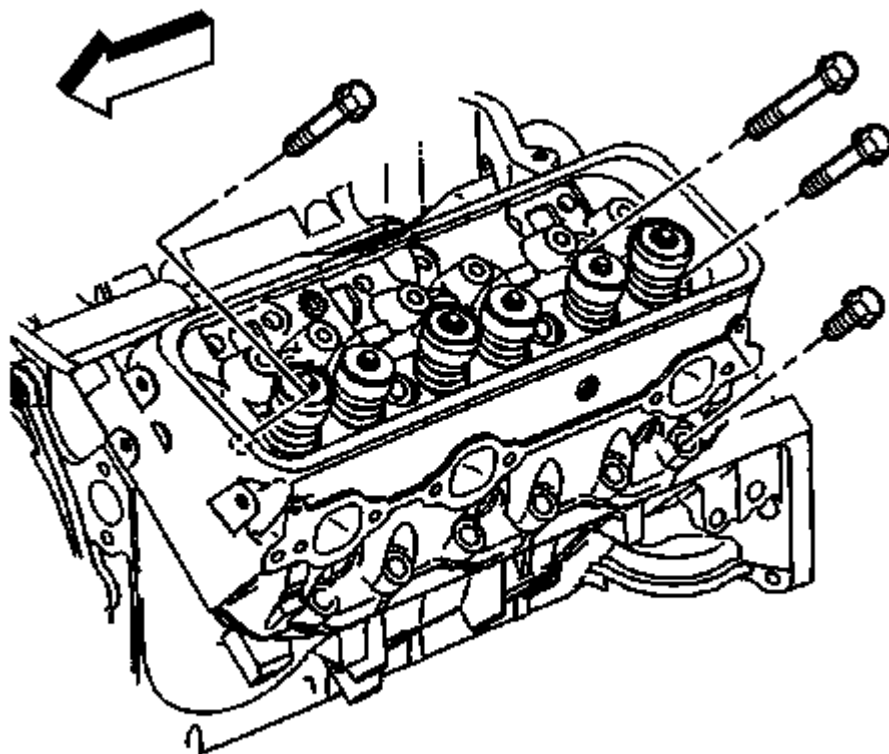


Fig. 445: Locating Cylinder Head Bolts (Left)

Courtesy of GENERAL MOTORS CORP.

NOTE: After removal, place the cylinder head on two wood blocks to prevent damage to the sealing surfaces.

6. Remove the cylinder head.

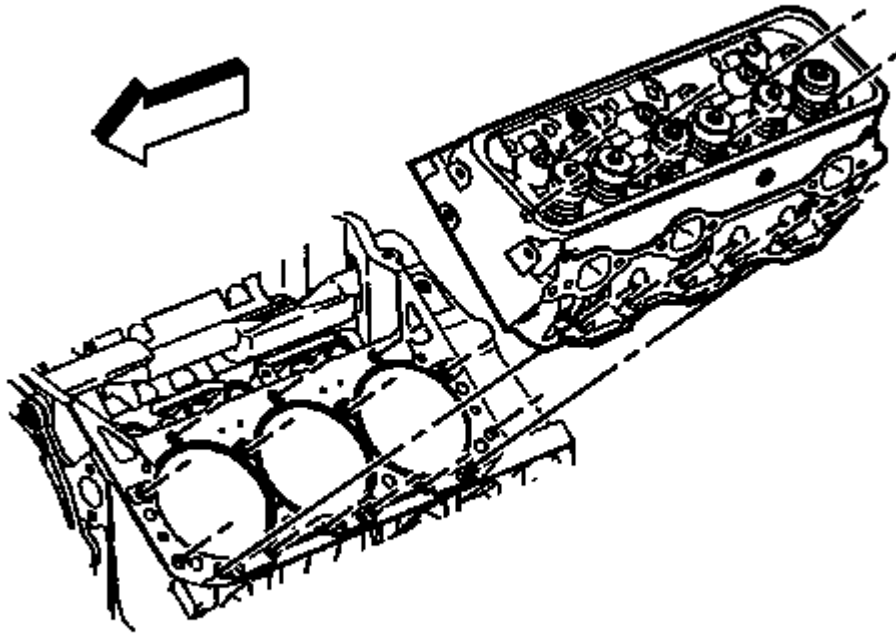


Fig. 446: Removing/Installing Cylinder Head (Left)
Courtesy of GENERAL MOTORS CORP.

7. Remove and discard the cylinder head gasket.

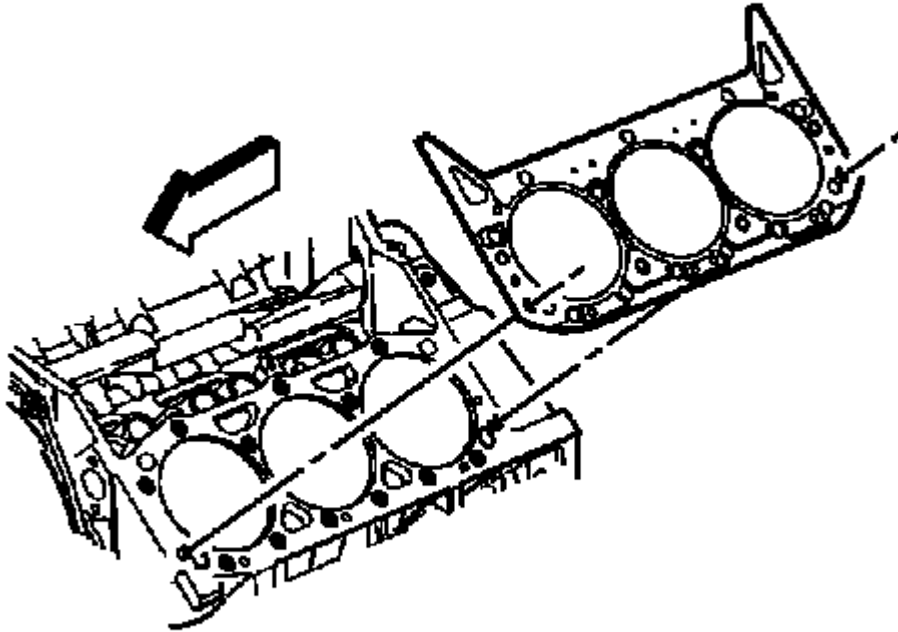


Fig. 447: View Of Cylinder Head Gasket And Alignment Pins - Left
Courtesy of GENERAL MOTORS CORP.

8. Remove the cylinder head locator dowel pins, if required.

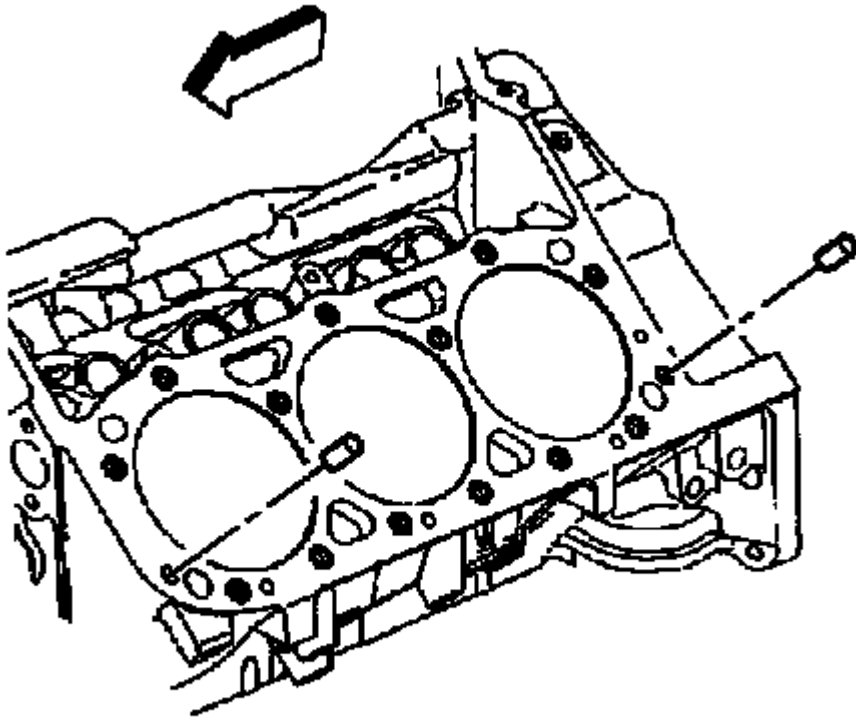


Fig. 448: Removing Cylinder Head Locator Dowel Pins (Left)
Courtesy of GENERAL MOTORS CORP.

Cylinder Head Removal - Right

1. Remove the spark plugs.

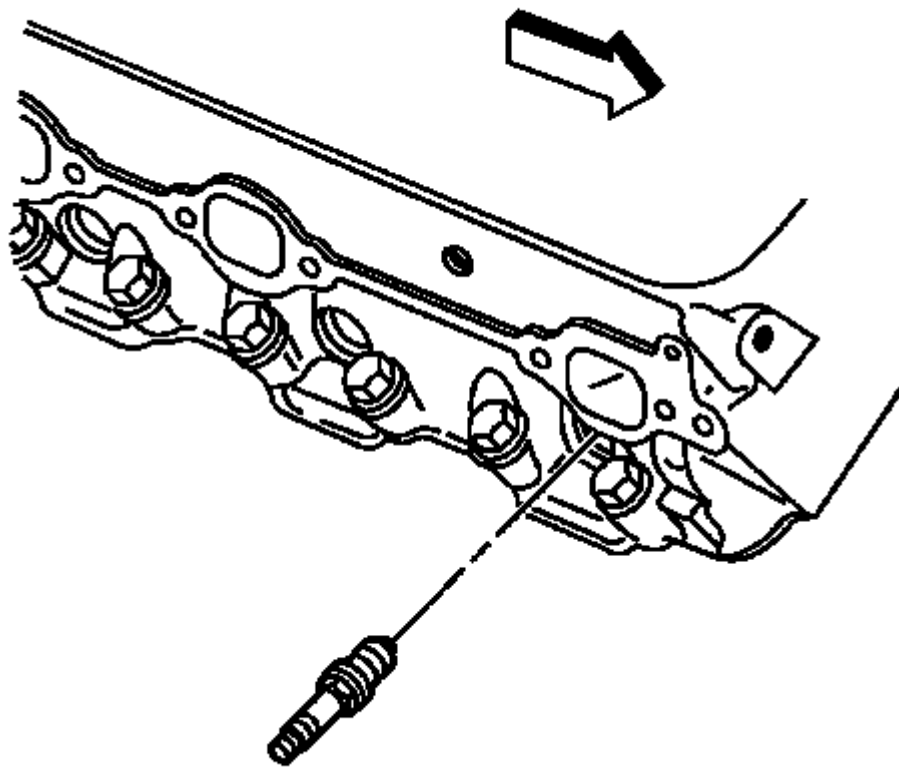


Fig. 449: Locating Spark Plugs
Courtesy of GENERAL MOTORS CORP.

2. Remove the rear bolt and the spark plug wire support.

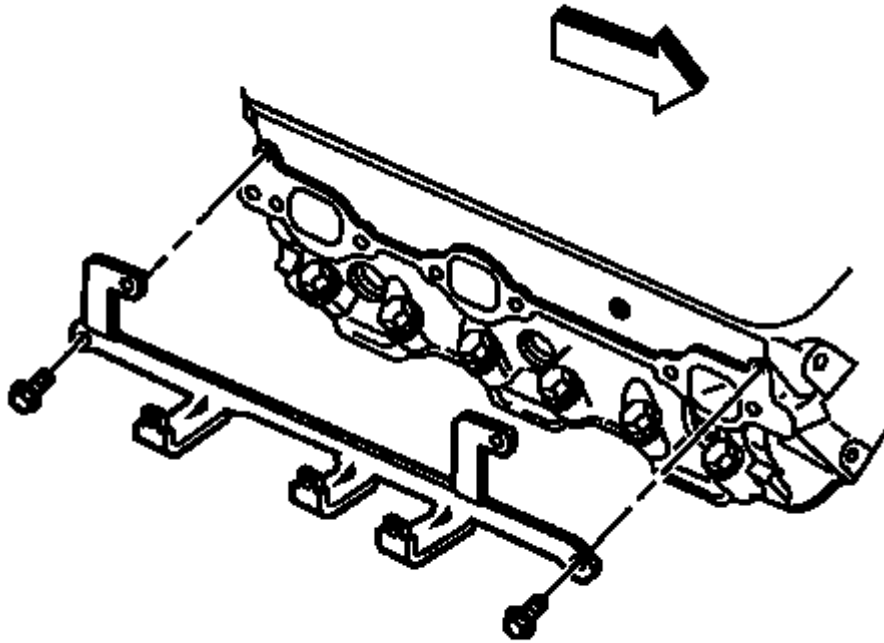


Fig. 450: Removing Rear Bolt & Spark Plug Wire Support (Right)
Courtesy of GENERAL MOTORS CORP.

3. Remove the cylinder head bolts and discard.

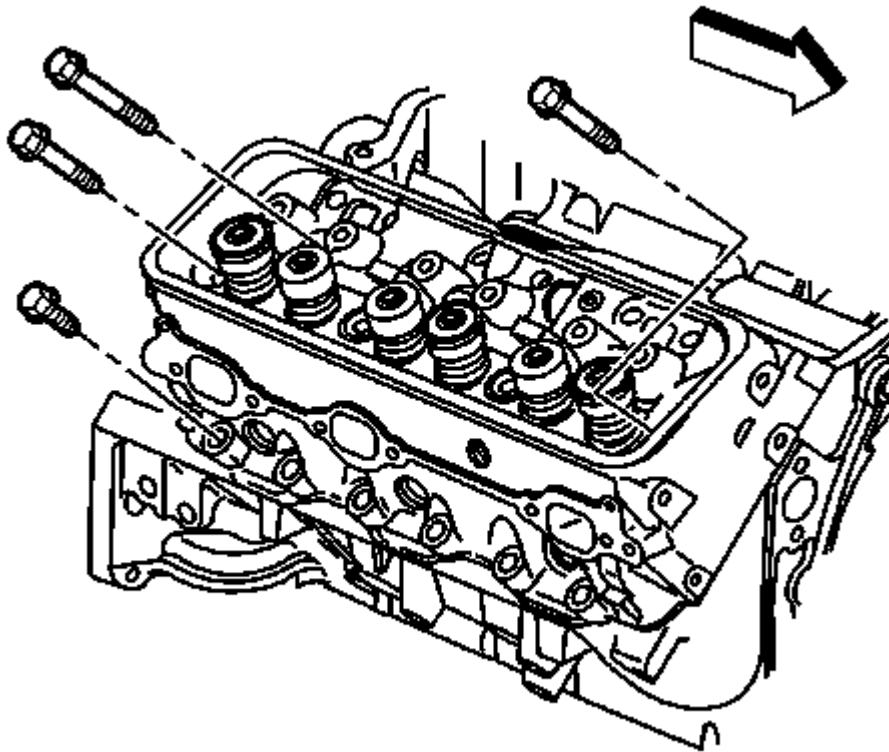


Fig. 451: Locating Cylinder Head Bolts (Right)
Courtesy of GENERAL MOTORS CORP.

NOTE: After removal, place the cylinder head on two wood blocks to prevent damage to the sealing surfaces.

4. Remove the cylinder head.

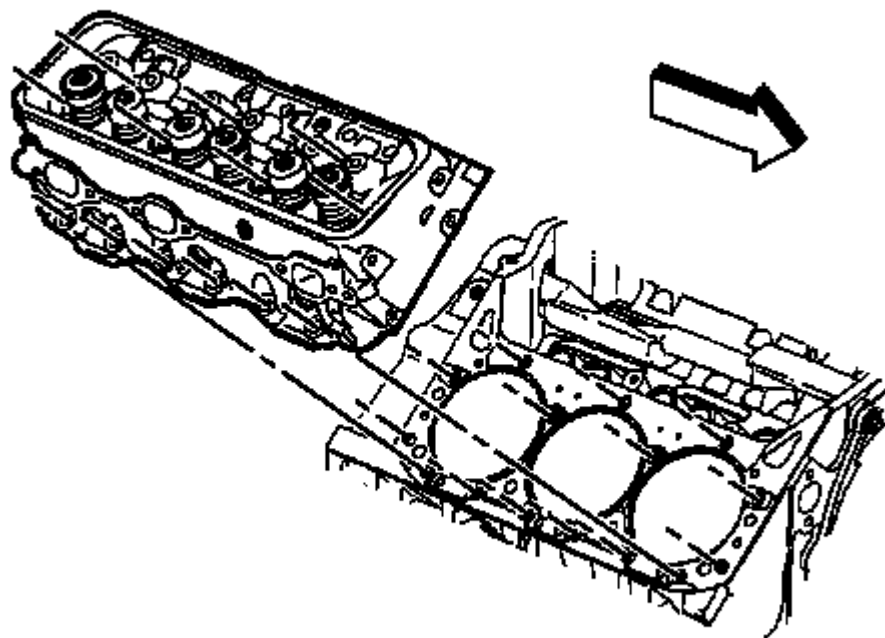


Fig. 452: Removing/Installing Cylinder Head (Right)
Courtesy of GENERAL MOTORS CORP.

5. Remove and discard the cylinder head gasket.

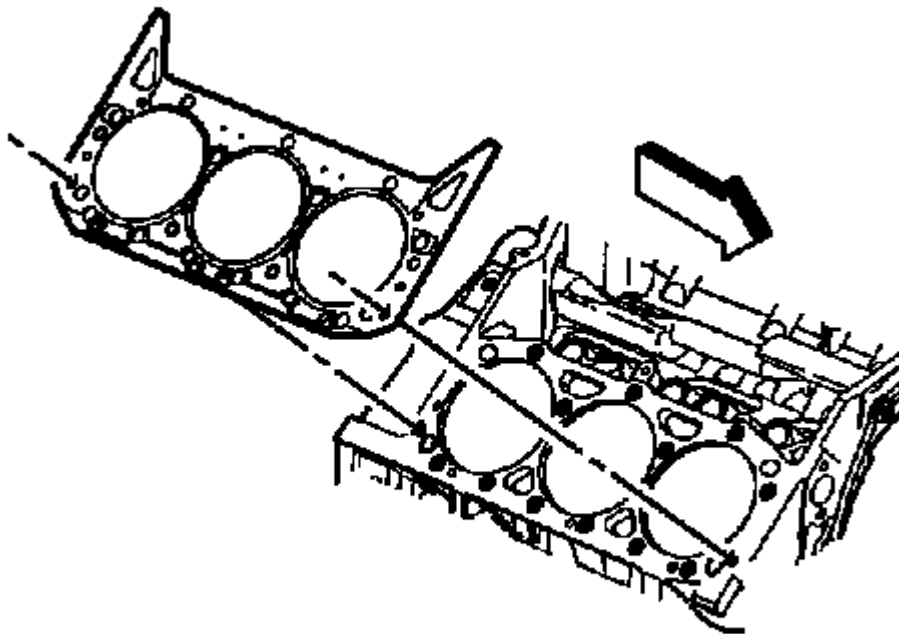


Fig. 453: View Of Cylinder Head Gasket And Alignment Pins - Right
Courtesy of GENERAL MOTORS CORP.

6. Remove the cylinder head locator dowel pins, if required.

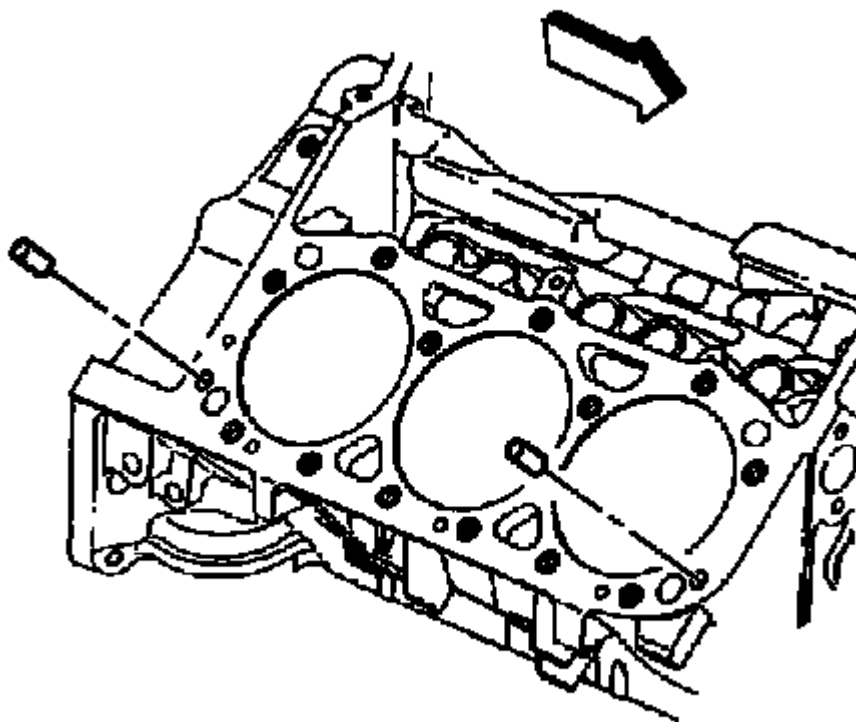


Fig. 454: Removing Cylinder Head Locator Dowel Pins (Right)
Courtesy of GENERAL MOTORS CORP.

Valve Lifter Removal

Tools Required

J 3049-A Valve Lifter Remover. See Special Tools and Equipment.

IMPORTANT: Place the components in a rack so that the components can be reinstalled to their original location.

1. Remove the bolts and valve lifter pushrod guide.

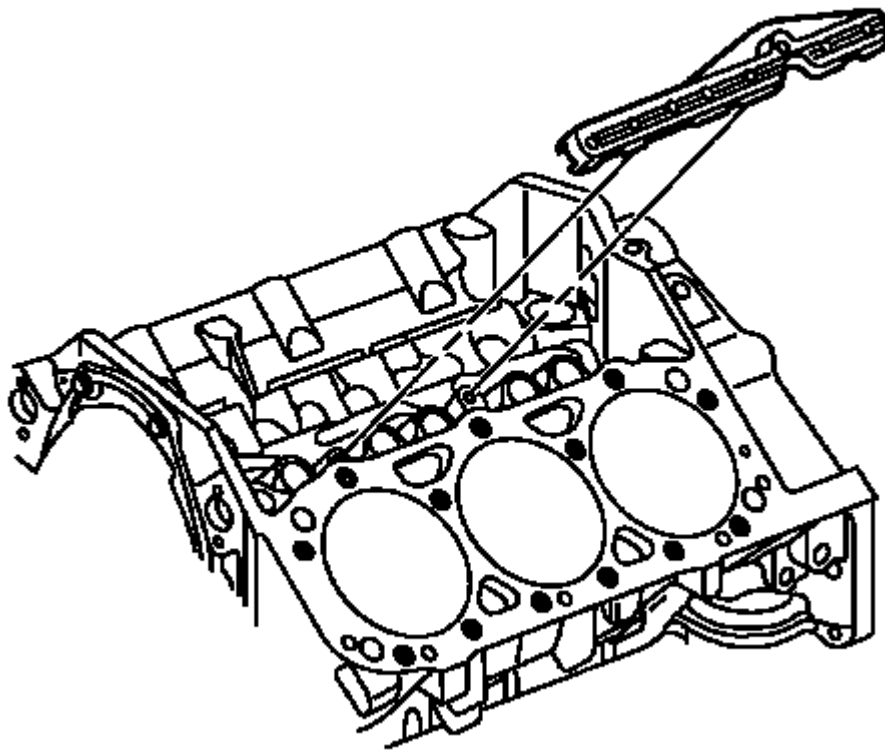


Fig. 455: View Of Valve Lifter Pushrod Guides
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Place the valve lifters in the rack in the upright position in order to maintain the oil inside the valve lifters.

2. Remove the valve lifters.

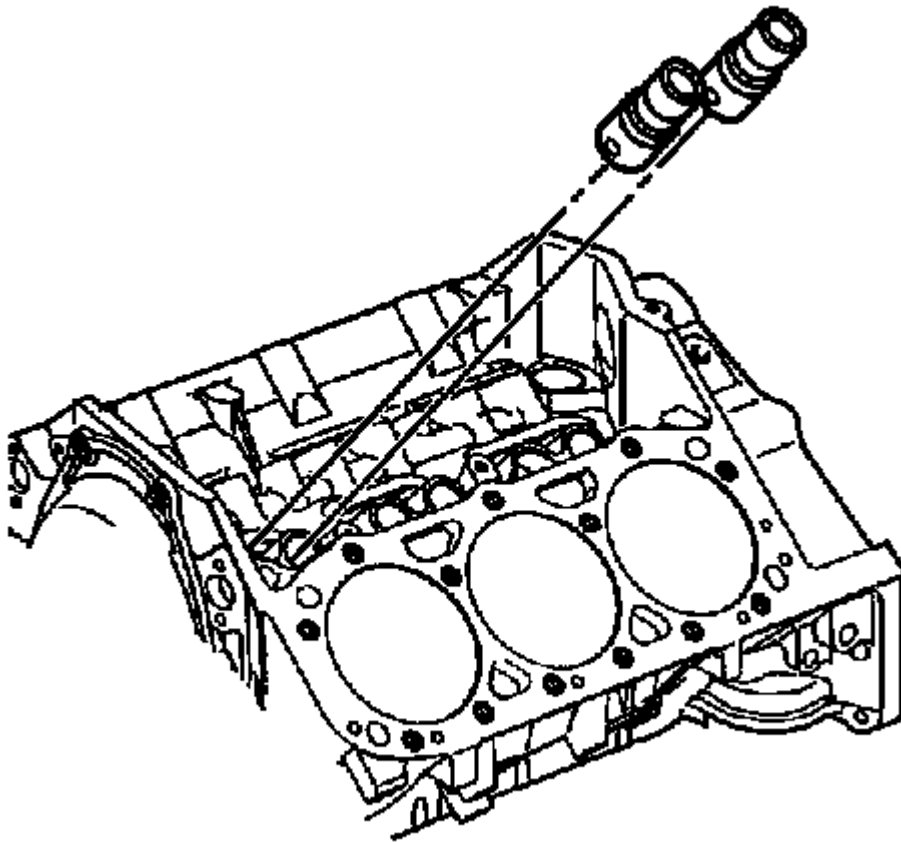


Fig. 456: View Of Valve Lifters
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Some valve lifters may be stuck in the valve lifter bores because of gum or varnish deposits and may require the use of J 3049-A for removal.

3. Use the **J 3049-A** in order to remove the stuck valve lifters.

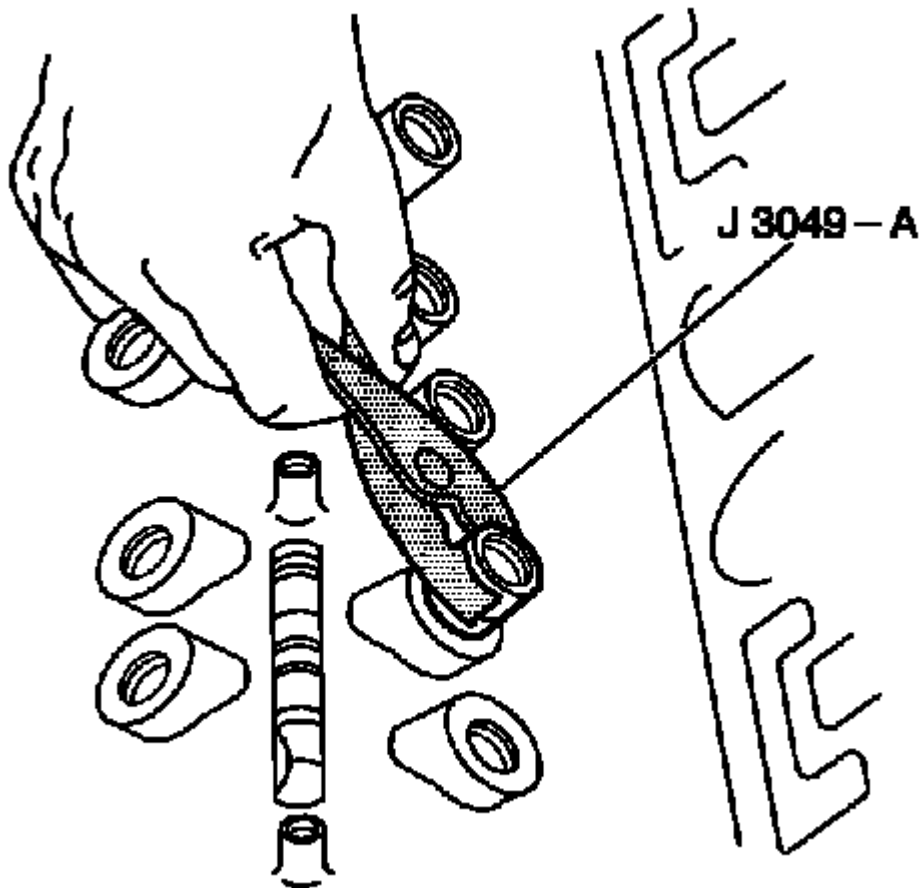


Fig. 457: Using J 3049-A To Remove The Stuck Valve Lifters
Courtesy of GENERAL MOTORS CORP.

Oil Pan Removal

1. Remove the oil pan bolts and nuts.

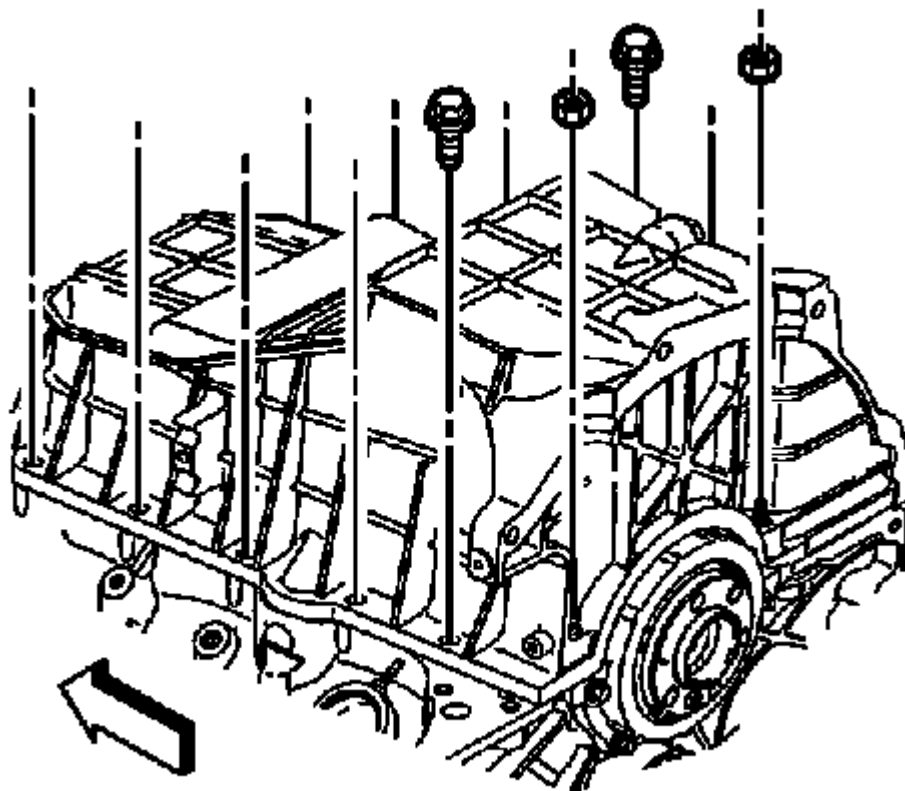


Fig. 458: Removing Oil Pan Bolts & Nuts
Courtesy of GENERAL MOTORS CORP.

2. Remove the oil pan.

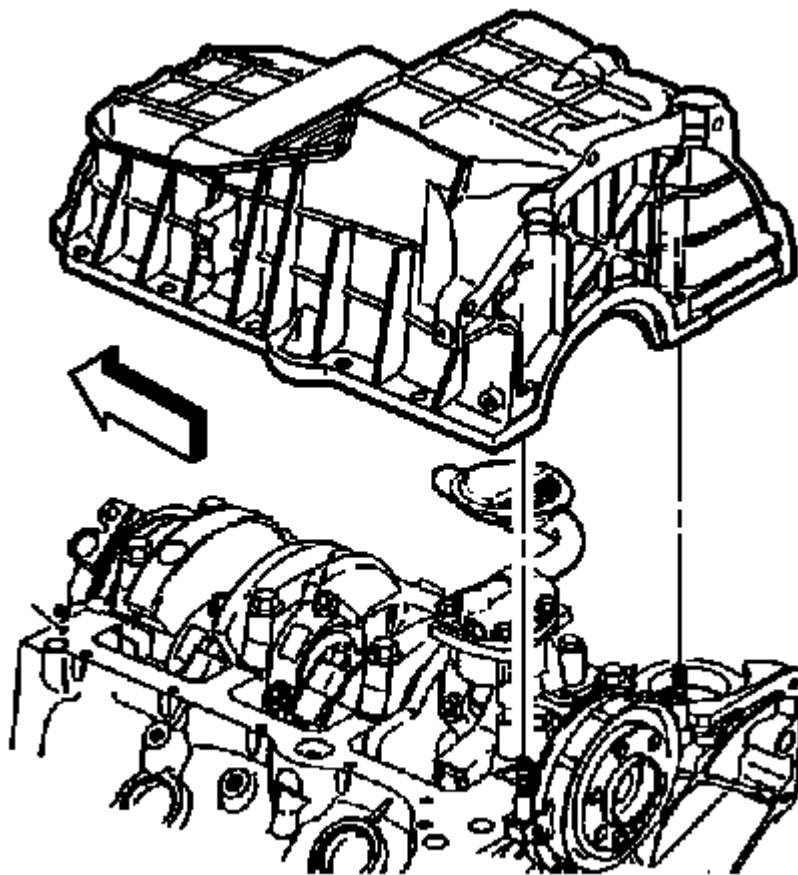


Fig. 459: Removing Oil Pan
Courtesy of GENERAL MOTORS CORP.

3. Remove the oil pan gasket.

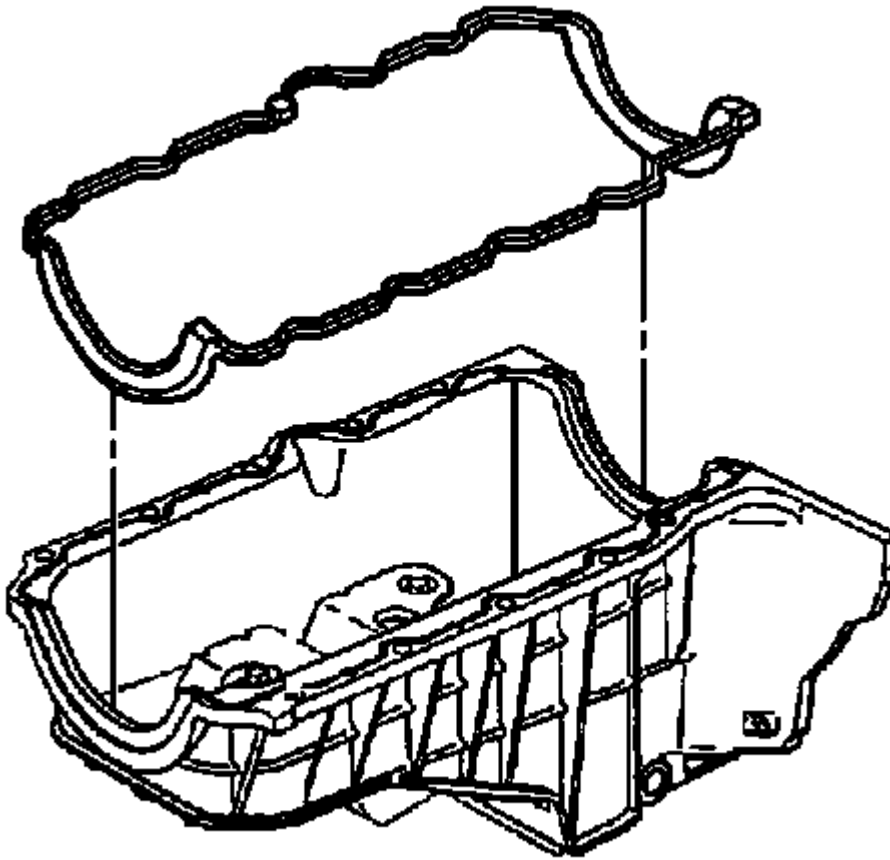


Fig. 460: View Of Oil Pan Gasket
Courtesy of GENERAL MOTORS CORP.

4. Discard the oil pan gasket.

Oil Pump Removal

1. Remove the oil pump bolt.

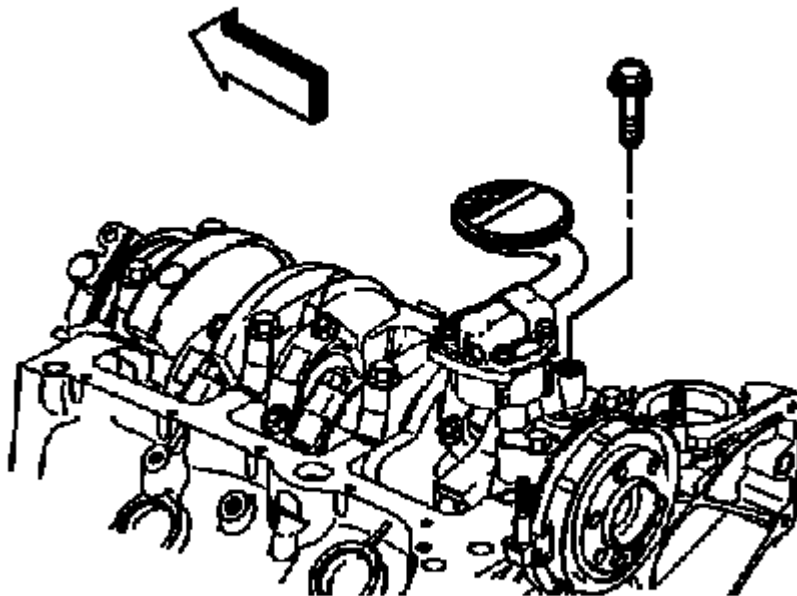


Fig. 461: Removing Oil Pump Bolt
Courtesy of GENERAL MOTORS CORP.

2. Remove the oil pump.

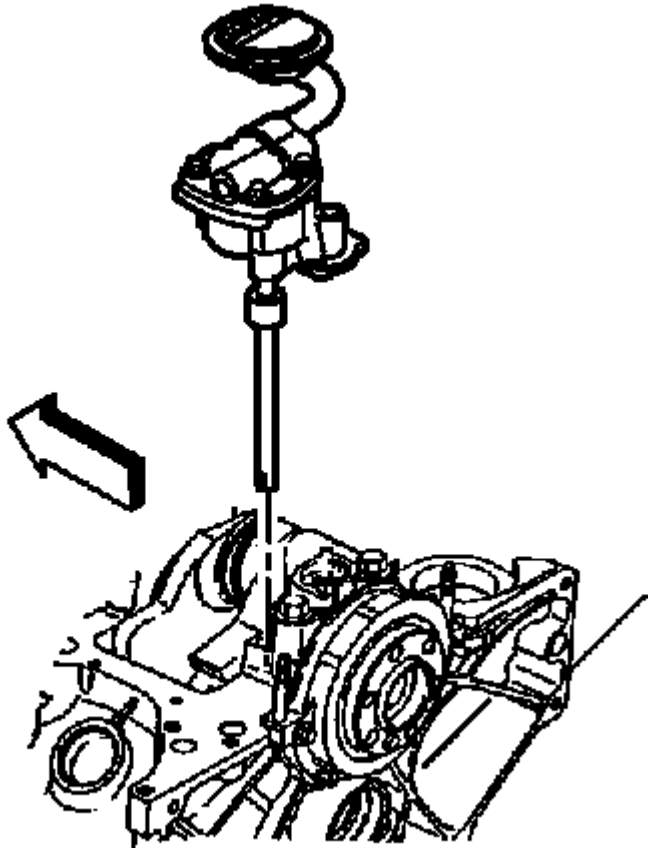


Fig. 462: Removing Oil Pump
Courtesy of GENERAL MOTORS CORP.

3. Inspect the oil pump locator pins for damage, and replace the pins if required.

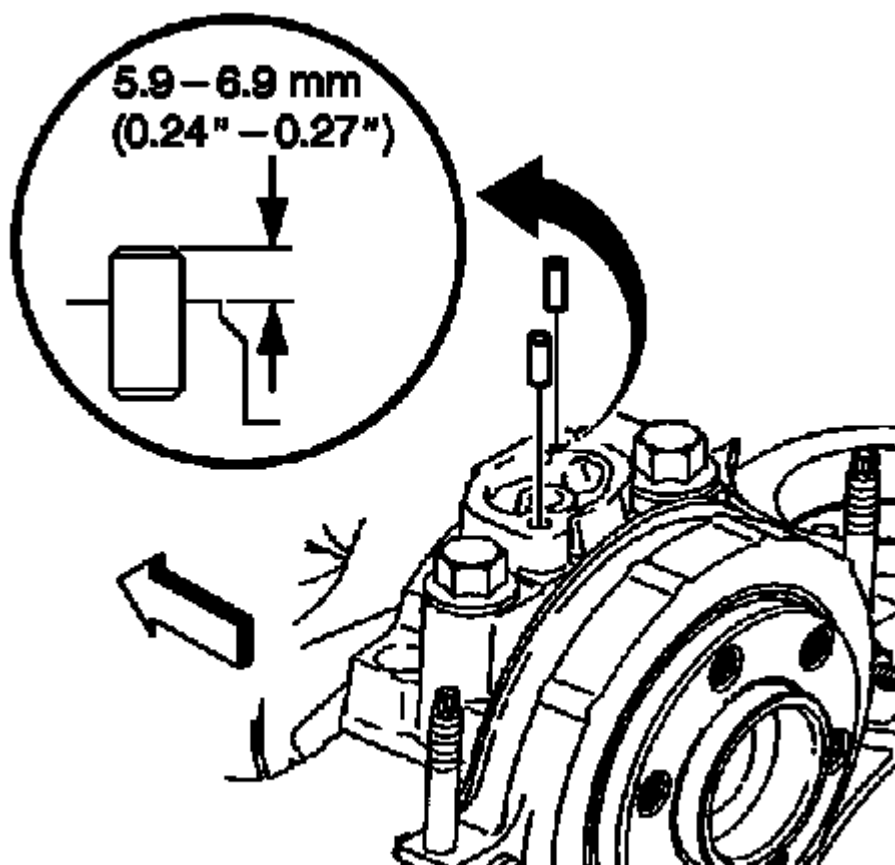


Fig. 463: Oil Pump Locator Pins
Courtesy of GENERAL MOTORS CORP.

Engine Front Cover Removal

1. Remove the crankshaft position sensor bolt.
2. Remove the crankshaft position sensor.

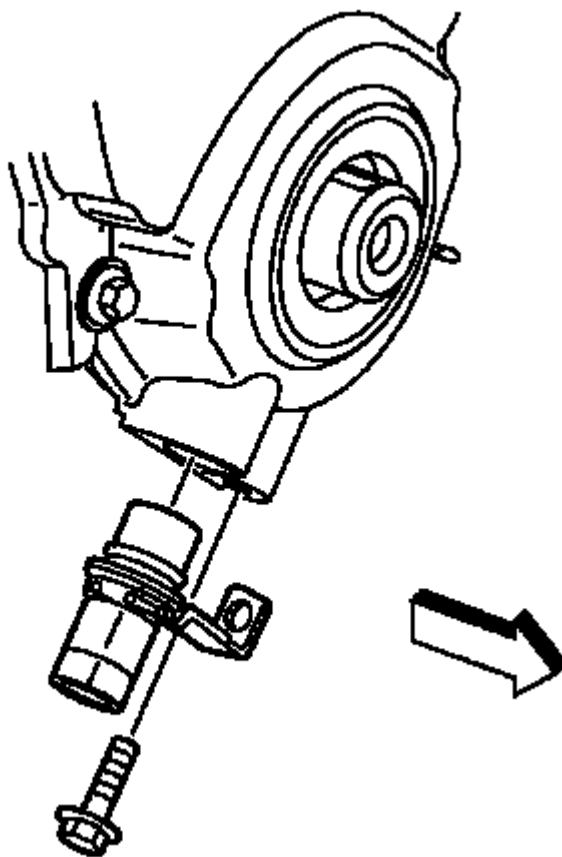


Fig. 464: View Of CKP Sensor & Bolt
Courtesy of GENERAL MOTORS CORP.

3. Remove the crankshaft position sensor seal, O-ring.

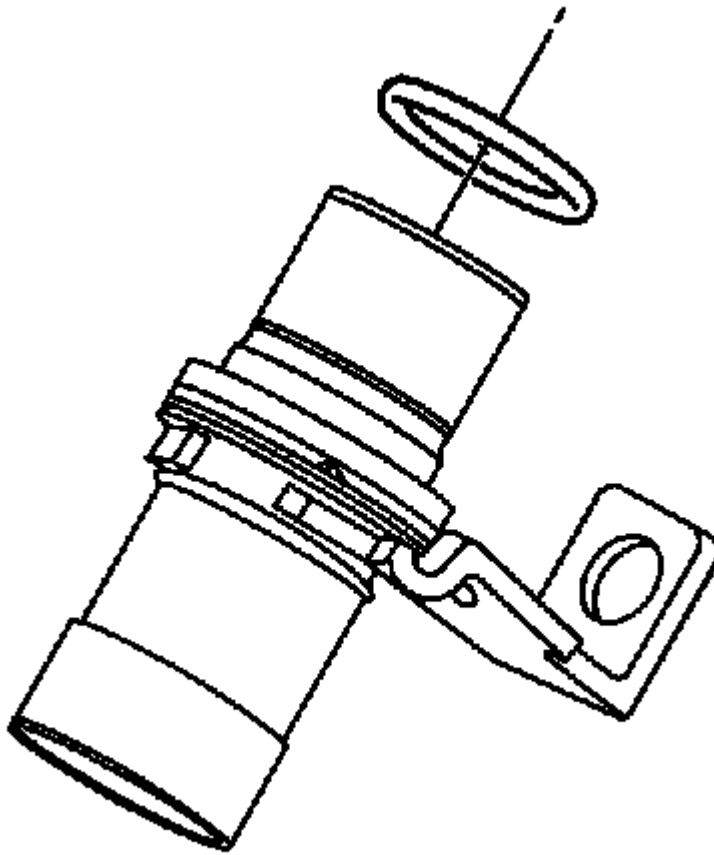


Fig. 465: View Of Crankshaft Position Sensor Seal O-Ring
Courtesy of GENERAL MOTORS CORP.

4. Discard the crankshaft position sensor seal, O-ring.
5. Remove the engine front cover bolts.

IMPORTANT: After the composite engine front cover is removed do not reinstall the engine front cover. Always install a NEW engine front cover.

6. Remove the engine front cover.

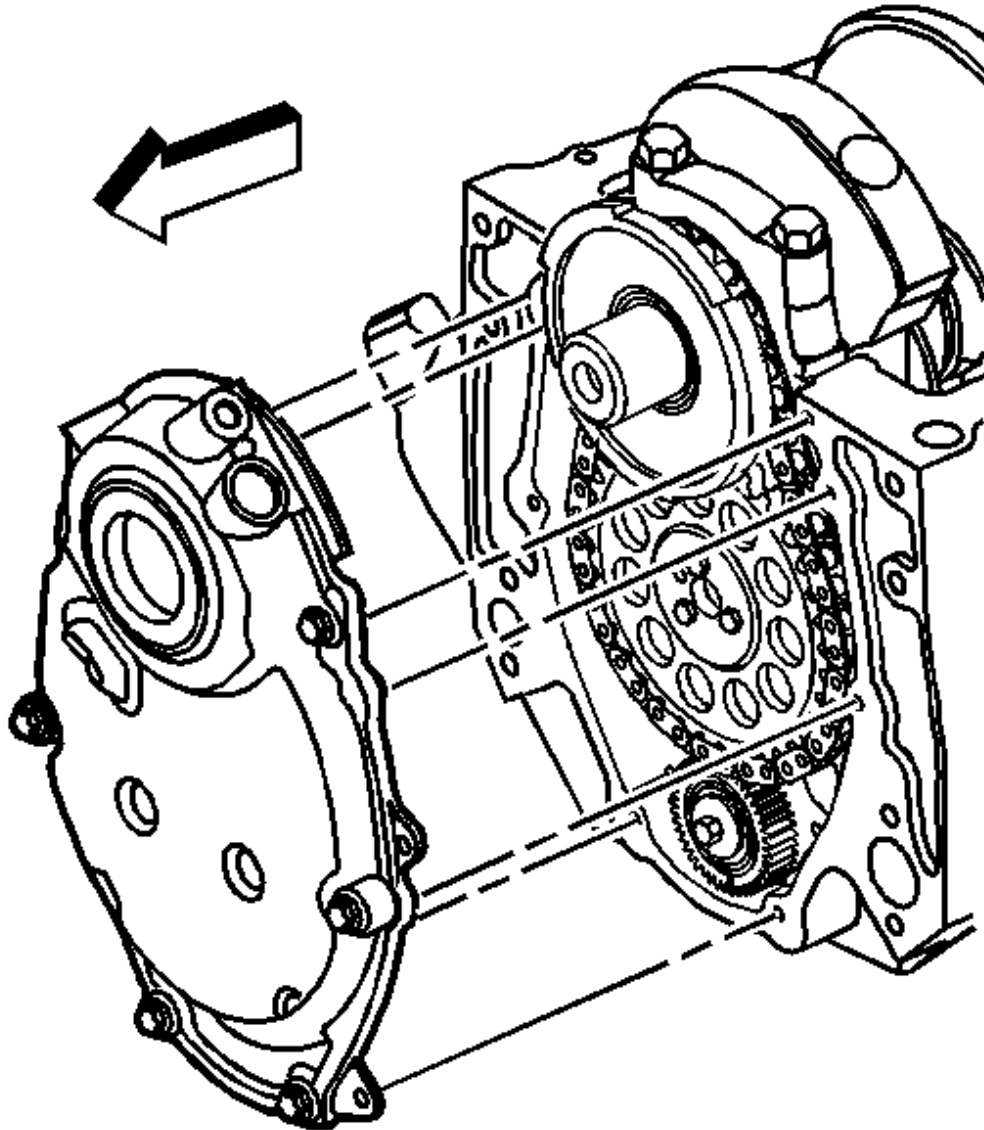


Fig. 466: Removing Engine Front Cover & Bolts
Courtesy of GENERAL MOTORS CORP.

7. Discard the engine front cover.

Timing Chain and Sprockets Removal

Tools Required

J 5825-A Crankshaft Gear Remover. See Special Tools and Equipment.

1. Remove the crankshaft position sensor reluctor ring.

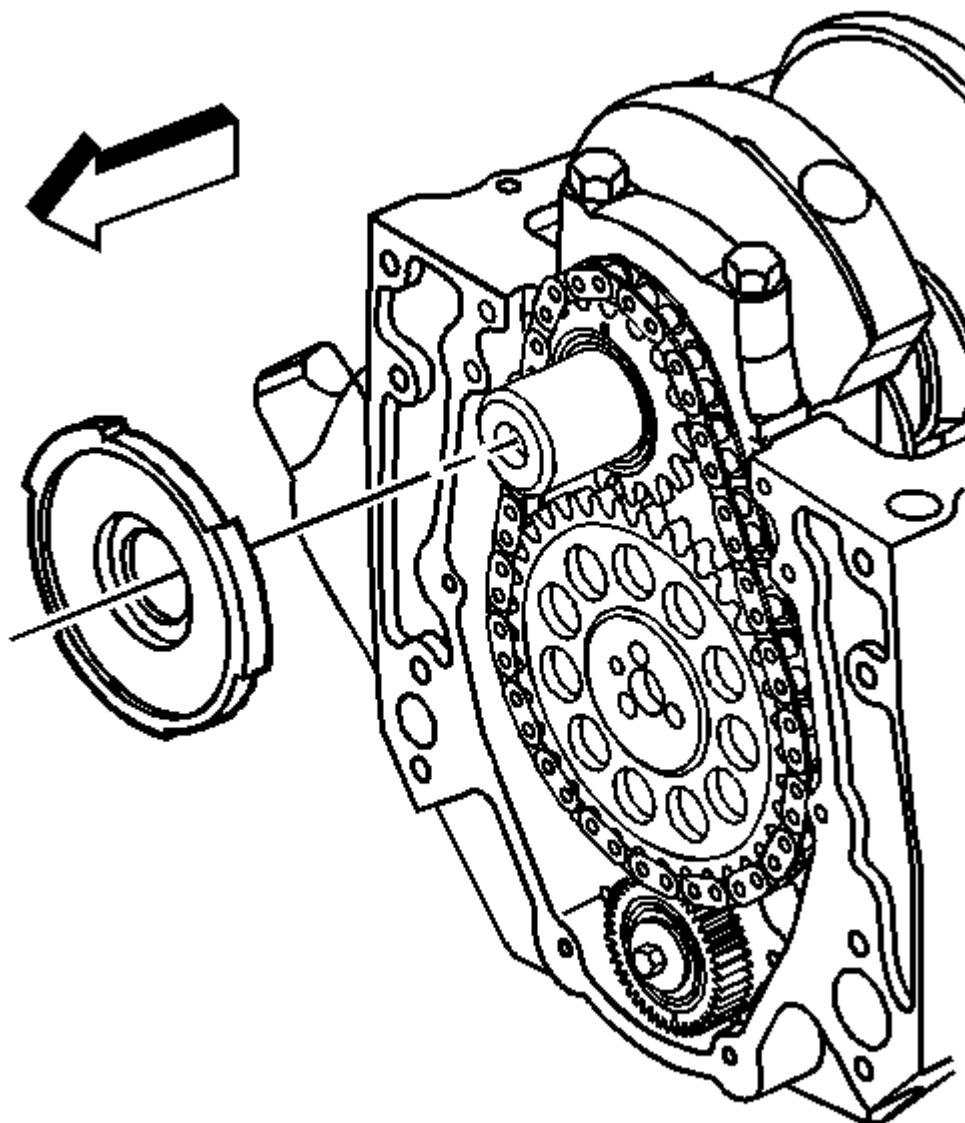


Fig. 467: Removing Crankshaft Position Sensor Reluctor Ring
Courtesy of GENERAL MOTORS CORP.

2. Remove the timing chain tensioner shoe (229) using a downward motion.

3. Remove the timing chain tensioner bracket bolt and bracket (227 and 228).

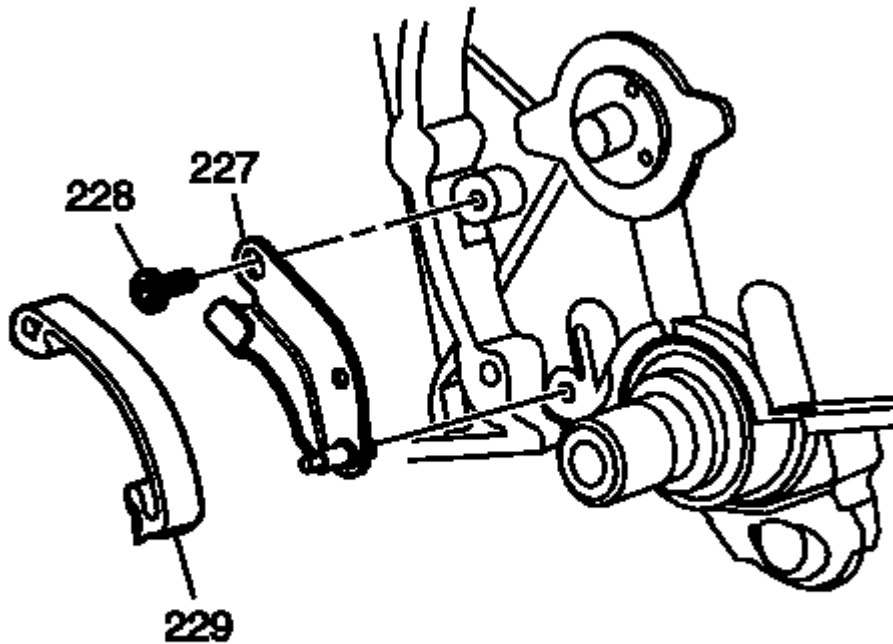


Fig. 468: Removing Timing Chain Tensioner Shoe, Bracket & Bolt
Courtesy of GENERAL MOTORS CORP.

4. Check the camshaft timing chain free play.
 1. Rotate the camshaft sprocket (1) counterclockwise until all slack is removed from the camshaft timing chain (2).
 2. Measure the free play on the slack side (3) of the camshaft timing chain.

If the camshaft timing chain can be moved side to side in excess of 11 mm (0.43 in), replacement of the camshaft timing chain and the sprockets is recommended during assembly.

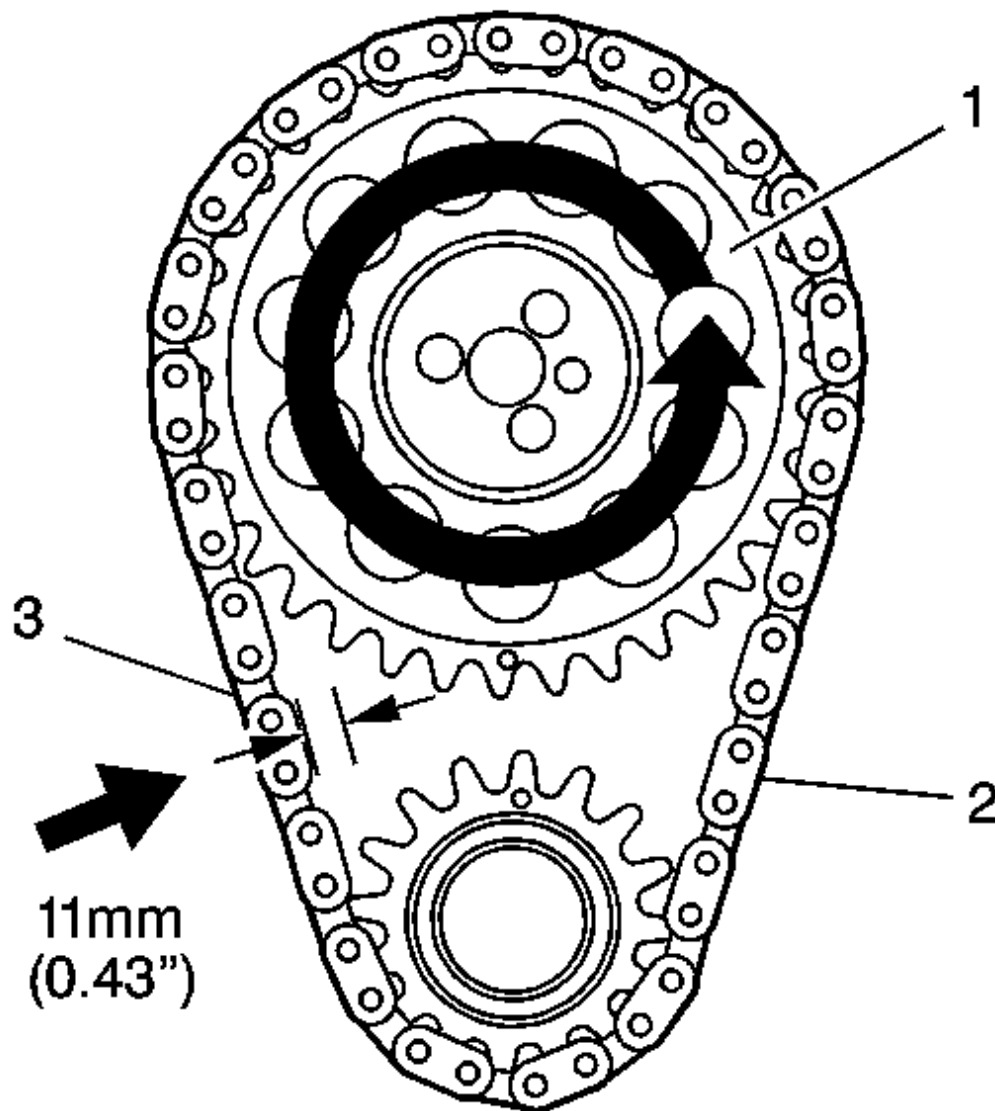


Fig. 469: Camshaft Sprocket, Timing Chain & Slack Side
Courtesy of GENERAL MOTORS CORP.

5. Remove the camshaft sprocket bolts.

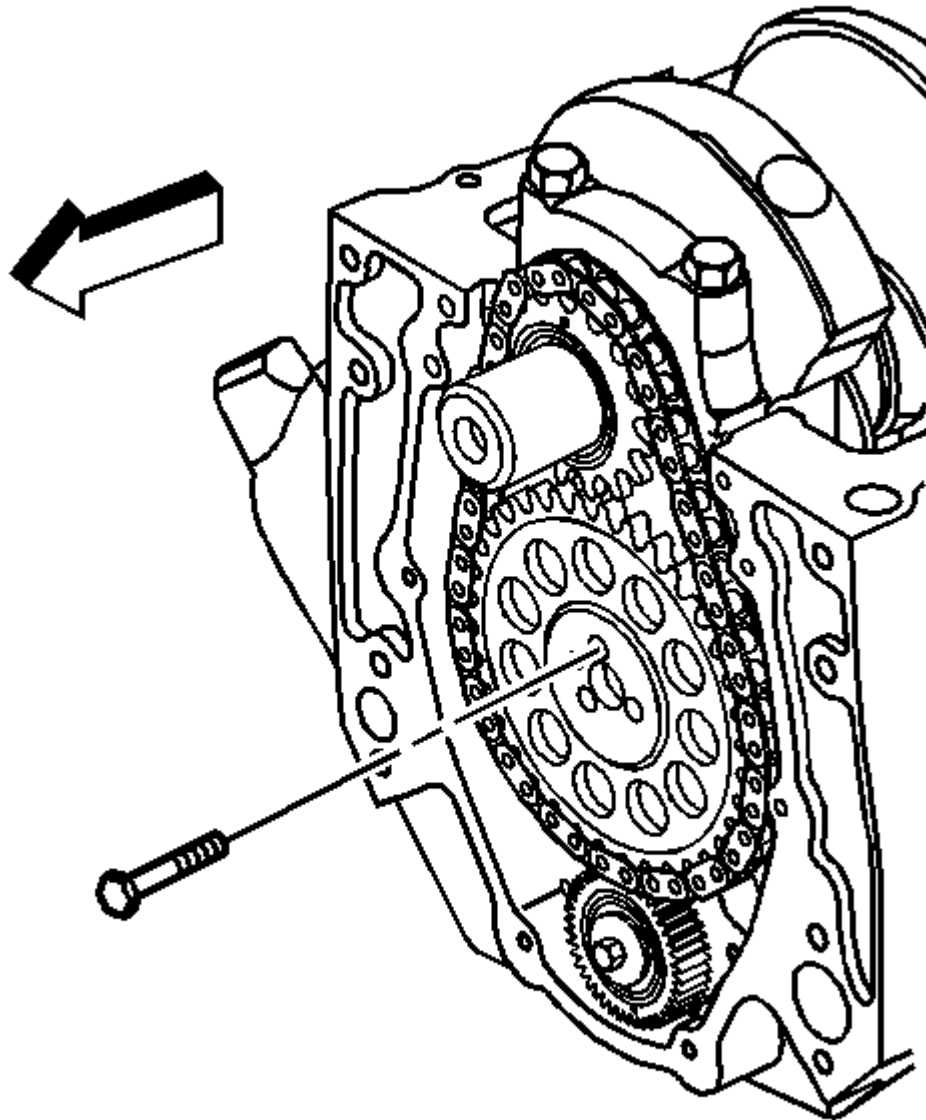


Fig. 470: Removing Camshaft Sprocket Bolts
Courtesy of GENERAL MOTORS CORP.

6. Remove the camshaft sprocket and the camshaft timing chain.

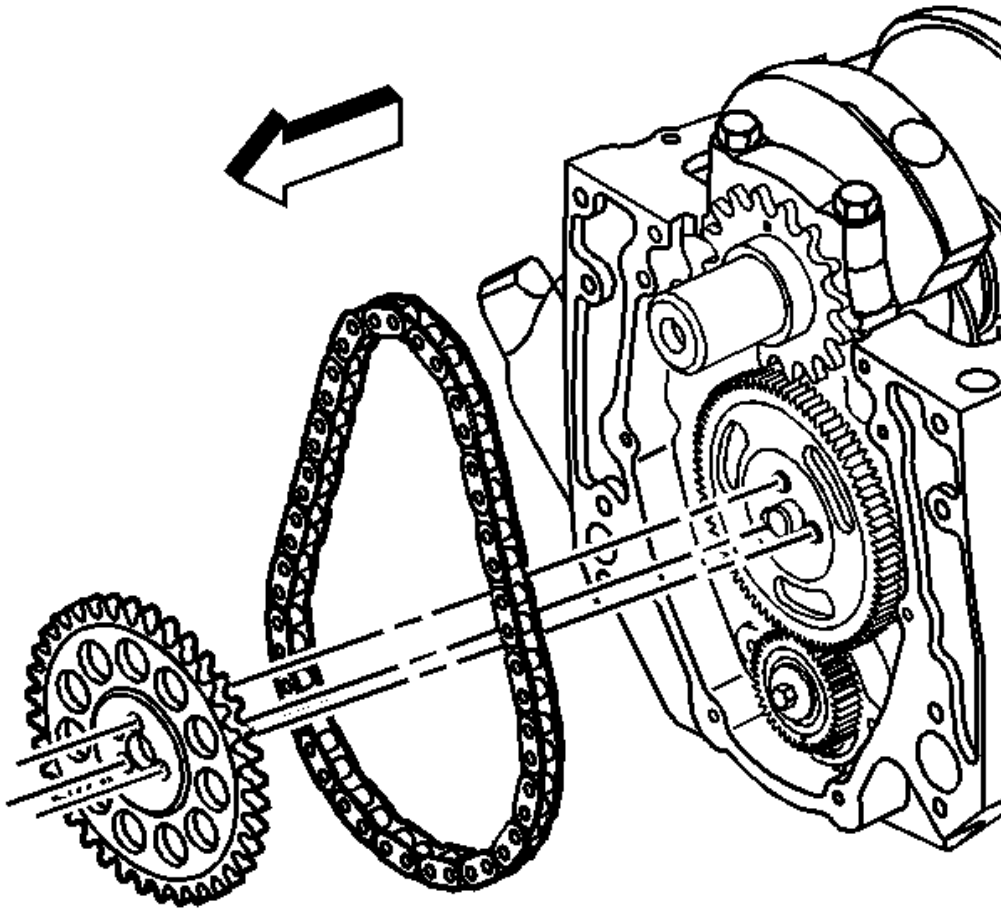


Fig. 471: Removing Camshaft Sprocket & Timing Chain
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

7. Remove the crankshaft sprocket using the **J 5825-A** .

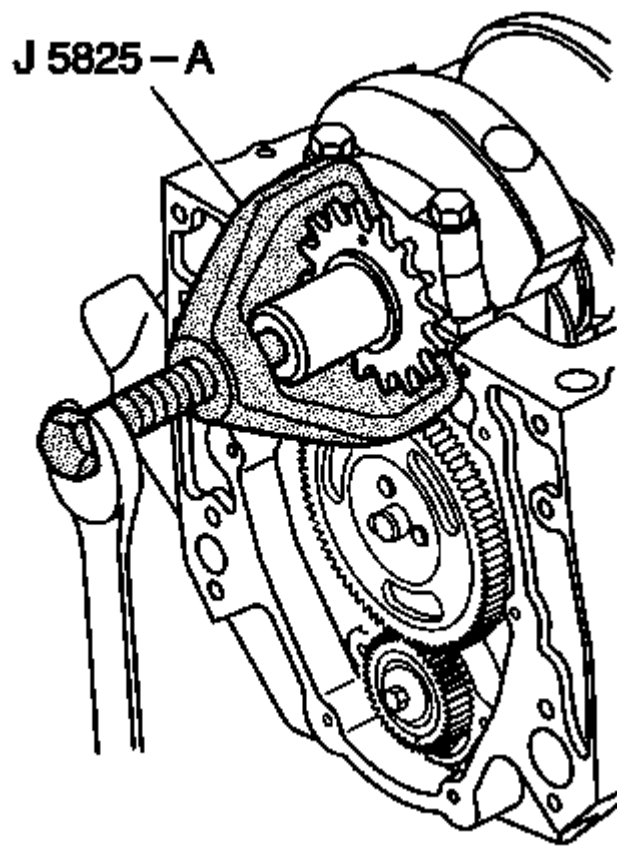


Fig. 472: J 5825-A

Courtesy of GENERAL MOTORS CORP.

8. Remove the crankshaft balancer key.

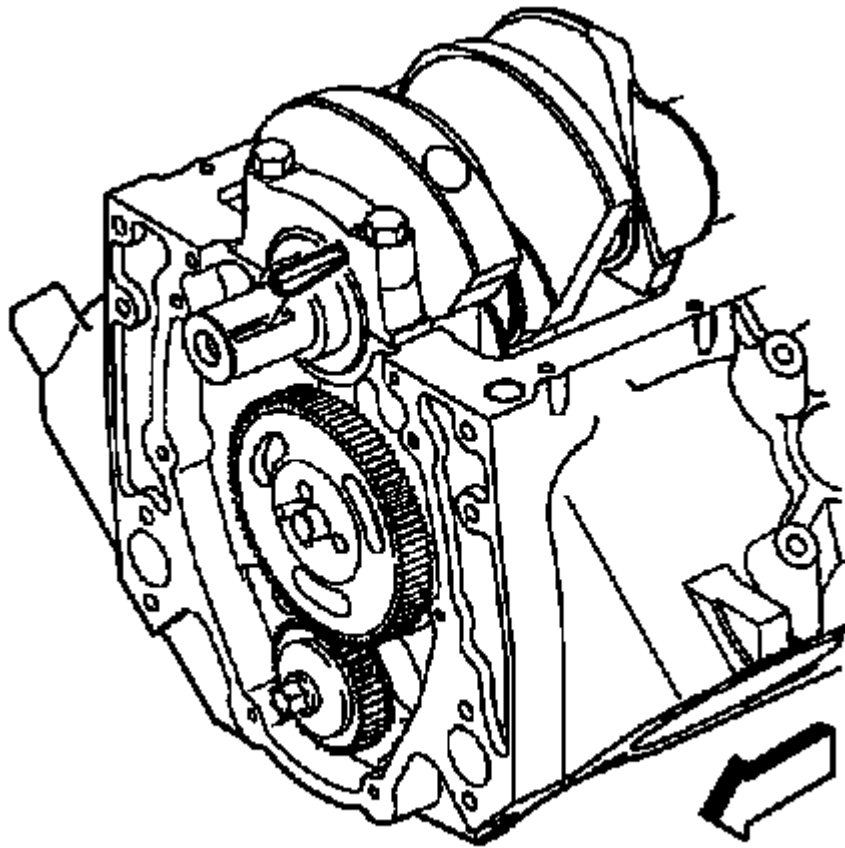


Fig. 473: Removing Crankshaft Balancer Key
Courtesy of GENERAL MOTORS CORP.

Balance Shaft Removal

1. Remove the balance shaft drive gear.

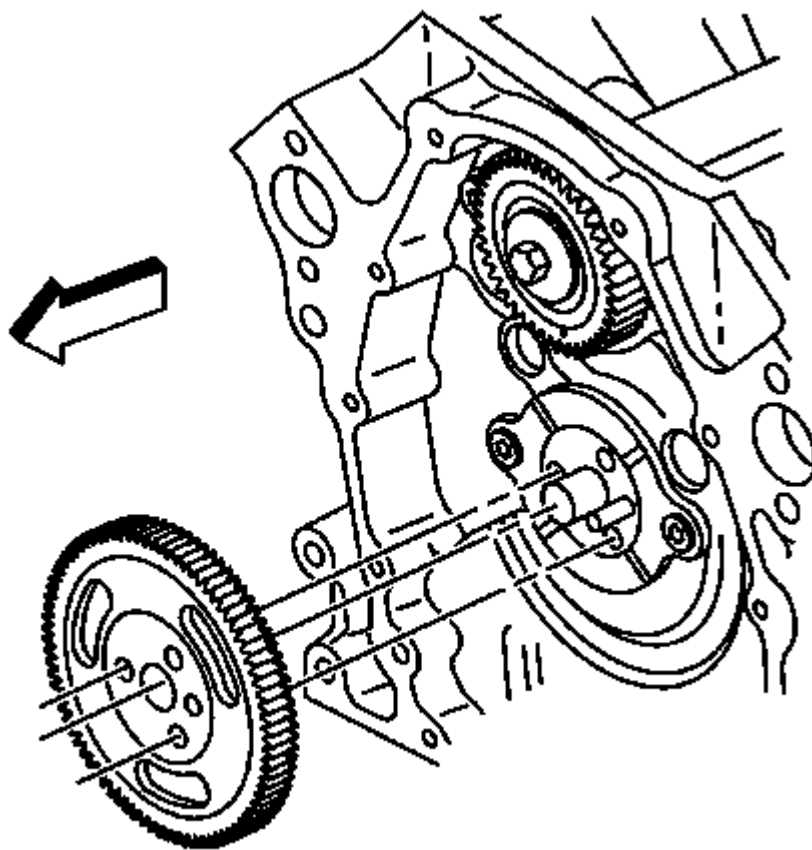


Fig. 474: View Of Balance Shaft Drive Gear
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The balance shaft drive and balance shaft driven gears are serviced as a set. The set includes the balance shaft driven gear bolt.

2. Remove the balance shaft driven gear bolt from the balance shaft.
 1. Use a wrench in order to secure the balance shaft.

Place the wrench onto the balance shaft near to the balance shaft front bearing.

2. Remove the balance shaft bolt.
3. Remove the wrench from the balance shaft.

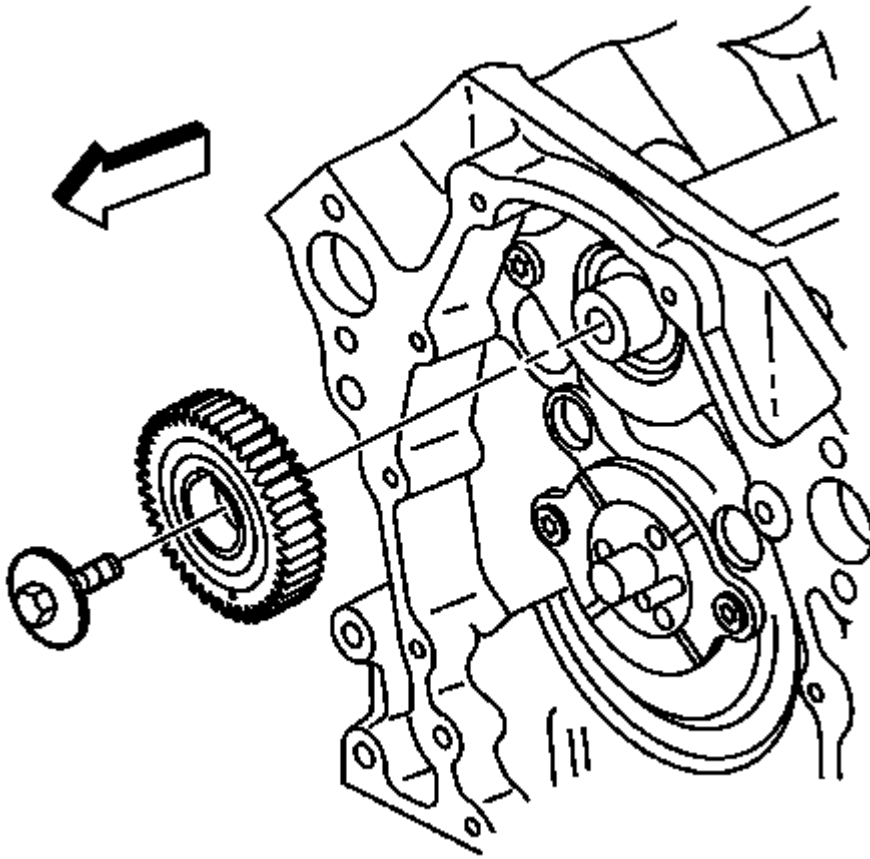


Fig. 475: Locating Balance Shaft Driven Gear
Courtesy of GENERAL MOTORS CORP.

3. Remove the balance shaft driven gear from the balance shaft.
4. Remove the bolts and the balance shaft retainer.

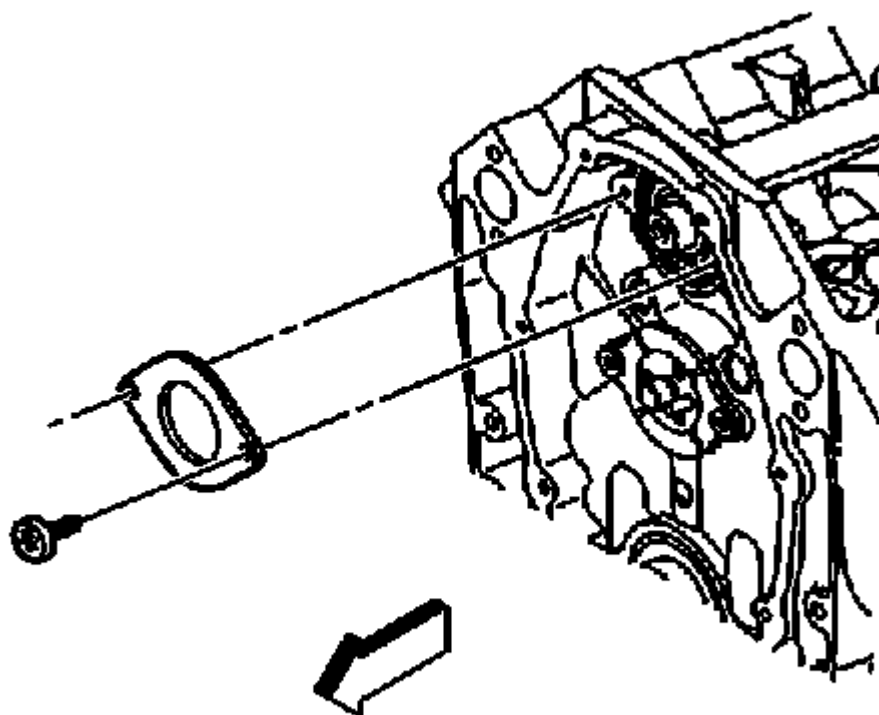


Fig. 476: View of Balance Shaft Retainer & Bolts
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The balance shaft and the balance shaft front bearing are serviced only as a package. Do not remove the balance shaft front bearing from the balance shaft.

5. Use a soft-faced hammer in order to remove the balance shaft from the engine block.

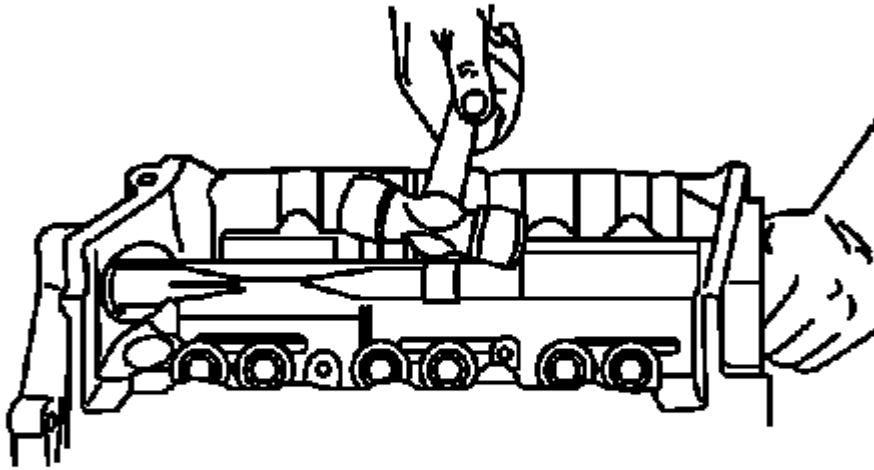


Fig. 477: Removing Balance Shaft
Courtesy of GENERAL MOTORS CORP.

Camshaft Removal

1. Remove the camshaft retainer bolts and retainer.

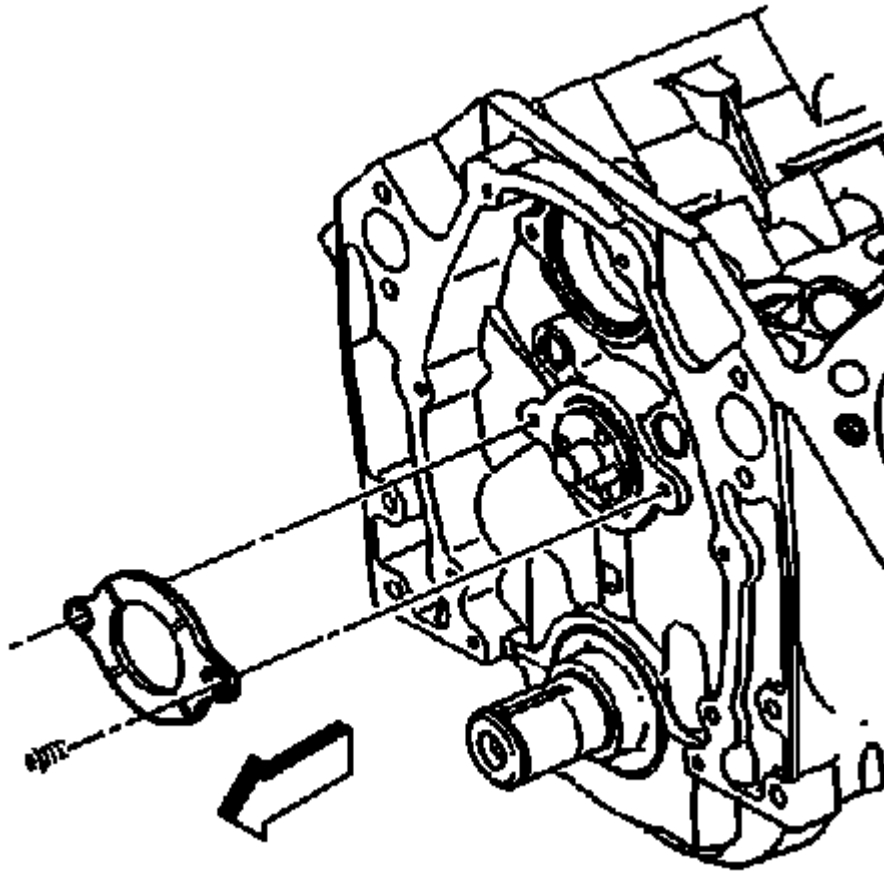


Fig. 478: View Of Camshaft Retainer & Bolts
Courtesy of GENERAL MOTORS CORP.

NOTE: All camshaft journals are the same diameter, so care must be used in removing or installing the camshaft to avoid damage to the camshaft bearings.

2. Remove the engine camshaft.
 1. Install the three 5/16-18 x 4.0 inch bolts into the engine camshaft front bolt holes.
 2. Using the bolts as a handle, carefully rotate and pull the engine camshaft out of the camshaft bearings.
 3. Remove the bolts from the front of the engine camshaft.

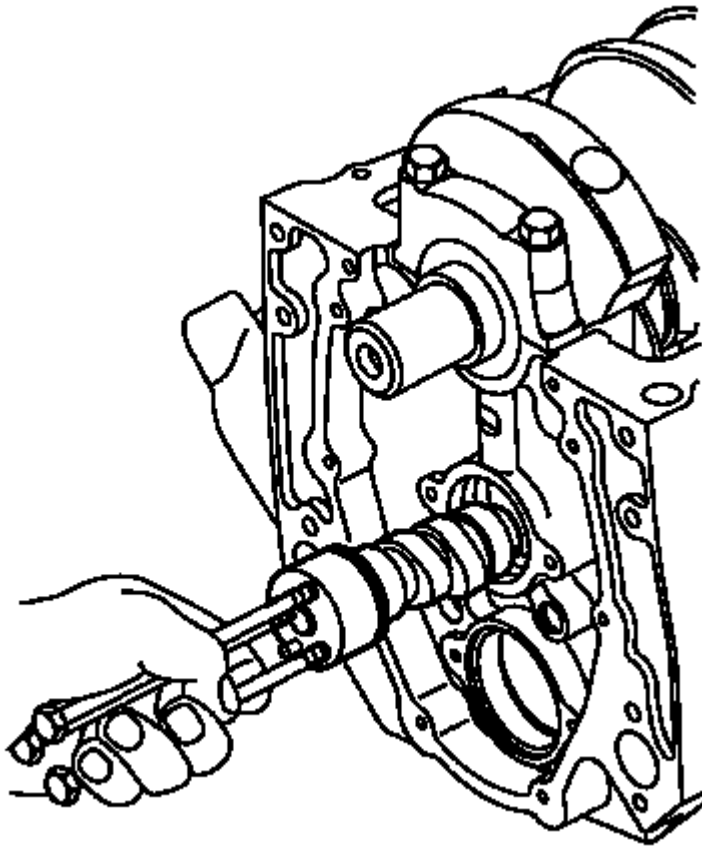


Fig. 479: Installing & Removing Engine Camshaft Front Bolts
Courtesy of GENERAL MOTORS CORP.

Piston, Connecting Rod, and Bearing Removal

Tools Required

- **J 5239** Connecting Rod Bolt Guide Set. See Special Tools and Equipment.
 - **J 24270** Cylinder Bore Ridge Reamer. See Special Tools and Equipment.
1. Use the **J 24270** in order to remove the cylinder ring ridge.
 1. Turn the crankshaft until the piston is at the bottom of the stroke.
 2. Place a cloth on top of the piston.
 3. Use the **J 24270** to remove all of the cylinder ring ridge.
 4. Turn the crankshaft so the piston is at the top of the stroke.
 5. Remove the cloth.
 6. Remove the cutting debris.

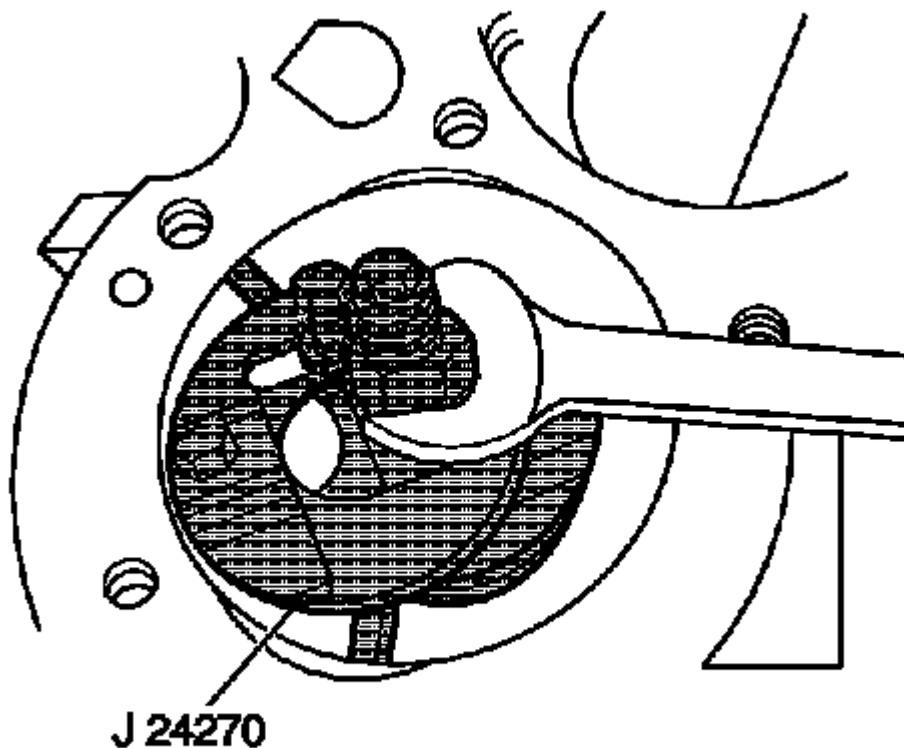


Fig. 480: Removing Cylinder Bore Ring Ridge
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Place matchmarks or numbers on the connecting rods and the connecting rod caps.

2. Remove the connecting rod nuts.
3. Remove the connecting rod cap.

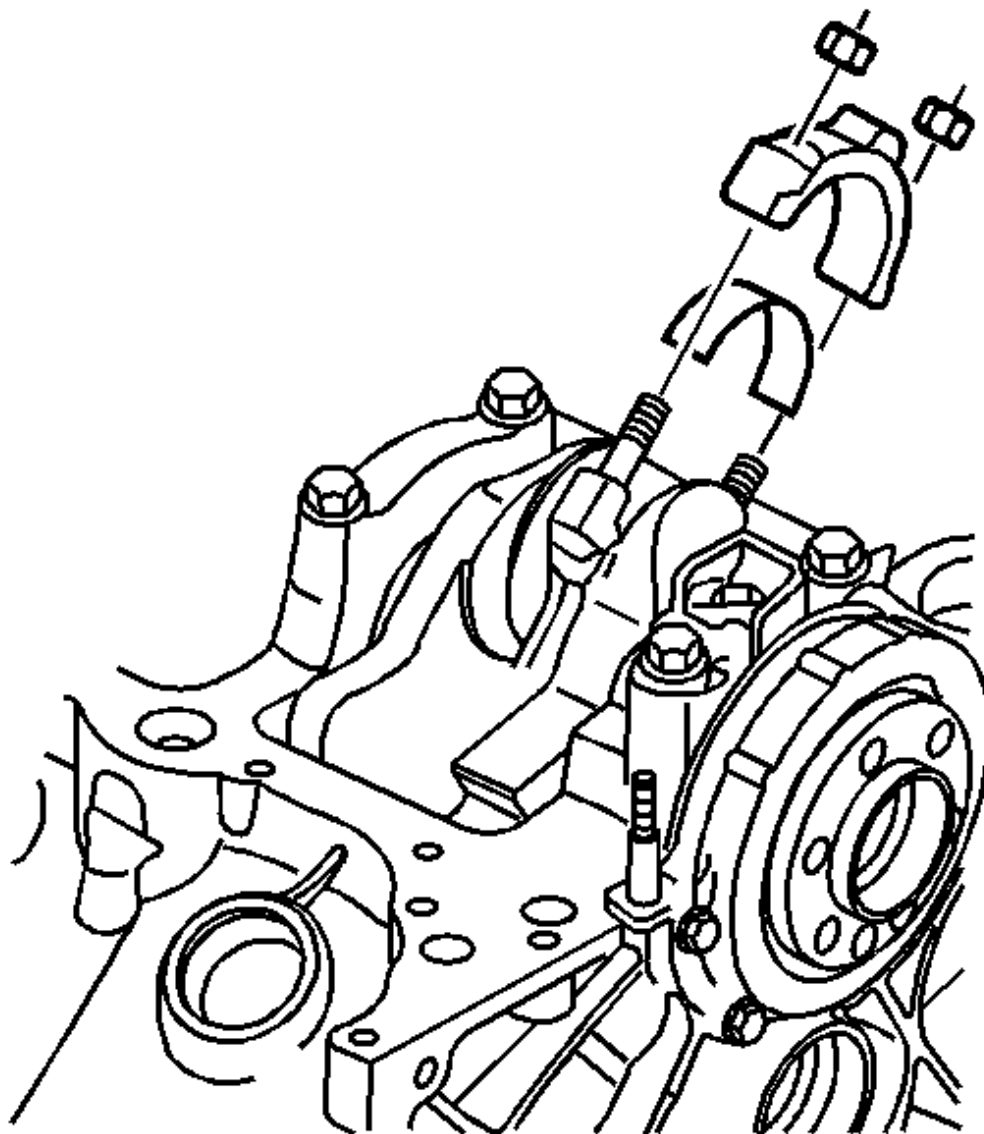


Fig. 481: Removing Connecting Rod Nut & Cap
Courtesy of GENERAL MOTORS CORP.

4. Use the **J 5239** in order to protect the crankshaft journals and remove the connecting rod and the piston out of the top of the engine block.

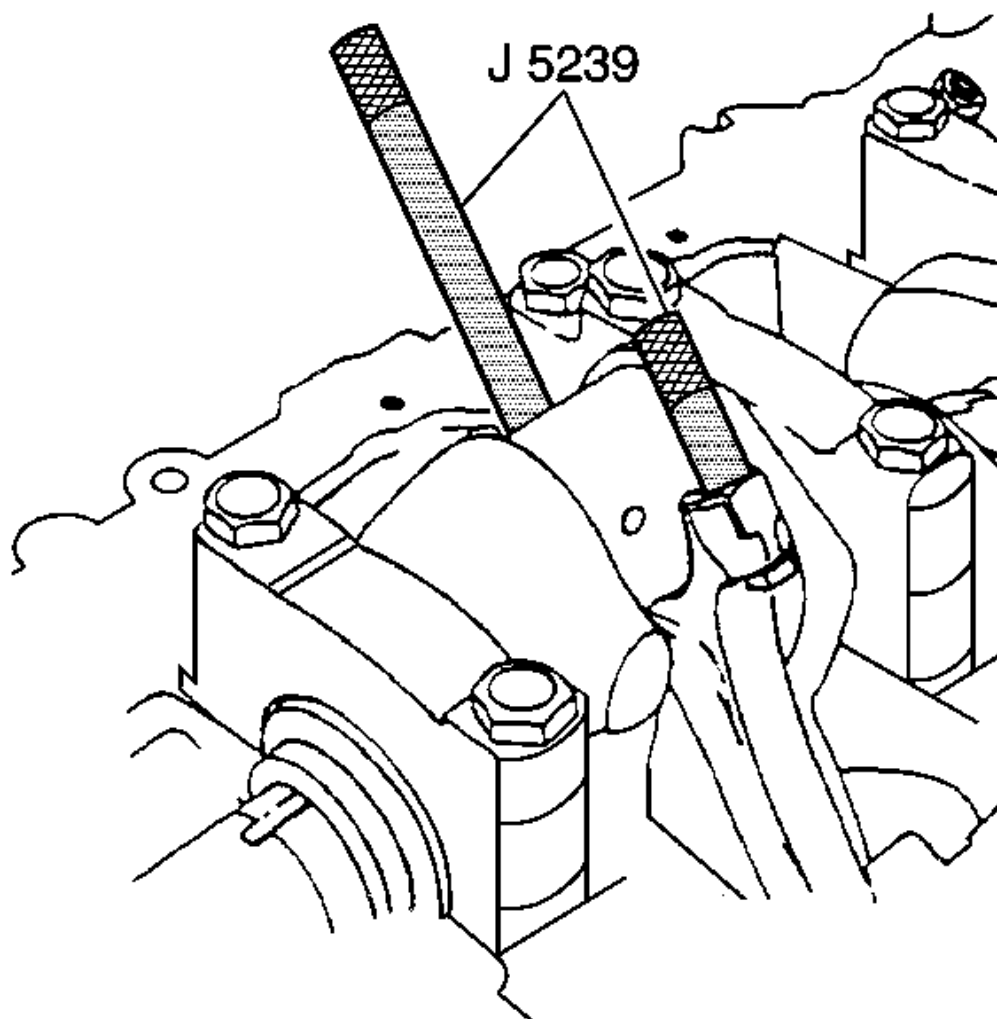


Fig. 482: Protecting Crankshaft Journals Using J 5239
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Always assemble the connecting rod caps to the matching connecting rods.

5. Remove the connecting rod bearings.
 - Keep the connecting rod bearings with the original connecting rod and connecting rod cap.
 - Wipe the oil from the connecting rod bearings.
 - Wipe the oil from the crankpins.

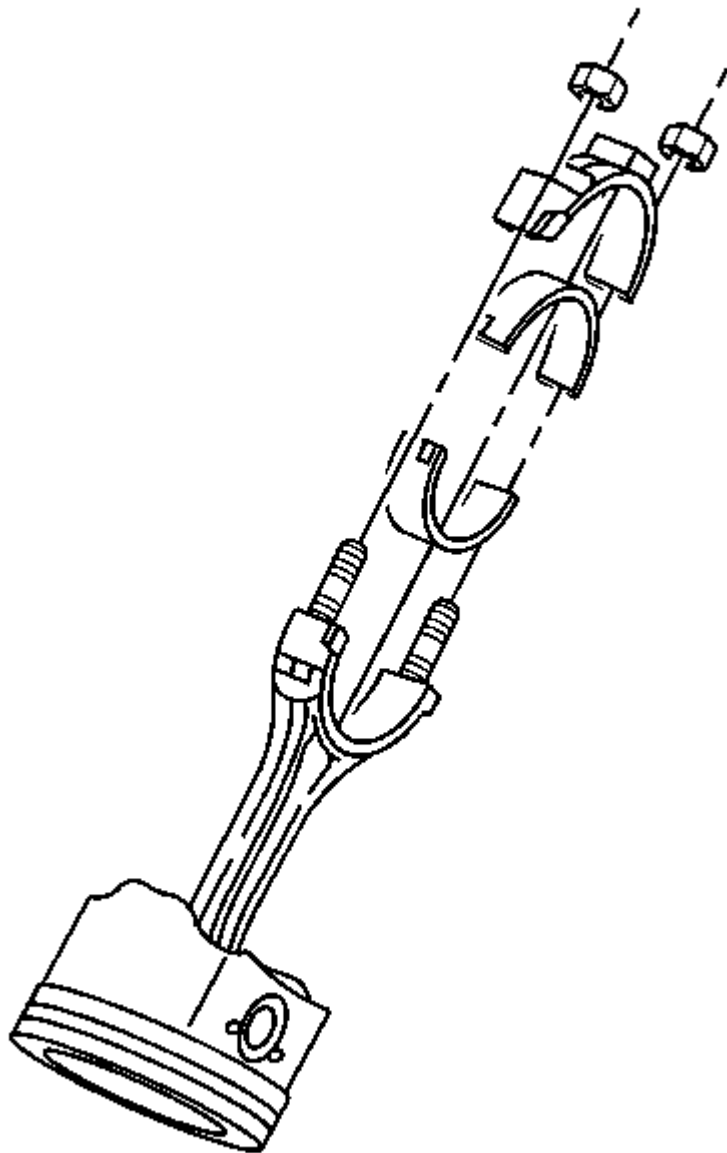


Fig. 483: Connecting Rods
Courtesy of GENERAL MOTORS CORP.

Crankshaft Rear Oil Seal and Housing Removal

1. Remove the crankshaft rear oil seal from the crankshaft rear oil seal housing.

Insert a suitable tool into the access notches and then carefully pry the crankshaft rear oil seal from the crankshaft rear oil seal housing.

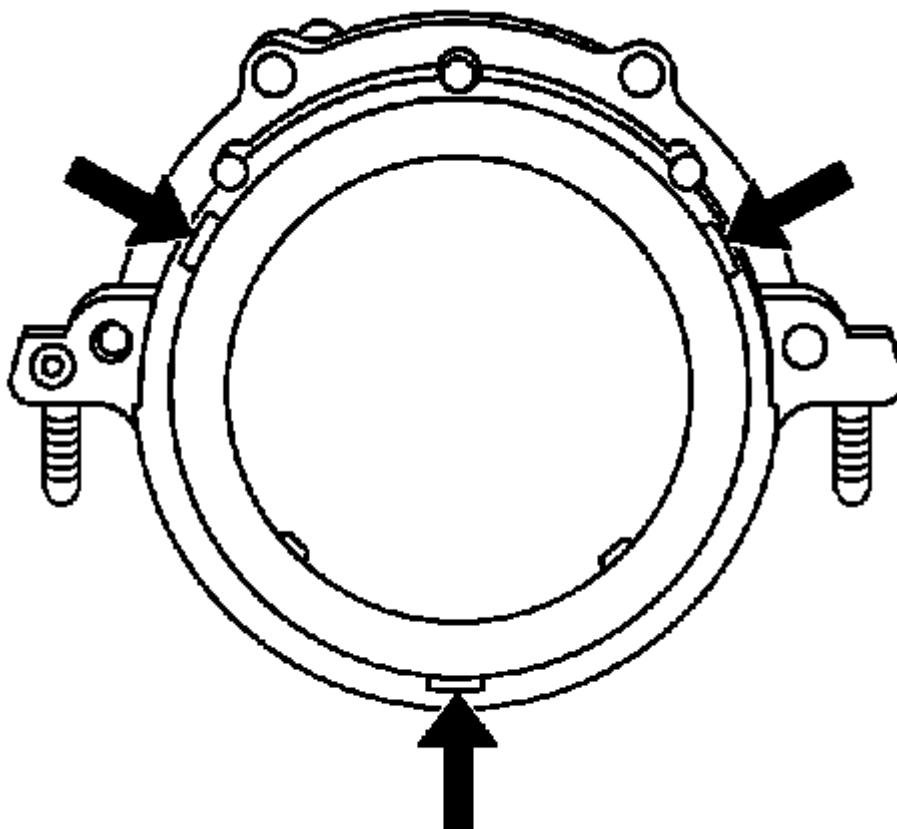


Fig. 484: Crankshaft Rear Oil Seal Notches
Courtesy of GENERAL MOTORS CORP.

2. Discard the crankshaft rear oil seal.
3. Remove the crankshaft rear oil seal housing nut and bolts.
4. Remove the crankshaft rear oil seal housing.

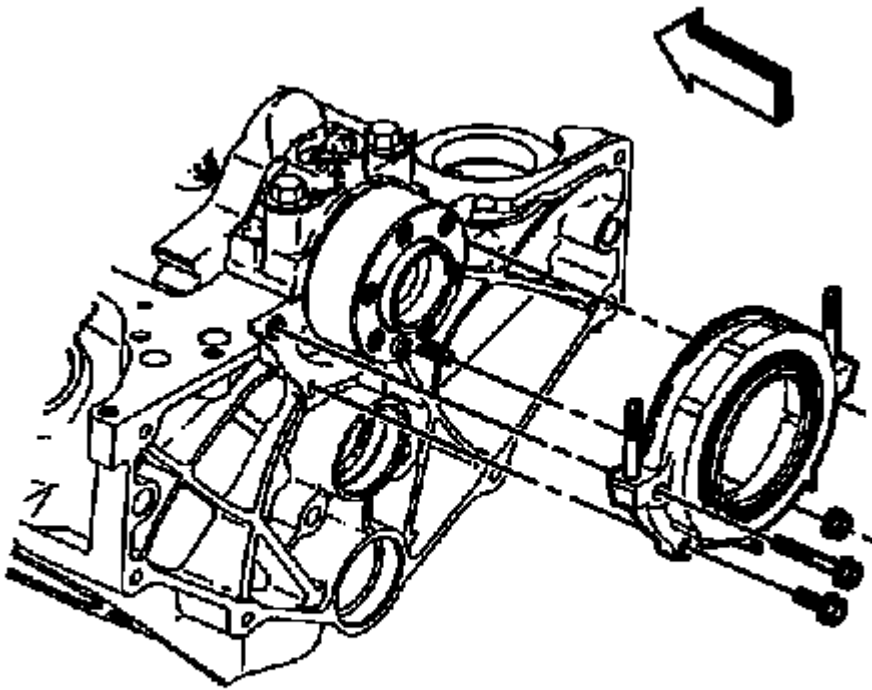


Fig. 485: Removing Crankshaft Rear Oil Seal Housing
Courtesy of GENERAL MOTORS CORP.

5. Remove the crankshaft rear oil seal housing gasket.

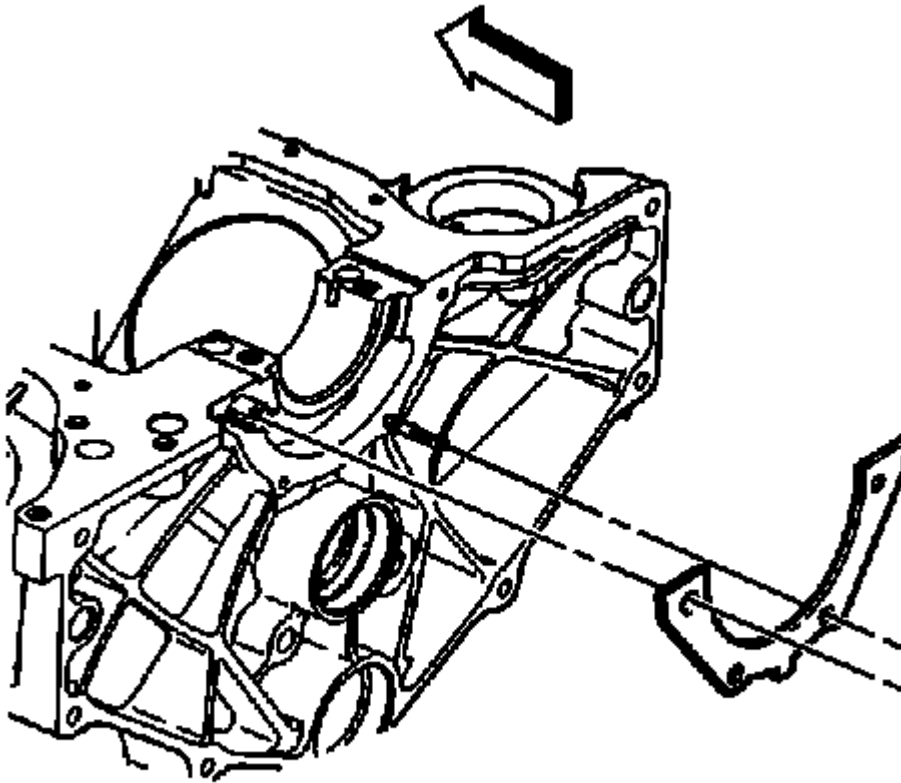


Fig. 486: Removing Crankshaft Rear Oil seal Housing Gasket
Courtesy of GENERAL MOTORS CORP.

6. Discard the crankshaft rear oil seal housing gasket.
7. Remove the crankshaft rear oil seal housing retainer stud from the engine block.

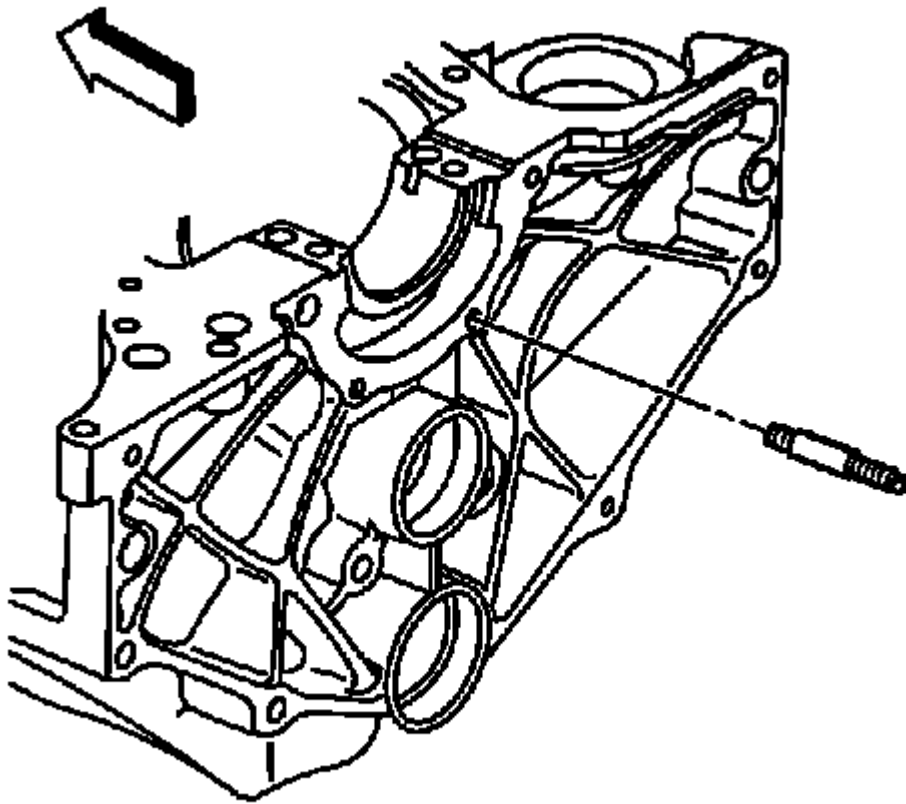


Fig. 487: Removing Crankshaft Rear Oil Seal Housing Retainer Stud
Courtesy of GENERAL MOTORS CORP.

Crankshaft and Bearings Removal

1. Mark or identify the crankshaft bearing cap locations, direction, and positions for assembly.
2. Remove the crankshaft bearing cap bolts and discard.
3. Remove the crankshaft bearing caps.

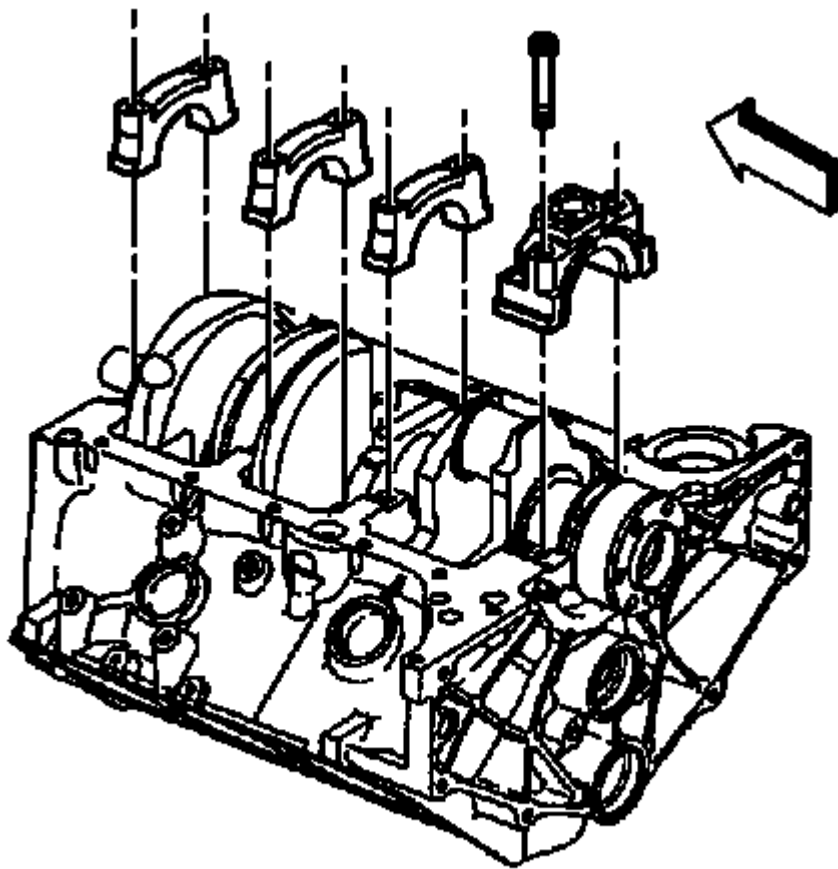


Fig. 488: Removing Crankshaft Bearing Caps
Courtesy of GENERAL MOTORS CORP.

4. Remove the crankshaft.

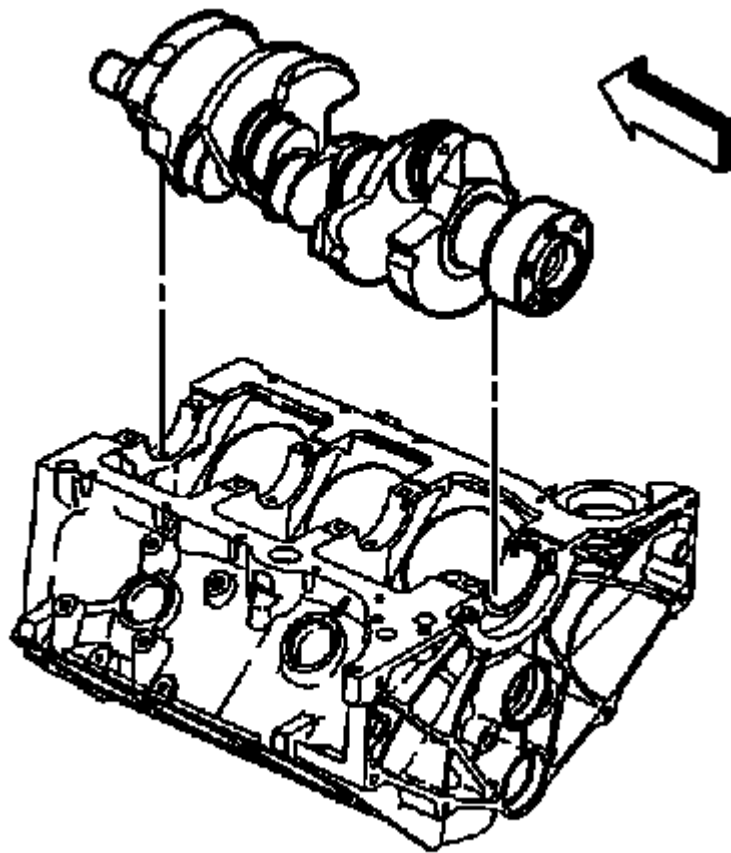


Fig. 489: Removing Crankshaft
Courtesy of GENERAL MOTORS CORP.

5. Remove the crankshaft bearings from the crankshaft bearing caps.

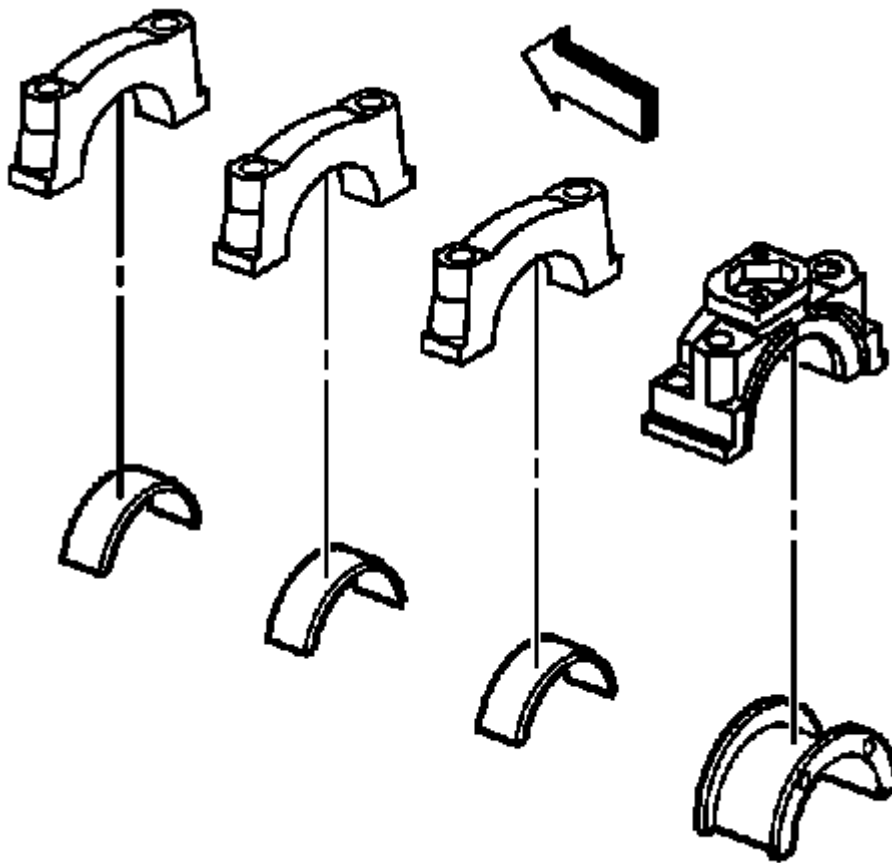


Fig. 490: Removing Crankshaft Bearings
Courtesy of GENERAL MOTORS CORP.

6. Remove the crankshaft bearings from the engine block.

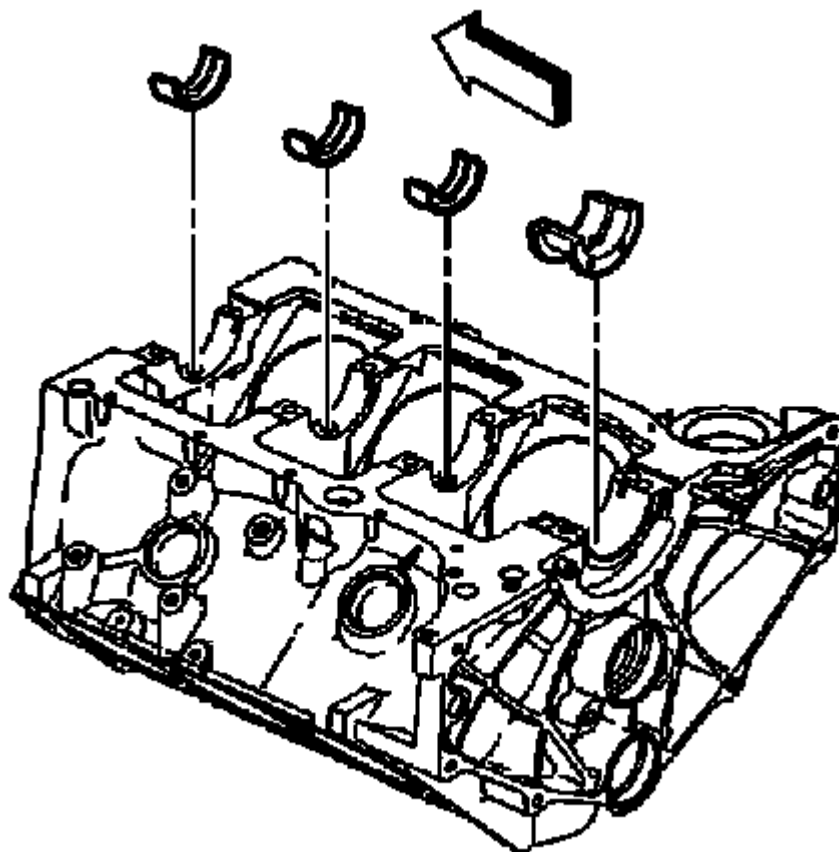


Fig. 491: View Of Crankshaft Bearings At Engine Block
Courtesy of GENERAL MOTORS CORP.

Engine Block Plug Removal

NOTE: **Tools Required**

J 41712 Oil Pressure Switch Socket

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Remove the knock sensor retaining bolt (1).
2. Remove the knock sensor (2).

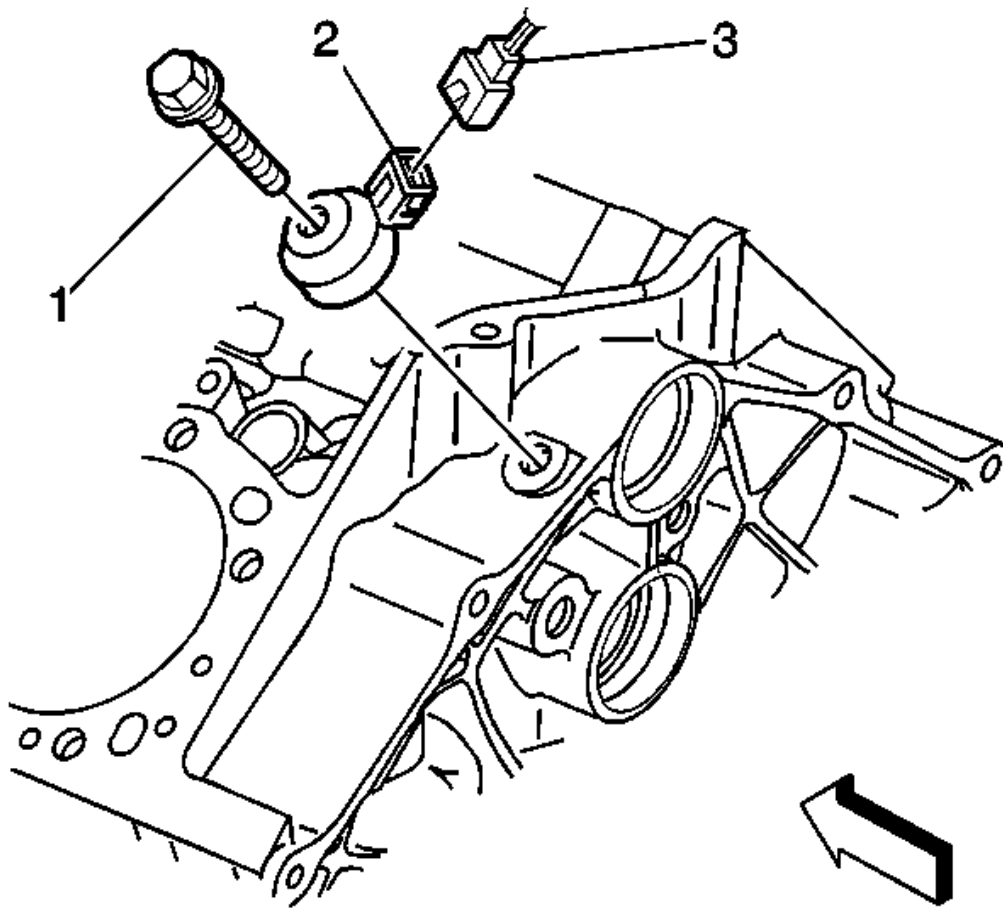


Fig. 492: Locating Knock Sensor & Retaining Bolt
Courtesy of GENERAL MOTORS CORP.

3. Remove the engine oil pressure gage sensor using the J 41712 .

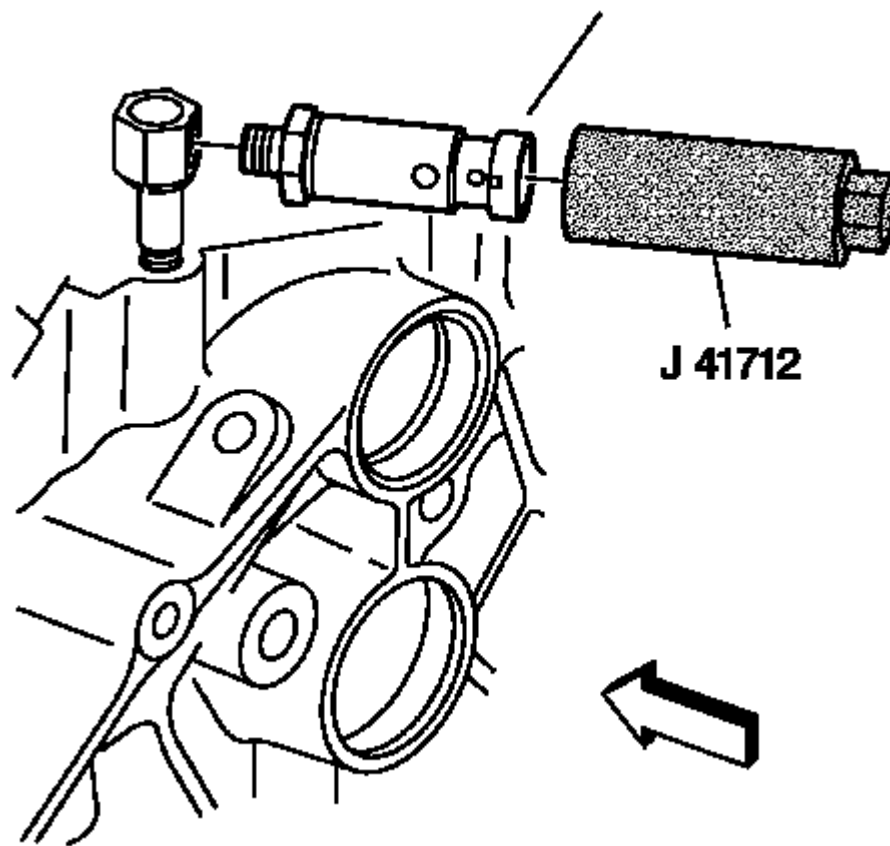


Fig. 493: Removing Engine Oil Pressure Gage Sensor
Courtesy of GENERAL MOTORS CORP.

4. Remove the engine oil pressure sensor fitting.

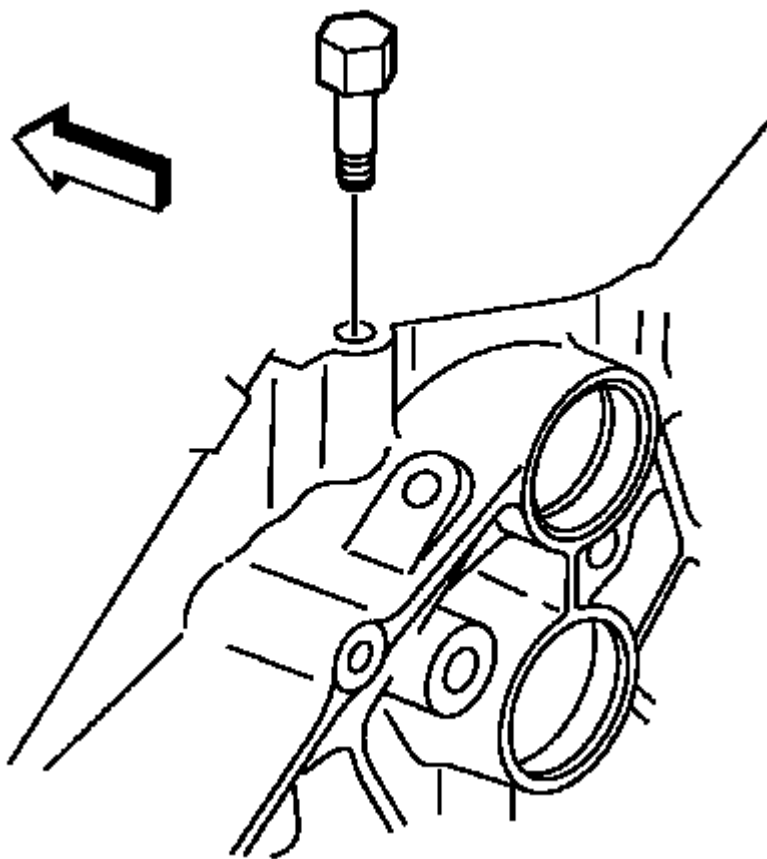


Fig. 494: Removing Engine Oil Pressure Sensor Fitting
Courtesy of GENERAL MOTORS CORP.

5. Remove the transmission locator dowel straight pins, if required.

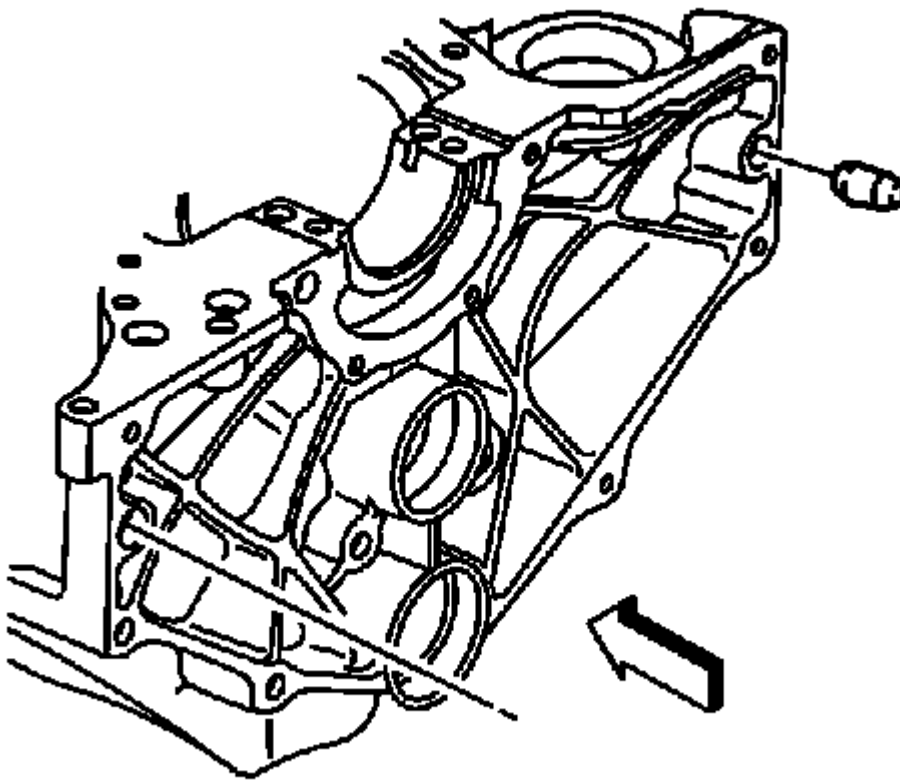


Fig. 495: Removing Transmission Locator Dowel Straight Pins
Courtesy of GENERAL MOTORS CORP.

6. Remove the engine block left side oil gallery plug.
7. Remove the engine block left rear oil gallery plug.
8. Remove the engine block right rear oil gallery plug.

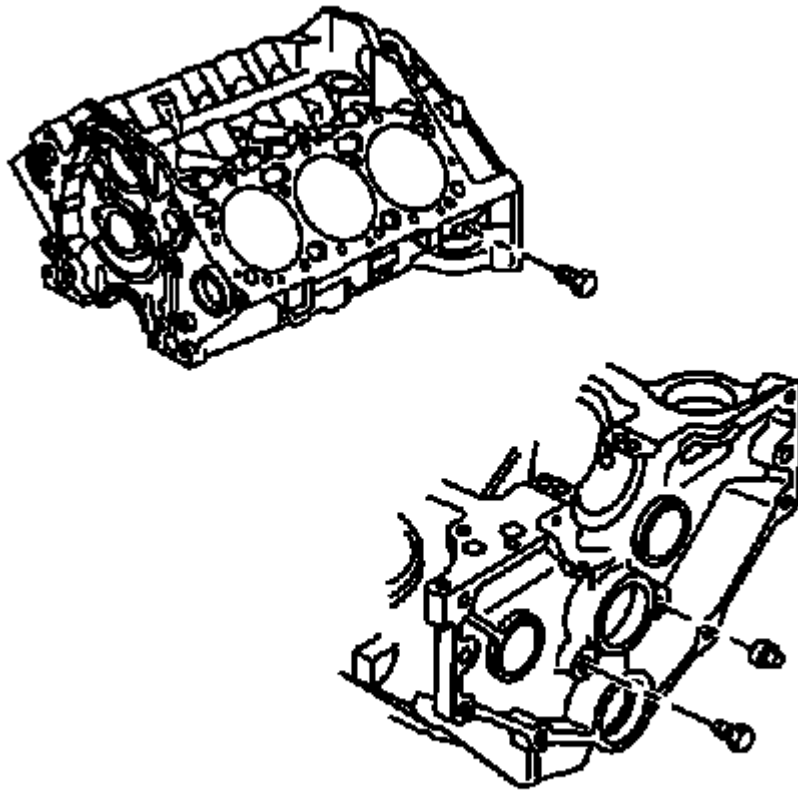


Fig. 496: Removing Engine Block Oil Gallery Plugs
Courtesy of GENERAL MOTORS CORP.

9. Remove the expansion cup plug from the camshaft rear bearing hole and discard.

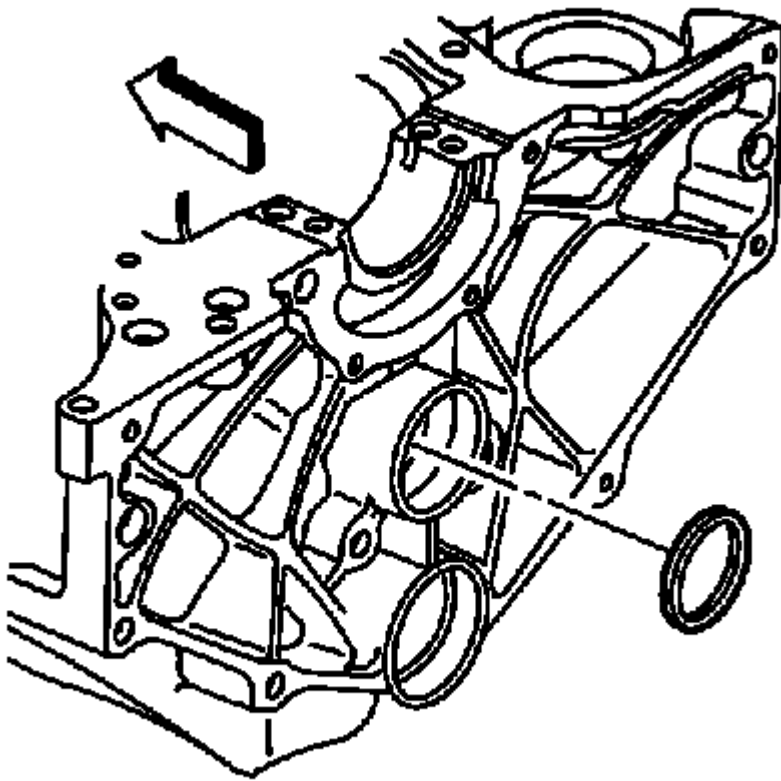


Fig. 497: Removing Expansion Cup Plug From Camshaft Rear Bearing Hole
Courtesy of GENERAL MOTORS CORP.

10. Remove the expansion cup plug from the balance shaft rear bearing hole and discard.

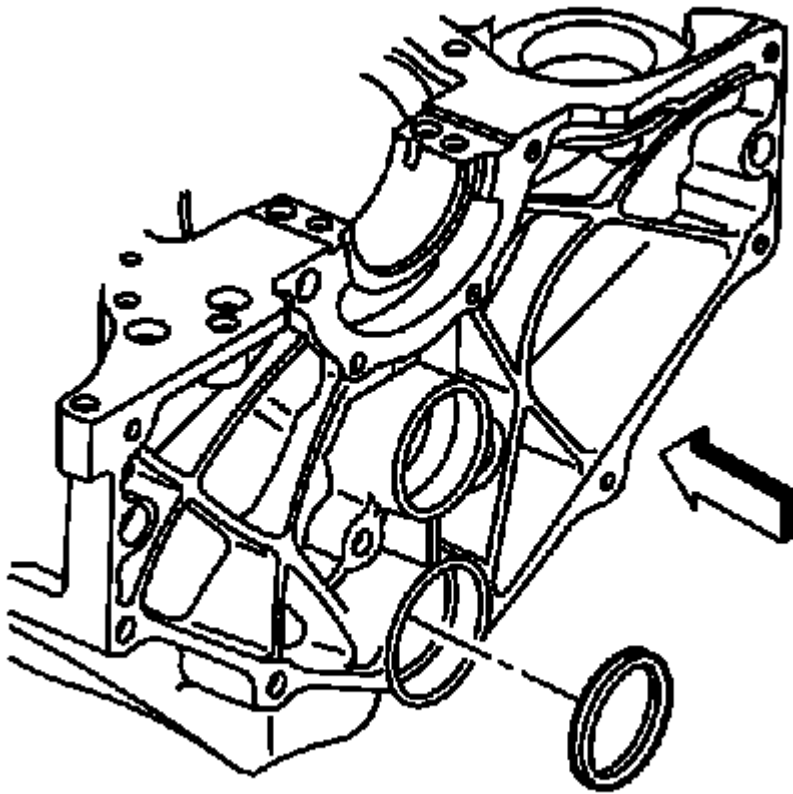


Fig. 498: Removing Expansion Cup Plug From Balance Shaft Rear Bearing Hole
Courtesy of GENERAL MOTORS CORP.

11. Remove the crankshaft rear oil seal housing locator spring type S pin, if required.

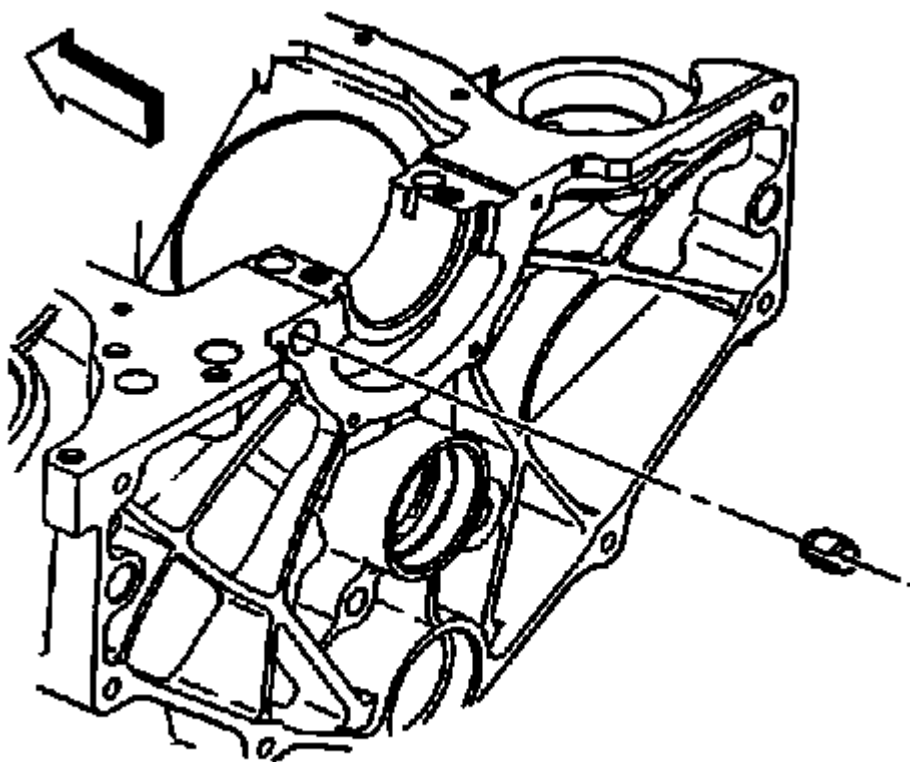


Fig. 499: Removing Crankshaft Rear Oil Seal Housing Locator Spring
Courtesy of GENERAL MOTORS CORP.

12. Remove the front oil gallery plugs or balls from the front of the engine block and discard.

Insert a 3/8 x 26 inch rod into the rear oil gallery holes in order to drive out the front oil gallery plugs or balls.

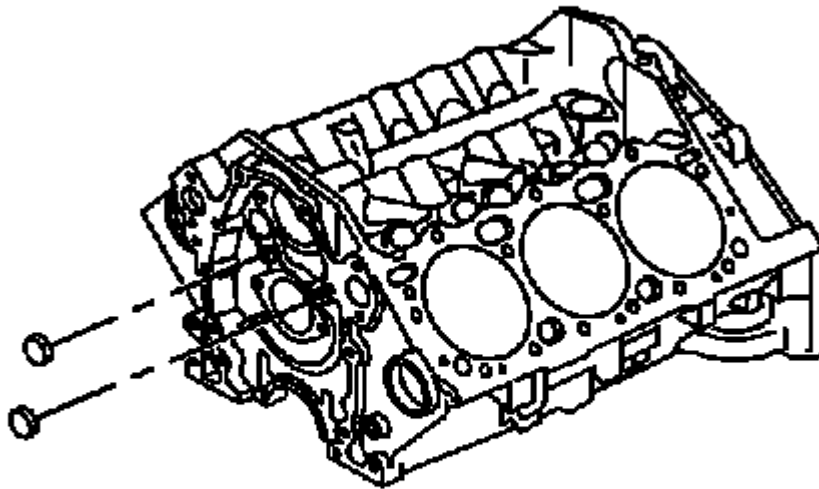


Fig. 500: Removing Front Oil Gallery Plugs From Engine Block
Courtesy of GENERAL MOTORS CORP.

13. Remove the engine block core hole plugs.
 1. Use a suitable tool in order to drive the engine block core hole plugs into the coolant jacket.
 2. Use a suitable tool in order to pull the engine block core hole plugs from the coolant jacket.
 3. Discard the engine block core hole plugs.

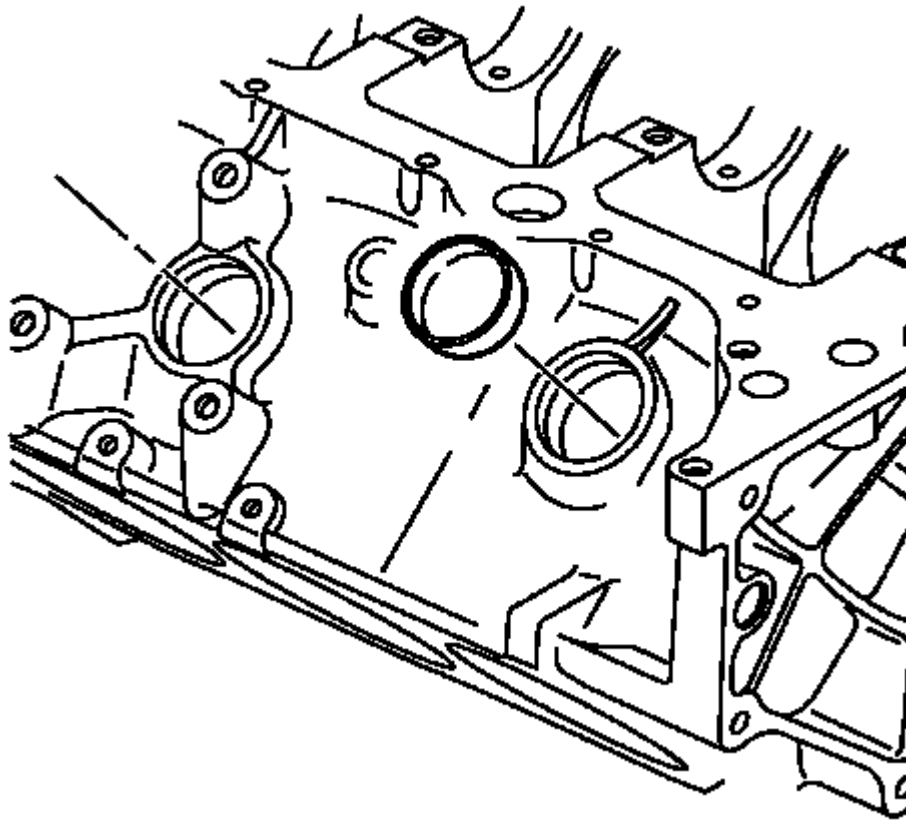


Fig. 501: Removing Engine Block Core Hole Plugs
Courtesy of GENERAL MOTORS CORP.

14. Remove the oil filter bypass valve and discard.

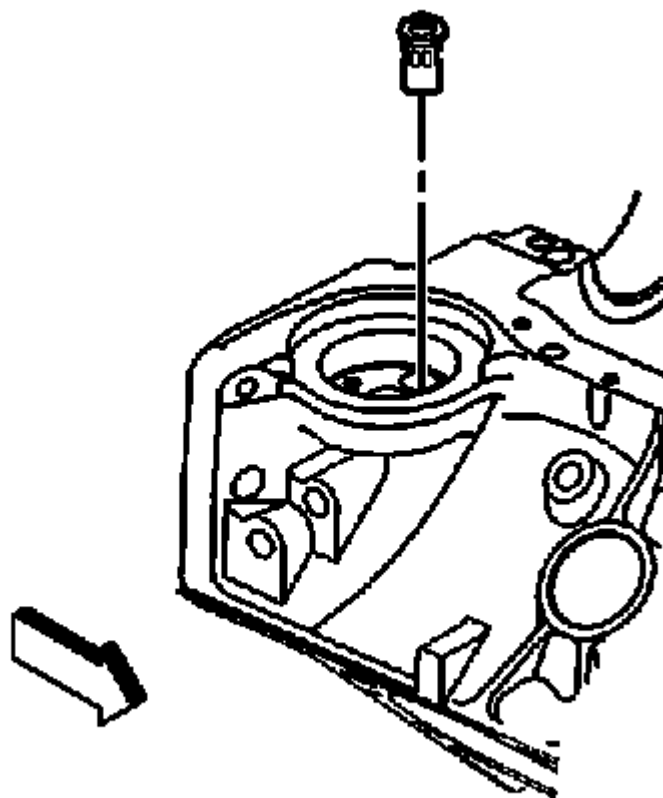


Fig. 502: Removing Oil Filter Bypass Valve
Courtesy of GENERAL MOTORS CORP.

Engine Block Cleaning and Inspection

Tools Required

J 8087 Cylinder Bore Gage

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Clean all the remaining sealing or gasket material from the sealing surfaces.
2. Clean the engine block with cleaning solvent.
3. Flush the engine block with clean water or steam.
4. Clean the cylinder bores.
5. Clean the oil galleries and the oil passages.
6. Clean the scale and the deposits from the coolant passages.

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

7. Clean the engine block cylinder head bolt holes.
8. After cleaning the engine block, spray or wipe the cylinder bores and the machined surfaces with clean engine oil.
9. Inspect the following areas:
 - Coolant jackets (1) for cracks
 - Cylinder bores (2) for scratches or gouging
 - Valve lifter bores (3) for excessive scoring or wear
 - Threaded holes (4) for damage
 - Crankshaft bearing webs (5) for cracks
 - Crankshaft bearing caps (6) and the crankshaft bearing bores (7) for damage
 - The crankshaft bearing bores should be round and uniform when measuring the inside diameter (ID).
 - The surface where the crankshaft bearings contact the crankshaft bearing bore should be smooth.
 - If a crankshaft bearing cap is damaged and requires replacement, replace the crankshaft bearing cap first, then rebore the engine block crankshaft bearing bores and check for the proper alignment. Finally, check the crankshaft for the proper clearances.
 - Engine block core hole plug bores (8) for damage
 - Engine block (9) for cracks or damage
 - Engine mount bosses (10) for damage

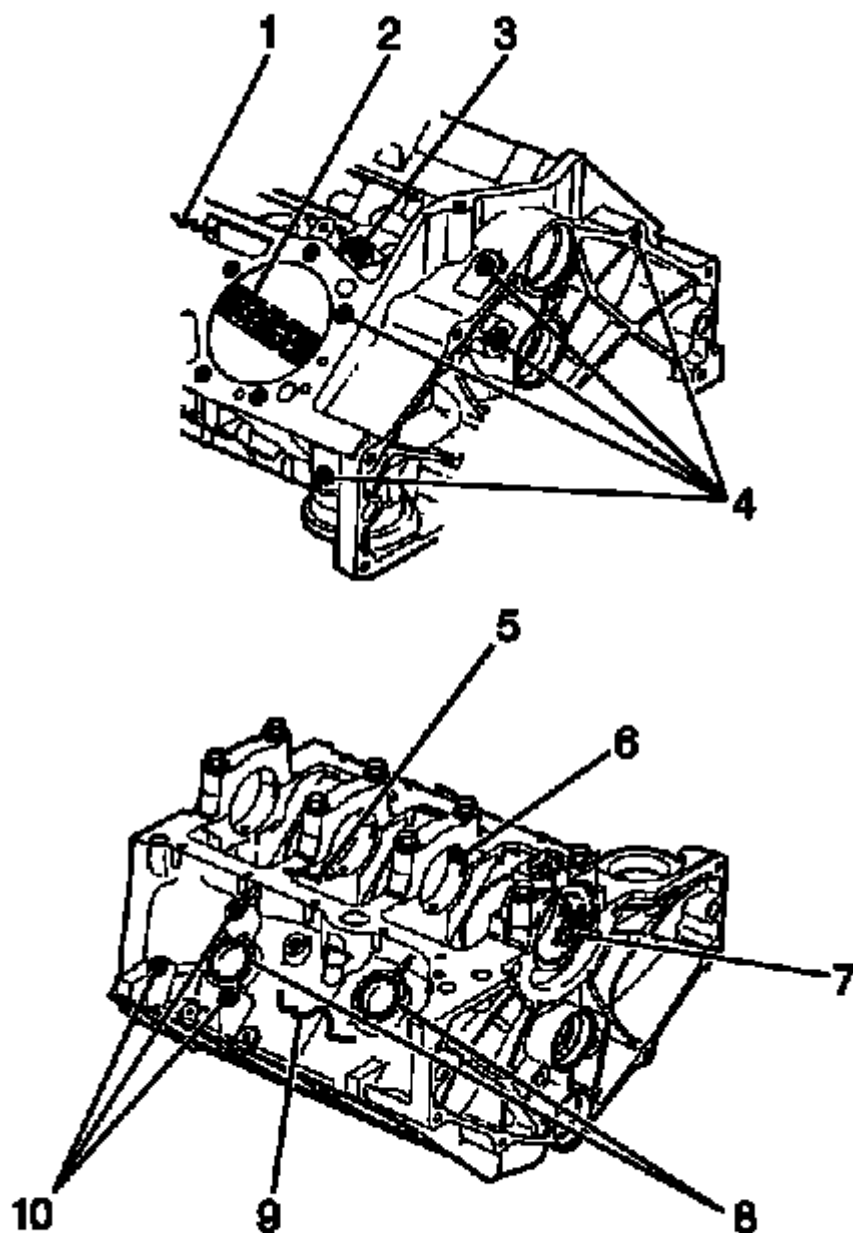


Fig. 503: Engine Inspection Areas
Courtesy of GENERAL MOTORS CORP.

10. Measure the cylinder bores for taper and out-of-round.
 1. Depress the plunger on the J 8087 to 7 mm (0.275 in) or until the J 8087 enters the cylinder bore.
 2. Center the J 8087 in the cylinder bore and turn the indicator dial to 0.
 3. Move the J 8087 up and down the cylinder bore to determine the cylinder bore taper. Refer to

Engine Mechanical Specifications.

4. Turn the J 8087 to different points around the cylinder bore to determine the cylinder bore out-of-round condition. Refer to **Engine Mechanical Specifications.**

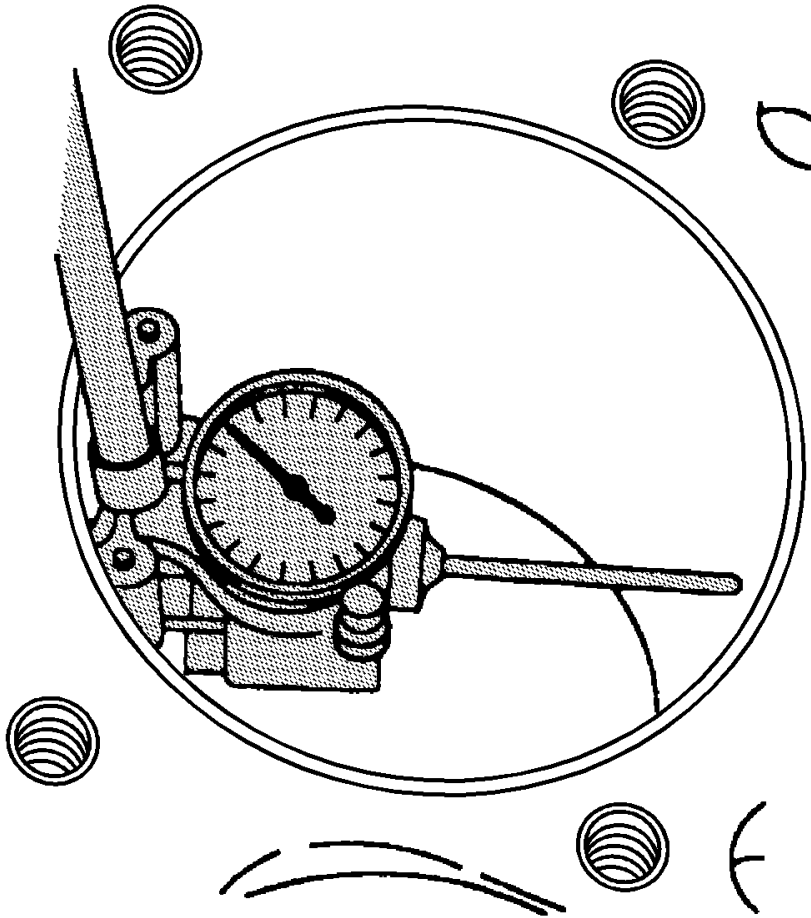


Fig. 504: Measuring Cylinder Bore
Courtesy of GENERAL MOTORS CORP.

Cylinder Boring and Honing**Honing Procedure**

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. When honing the cylinder bores, follow the manufacturer's recommendations for equipment use, cleaning, and lubrication.
 - 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.

- DO NOT hone to a final grade with a coarse or medium-grade stone.
 - Leave sufficient metal so that all the stone marks will be removed with the fine grade stones.
 - Perform the final honing with a fine-grade stone and hone the cylinder bore in a cross hatch pattern at 45-65 degrees to obtain the proper clearance.
2. During the honing operation, thoroughly check the cylinder bore.
 - Repeatedly check the cylinder bore fit with the selected piston.
 - All measurements of the piston or cylinder bore should be made with the components at normal room temperature.
 3. When honing to eliminate taper in the cylinder bore, use full strokes the complete length of the cylinder bore.

Repeatedly check the measurement at the top, the middle, and the bottom of the cylinder bore.

- The finish marks should be clean but not sharp.
 - The finish marks should be free from imbedded particles or torn or folded metal.
4. When finished, the reconditioned cylinder bores should have less than or meet the specified out-of-round and taper requirements.
 5. After the final honing and before the piston is checked for fit, clean the cylinder bore with hot water and detergent.
 1. Scrub the cylinder bores with a stiff bristle brush.
 2. Rinse the cylinder bores thoroughly with clean hot water.
 3. Dry the cylinder bores with a clean rag.
 4. Do not allow any abrasive material to remain in the cylinder bores.
 - Abrasive material may cause premature wear of the new piston rings and the cylinder bores.
 - Abrasive material will contaminate the engine oil and may cause premature wear of the bearings.
 6. Perform final measurements of the piston and the cylinder bore.
 7. Permanently mark the top of the piston for the specified cylinder to which it has been fitted.
 8. Apply clean engine oil to each cylinder bore in order to prevent rusting.

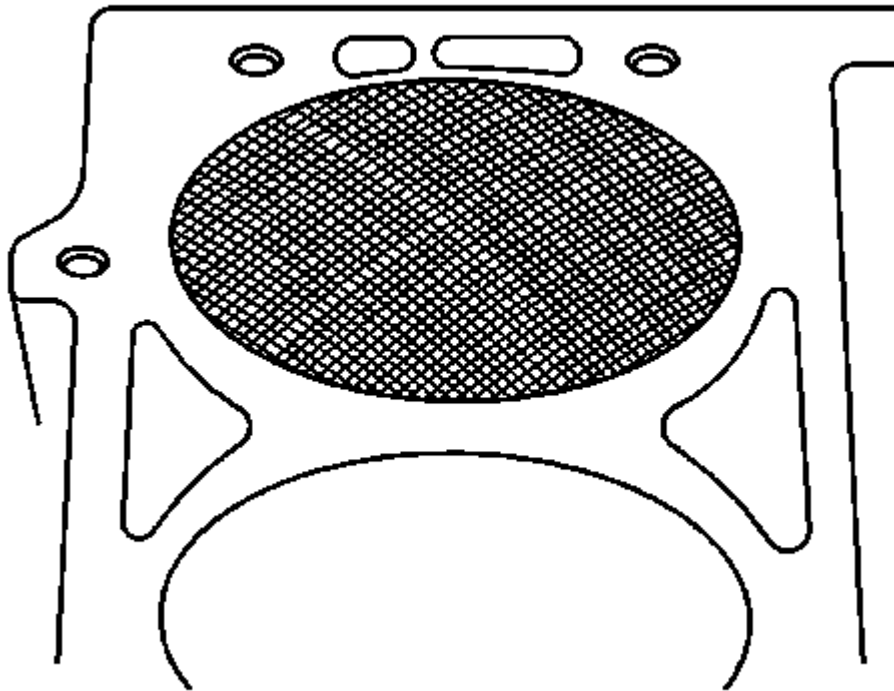


Fig. 505: Identifying Cylinder Bore Cross Hatch Pattern
Courtesy of GENERAL MOTORS CORP.

Boring Procedure

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Before starting the honing or reboring operation, measure all the new pistons with the micrometer contacting at points exactly 90 degrees from the piston pin centerline.
2. File the top of the cylinder block in order to remove any dirt or burrs before using any type of boring bar.
3. Follow the instructions furnished by the manufacturer regarding use of the boring equipment.
4. When reboring the cylinders, make sure all the crankshaft bearing caps are installed in the original position and direction.
5. Tighten the crankshaft bearing caps to the proper torque specifications in order to avoid distortion of the cylinder bores in the final assembly.
6. When making the final cut with the boring bar, leave 0.03 mm (0.001 in) on the cylinder bore diameter for finish honing. This gives the required position to the cylinder clearance specifications. Carefully perform the honing and boring operation in order to maintain the specified clearances between the pistons, the piston rings, and the cylinder bores.

Piston and Connecting Rod Disassemble**Tools Required**

J 24086-C Piston Pin Remover/Installer. See Special Tools and Equipment.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Remove the piston rings from the pistons.

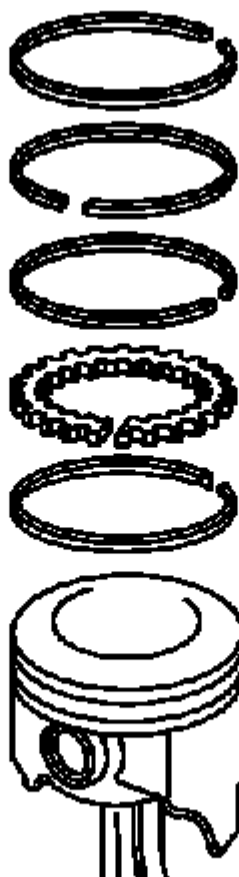


Fig. 506: Exploded View Of Piston Rings
Courtesy of GENERAL MOTORS CORP.

2. Press the piston pin from the connecting rod using the **J 24086-C**.

The piston pin has an interference fit into the connecting rod, and is full floating in the piston.

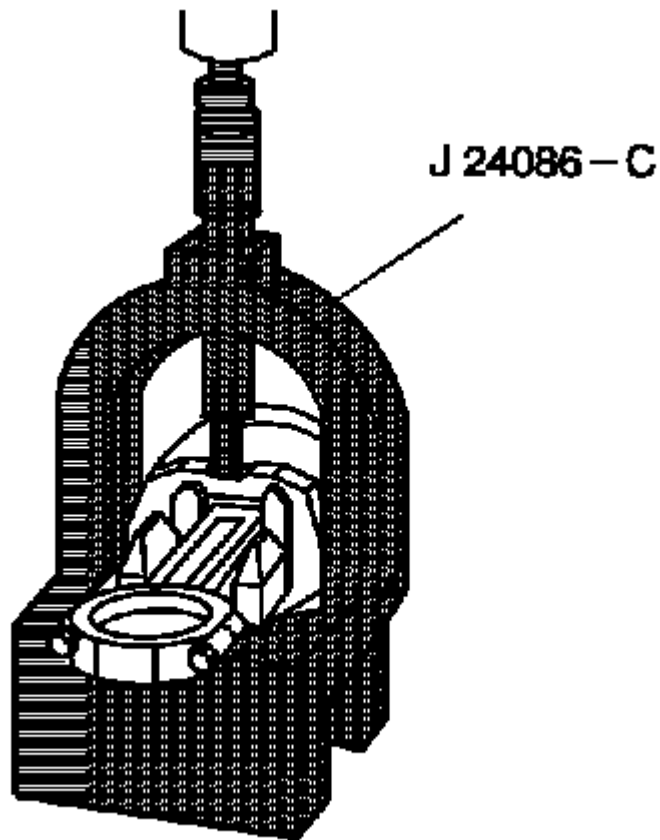


Fig. 507: Pressing The Piston Pin From The Connecting Rod Using J 24086-C
Courtesy of GENERAL MOTORS CORP.

3. Mark, separate, and organize the parts for assembly.

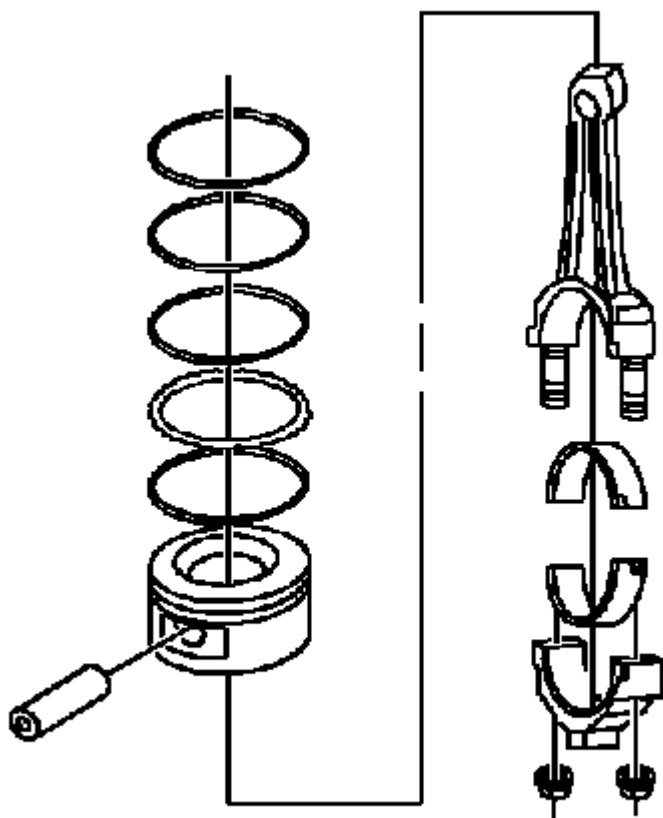


Fig. 508: Piston & Connecting Rod Components
Courtesy of GENERAL MOTORS CORP.

Piston, Connecting Rod, and Bearings Cleaning and Inspection

IMPORTANT: 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.

1. Clean the piston and connecting rod in solvent.

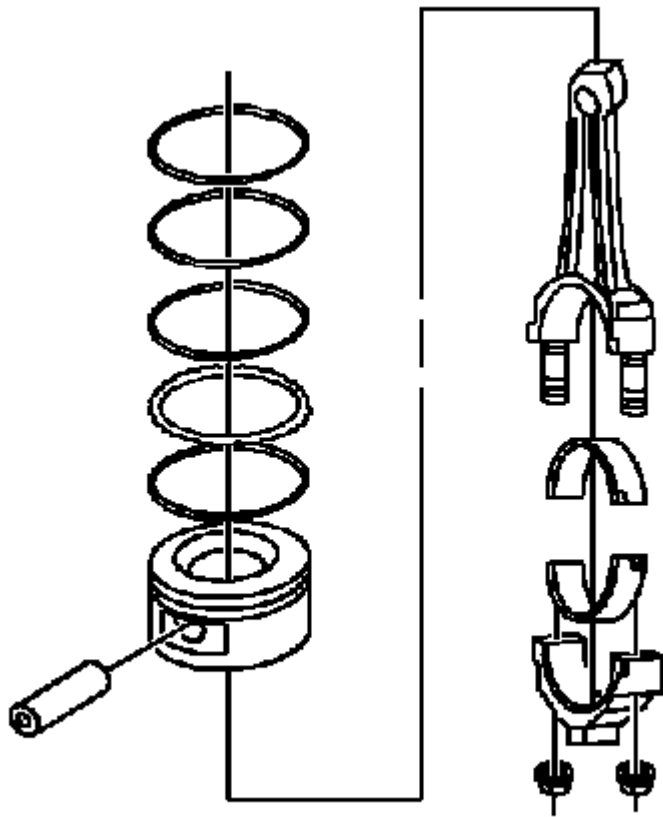


Fig. 509: Piston & Connecting Rod Components
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

2. Dry the components with compressed air.
3. Clean the piston ring grooves with a suitable ring groove cleaning tool.

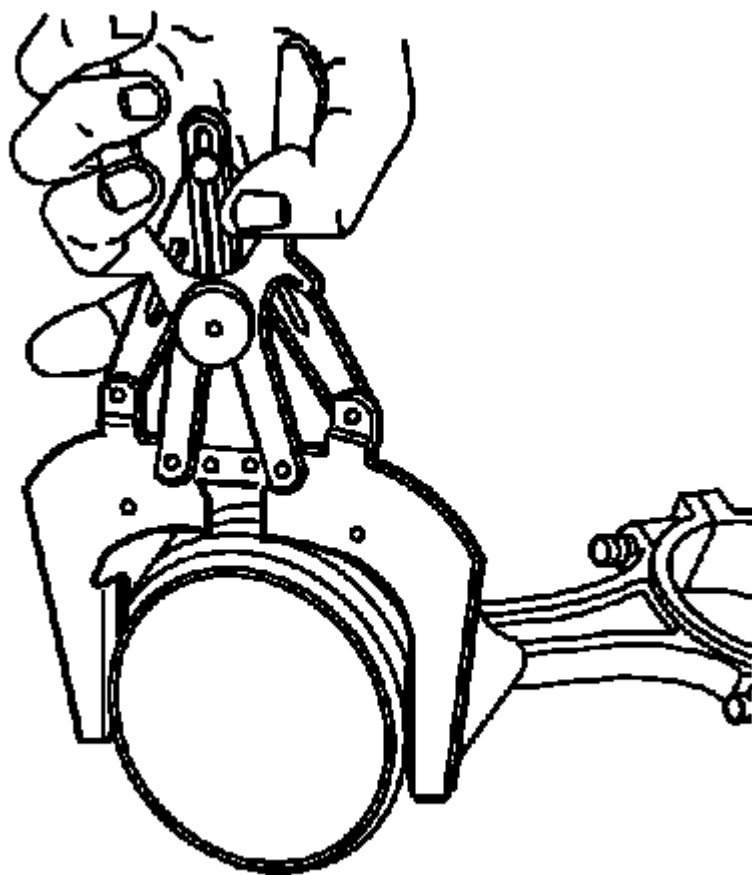


Fig. 510: Cleaning The Piston Ring Grooves With Suitable Ring Groove Cleaning Tool
Courtesy of GENERAL MOTORS CORP.

4. Clean the piston oil lubrication holes and slots.
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

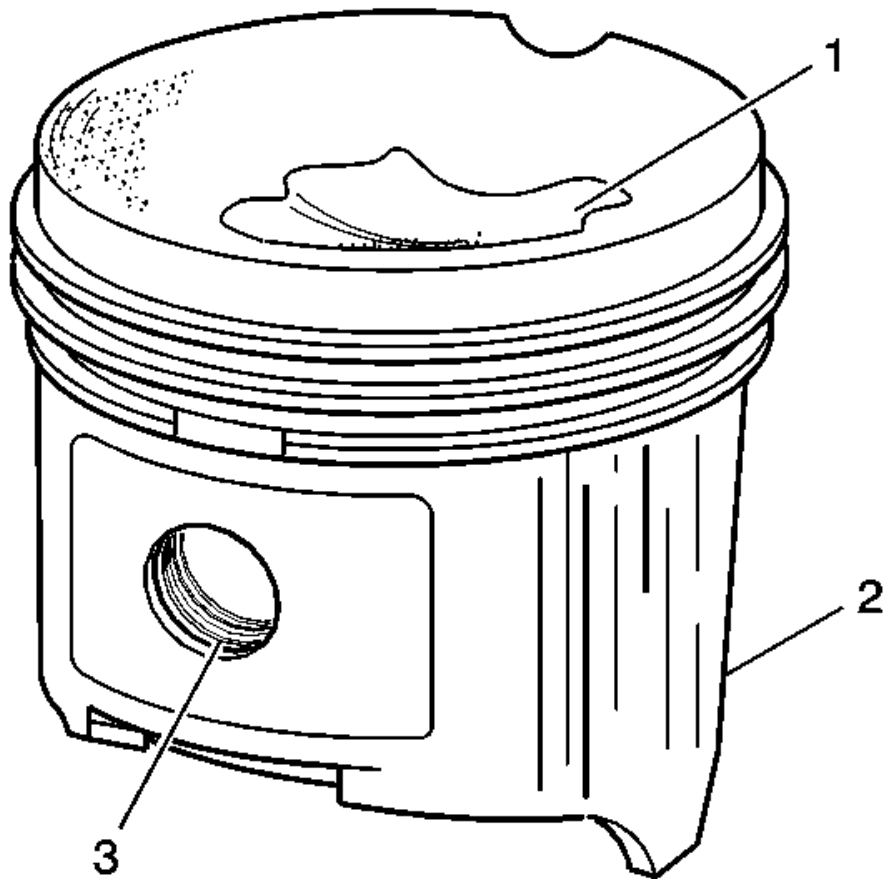


Fig. 511: Identifying Piston Damage Inspection Areas
Courtesy of GENERAL MOTORS CORP.

6. Inspect the piston pin for scoring, wear or other damage.
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.
 - If binding is caused by a distorted piston ring groove, MINOR imperfections may be removed with a fine file.
 - If binding is caused by a distorted piston ring, replace the piston ring.

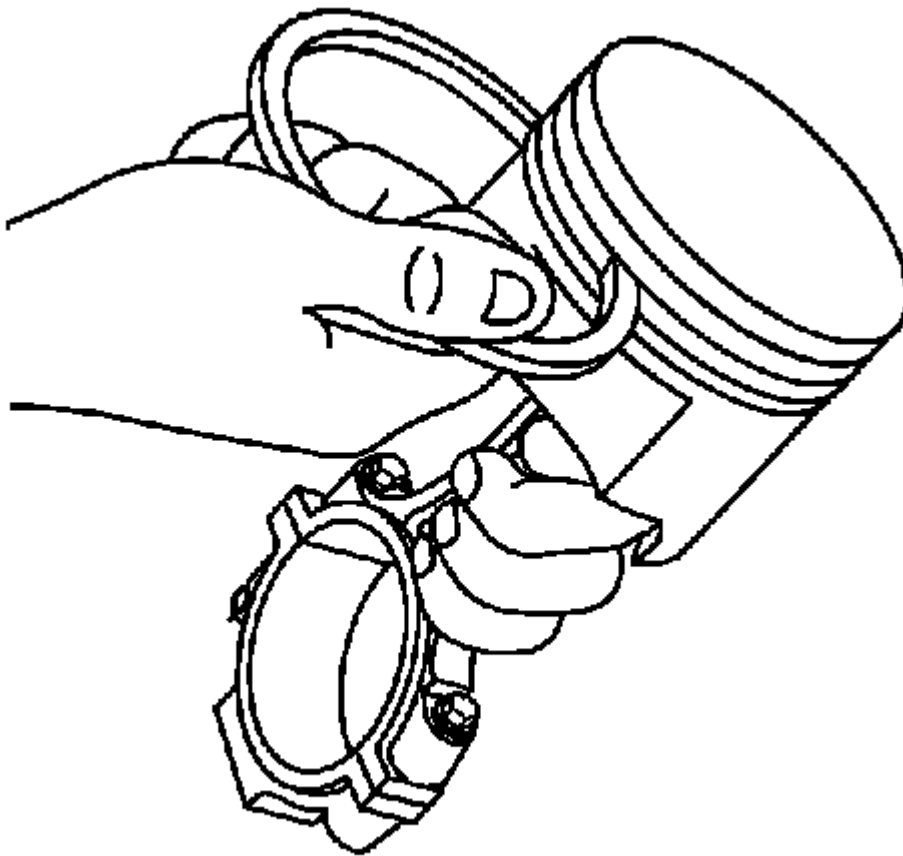


Fig. 512: Inserting Piston Ring Into Ring Groove
Courtesy of GENERAL MOTORS CORP.

8. Measure the piston ring side clearance with a feeler gauge.

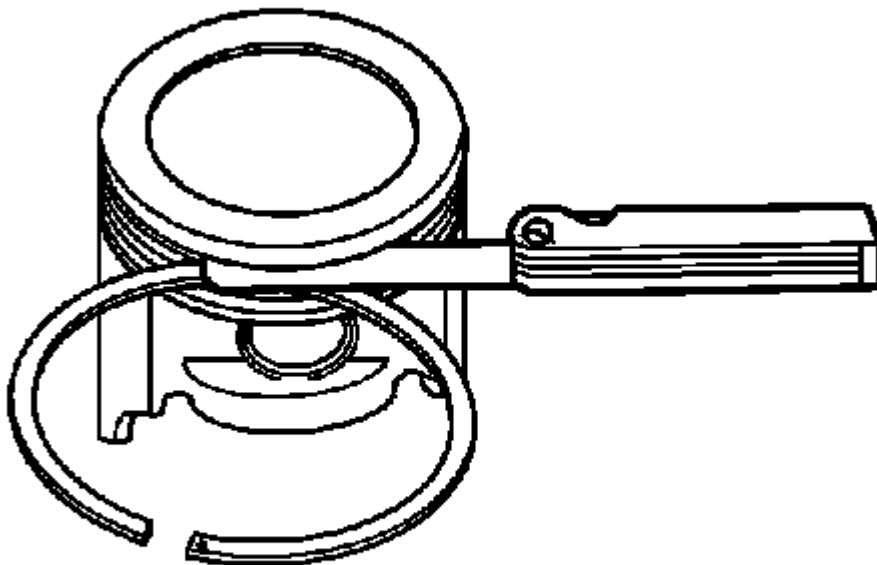


Fig. 513: Measuring Piston Ring Side Clearance
Courtesy of GENERAL MOTORS CORP.

9. If the side clearance is too small, try another piston ring set.
10. If the proper piston ring-to-piston ring groove clearance cannot be achieved, replace the piston and pin assembly.
11. To determine the proper piston ring side clearance, refer to **Engine Mechanical Specifications**.
12. Inspect the connecting rod for an out-of-round bearing bore. Refer to **Engine Mechanical Specifications**.

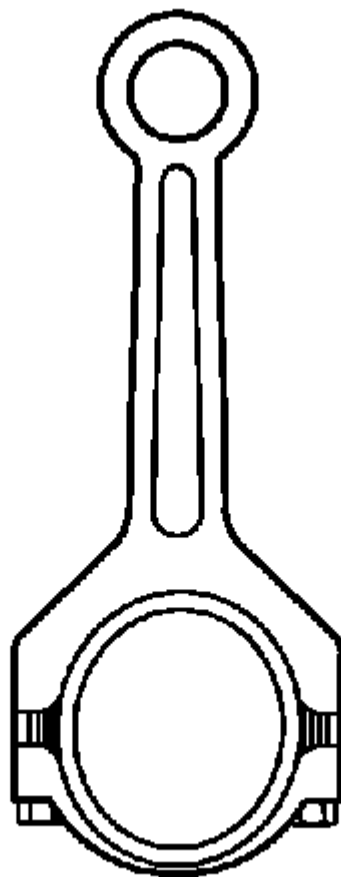


Fig. 514: View Of Connecting Rod
Courtesy of GENERAL MOTORS CORP.

13. Inspect the connecting rod for twisting.

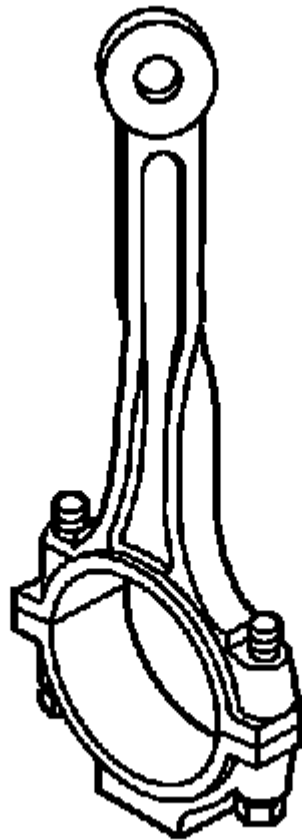


Fig. 515: Identifying Twisted Connecting Rod
Courtesy of GENERAL MOTORS CORP.

14. Inspect the connecting rod for damage to the bearing cap and bolt threads.
15. Measure the piston compression ring end gap.

IMPORTANT: 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 cylinder bore to approximately 6.5 mm (0.25 in) above the ring travel.

The ring must be square to the cylinder wall.

3. Use a feeler gage in order to measure the end gap.
4. Select another size ring set if the end gap exceeds specifications. Refer to **Engine Mechanical Specifications**.

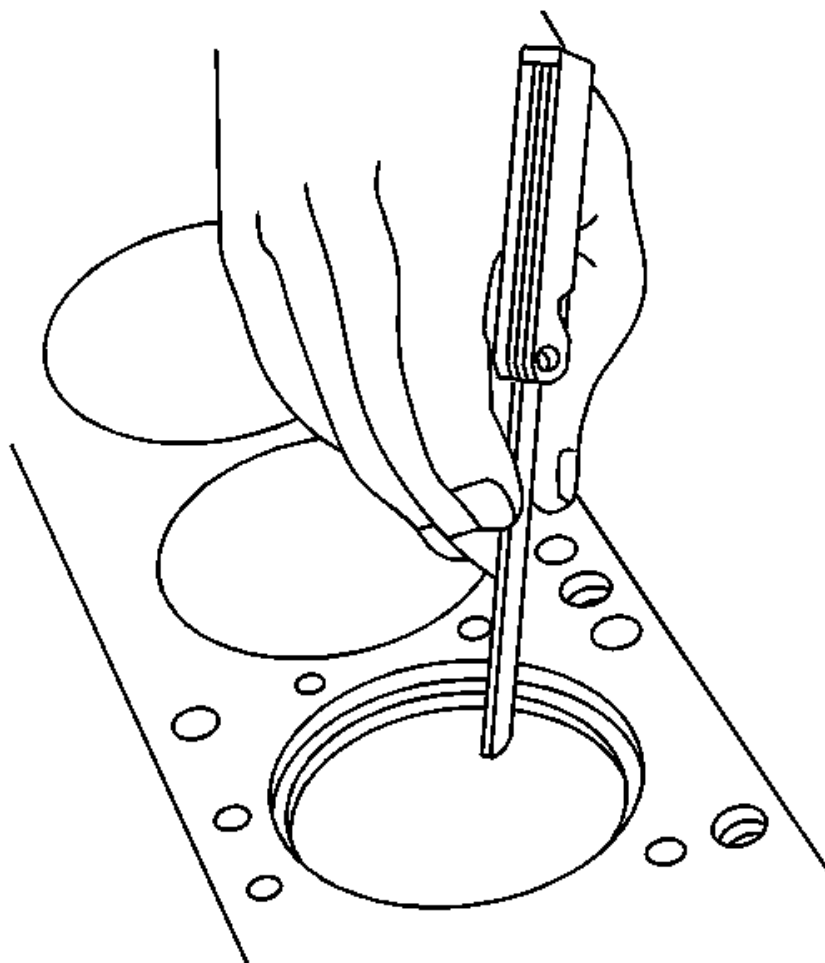


Fig. 516: Measuring Piston Ring End Gap
Courtesy of GENERAL MOTORS CORP.

Piston and Connecting Rod Assemble

Tools Required

J 24086-C Piston Pin Remover/Installer. See Special Tools and Equipment.

CAUTION: Avoid contact with HOT components. Wear safety glasses and protective gloves to avoid personal injury.

NOTE: Applying excessive heat to the connecting rod may damage or distort the rod. Rod temperature **SHOULD NOT** exceed 315°C (600°F). At this temperature the end of the connecting rod will turn a straw color upon visual inspection.

NOTE: After the J 24086-C installer hub bottoms on the support assembly, **DO NOT** exceed 35,000 kPa (5,000 psi) or the tool may be damaged.

IMPORTANT: When assembling the piston and connecting rod, the mark on the top of the piston must point to the front of the engine block. The left bank connecting rods should have the flange face toward the front of the engine block. The right bank connecting rods should have the flange face toward the rear of the engine block.
The new piston pin has an interference fit into the connecting rod and is full floating in the piston.

1. Install the new piston pin and connecting rod assembly.
 1. Lubricate the piston pin bores with clean engine oil.
 2. Use a torch and apply MILD heat to the piston pin end of the connecting rod.
 3. Use the **J 24086-C** in order to press the new piston pin into the piston and connecting rod assembly.
 4. Inspect for the proper installation of the piston and piston pin.

The piston must move freely on the new piston pin with no binding or interference.

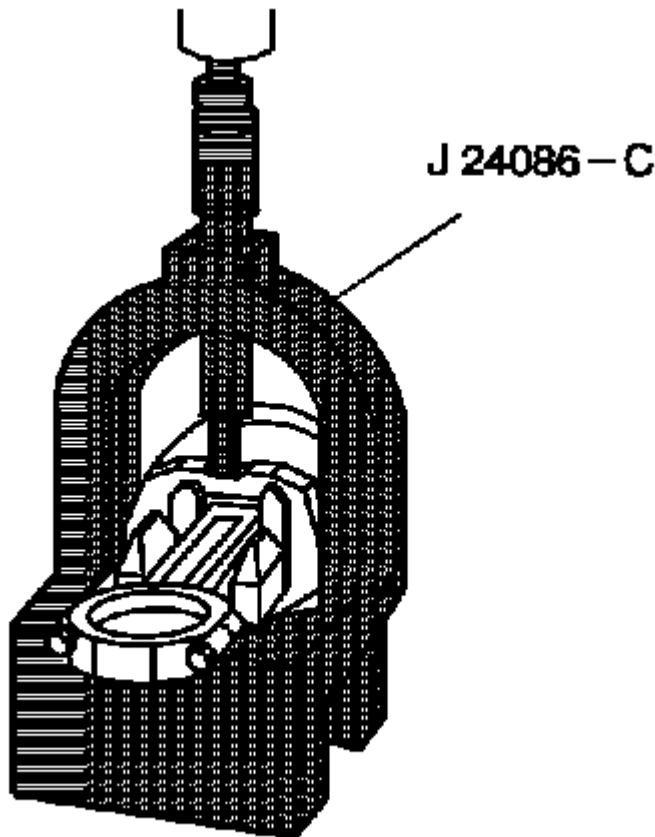


Fig. 517: Pressing The New Piston Pin Into The Piston And Connecting Rod Assembly Using J 24086-C

Courtesy of GENERAL MOTORS CORP.

NOTE: Use a piston ring expander to install the piston rings. The rings may be damaged if expanded more than necessary.

2. Install the piston rings onto the piston.
 1. Install the oil control piston ring spacer.
 2. Install the lower oil control piston ring.
 3. Install the upper oil control piston ring.
 4. Install the lower compression piston ring.

The mark on the side of the piston ring should face the top of the piston.

5. Install the upper compression piston ring.

The mark on the side of the piston ring should face the top of the piston.

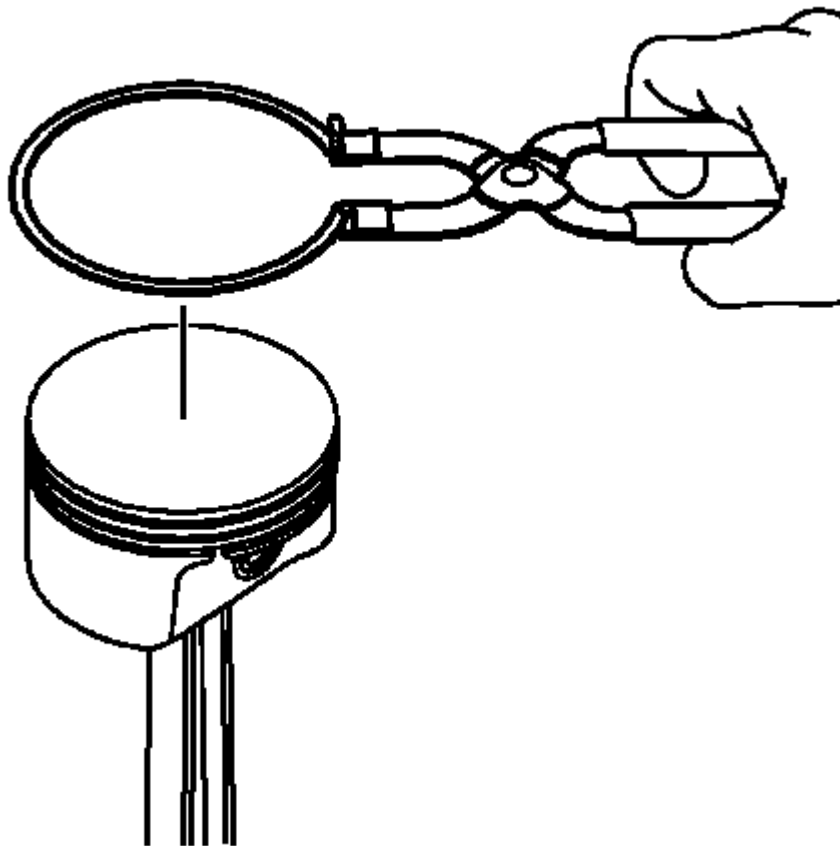


Fig. 518: Removing/Installing Piston Rings

Courtesy of GENERAL MOTORS CORP.

3. Space the compression piston ring end gaps 120 degrees apart.



Fig. 519: Exploded View Of Piston Rings
Courtesy of GENERAL MOTORS CORP.

4. Space the oil control piston ring end gaps a minimum of 90 degrees apart.

Crankshaft and Bearings Cleaning and Inspection

Tools Required

- **J 7872** Magnetic Base Dial Indicator
- **J 43690** Rod Bearing Clearance Checking Tool. See Special Tools and Equipment.
- **J 45059** Angle Meter. See Special Tools and Equipment.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

IMPORTANT: Use care when handling the crankshaft. Avoid damage to the crankshaft bearing surfaces.

1. Clean the crankshaft in cleaning solvent. Remove all sludge or restrictions from the oil passages.
2. Dry the crankshaft with compressed air.

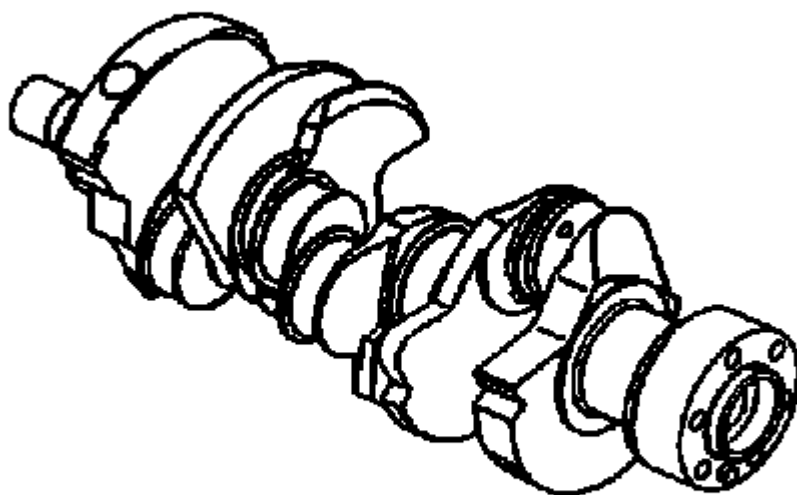


Fig. 520: Crankshaft

Courtesy of GENERAL MOTORS CORP.

3. Clean the crankshaft bearings in cleaning solvent. Wipe the crankshaft bearings clean with a soft cloth, do not scratch the crankshaft bearing surfaces.
4. Dry the crankshaft bearings with compressed air.

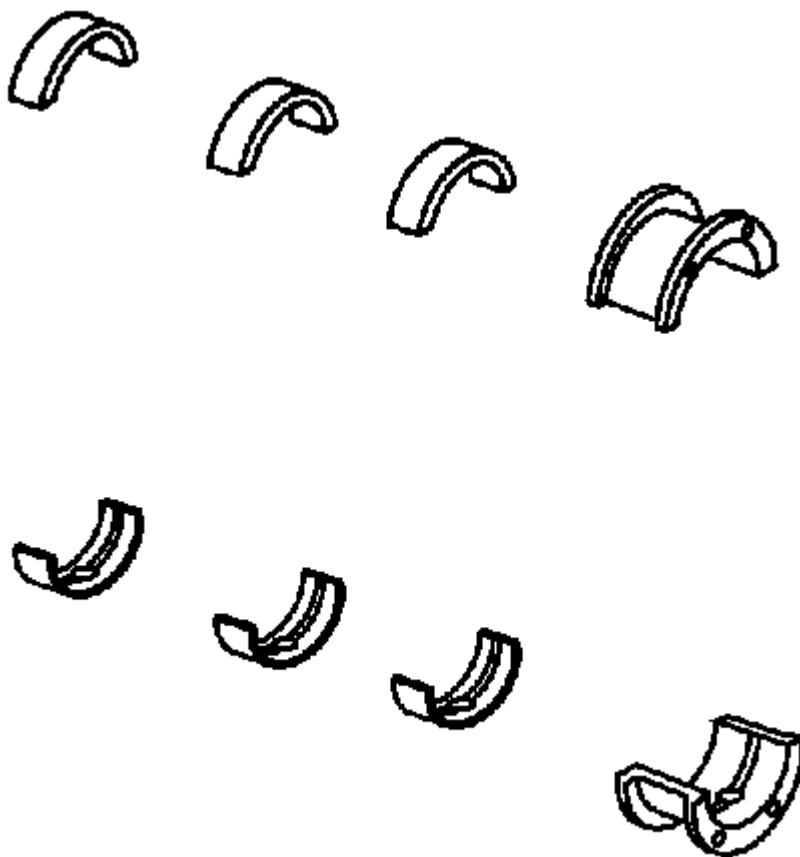


Fig. 521: Crankshaft Bearings

Courtesy of GENERAL MOTORS CORP.

5. Inspect the crankshaft for the following:
 - Crankshaft journals (1) should be smooth with no evidence of scoring or damage.
 - Deep grooves (2)
 - Scratches or uneven wear (3)
 - Pitted surfaces (4)
 - Wear or damage to the thrust journal surfaces
 - Scoring or damage to the rear seal surface
 - Restrictions to the oil passages
 - Damage to the threaded bolt holes

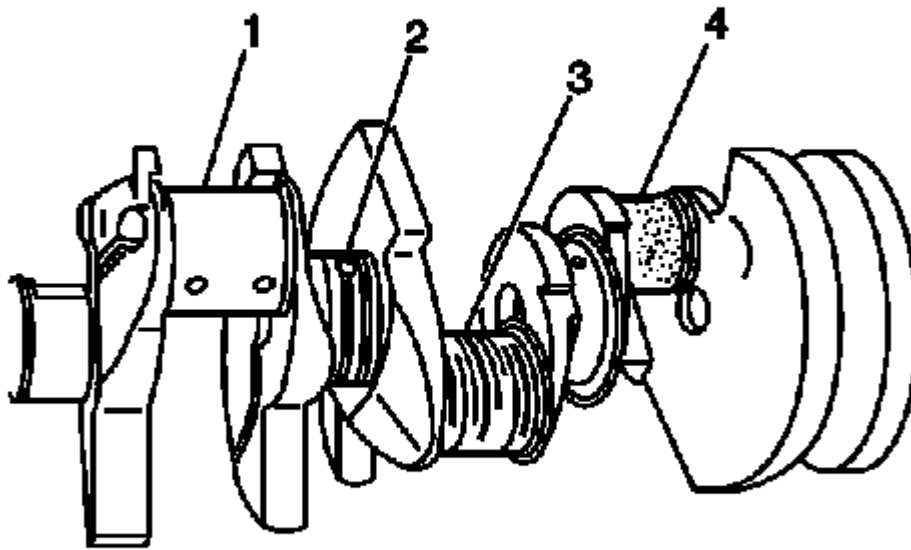


Fig. 522: Identifying Different Crankshaft Journal Wear Patterns
Courtesy of GENERAL MOTORS CORP.

6. Inspect the crankshaft balancer key (1), the keyway (2), and the threaded hole (3) for damage.

Repair or replace the crankshaft as necessary.

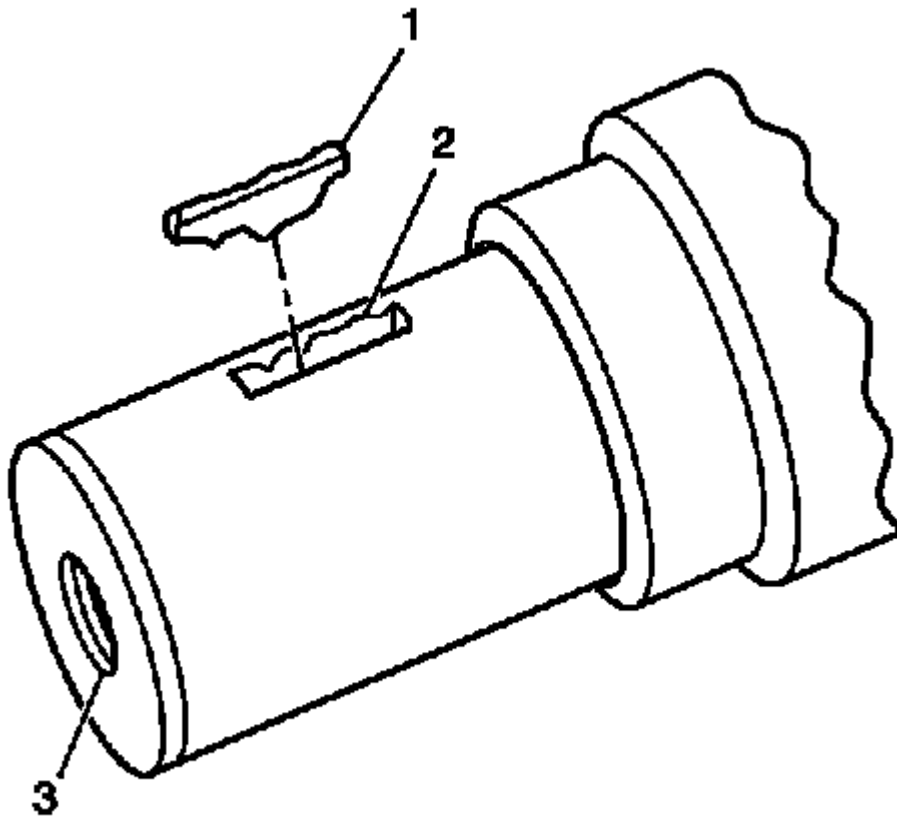


Fig. 523: Crankshaft Balancer Key, Keyway & Threaded Hole
Courtesy of GENERAL MOTORS CORP.

7. Measure the crankpins for out-of-round and taper. Refer to **Engine Mechanical Specifications**.

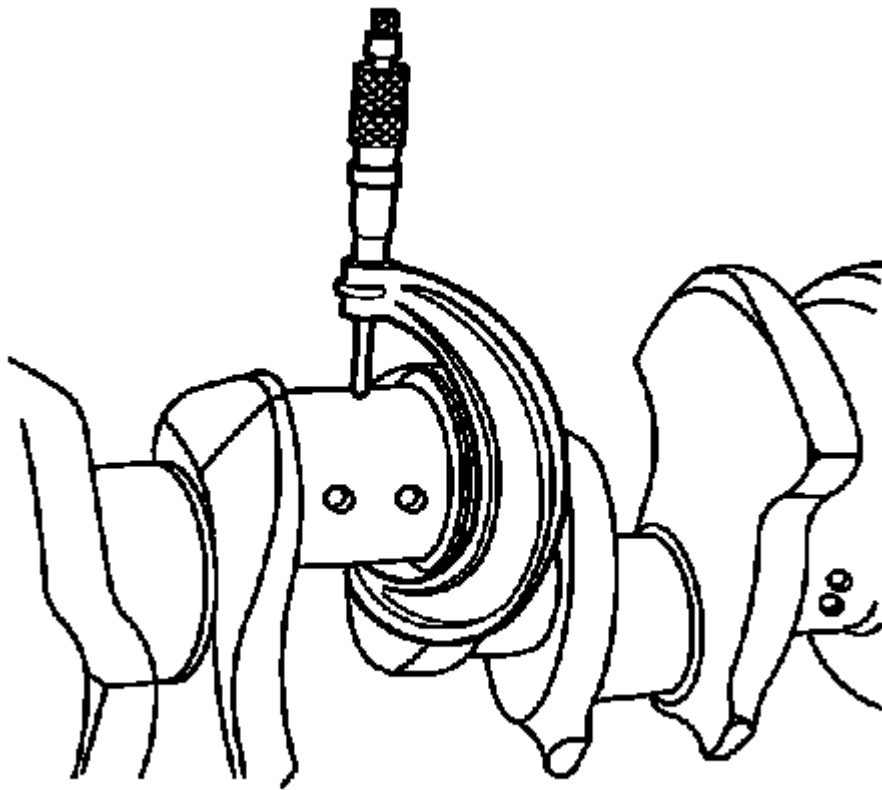


Fig. 524: Measuring Crankpins For Out-Of-Round & Taper
Courtesy of GENERAL MOTORS CORP.

8. Use a suitable support to support the crankshaft on the front and rear journals.
9. Use the **J 7872** in order to measure the crankshaft journal runout. The proper crankshaft journal runout is 0.025 mm maximum (0.0010 in maximum).

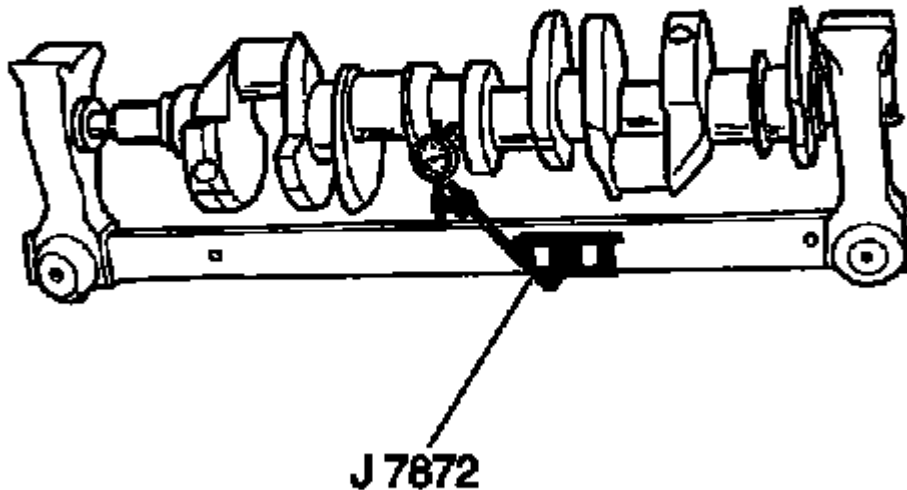


Fig. 525: Measuring Crankshaft Runout
Courtesy of GENERAL MOTORS CORP.

10. Measure the crankshaft end play.

IMPORTANT: In order to properly measure the crankshaft end play, the crankshaft, the crankshaft bearings, the crankshaft bearing caps, and the crankshaft bearing cap bolts must be installed into the engine block and the bolts tightened using J 45059 . The proper crankshaft bearing cap bolt tightening specification first pass is 20 N.m (15 lb ft), final pass is 73 degrees.

1. Firmly thrust the crankshaft first rearward, then forward. This will align the crankshaft rear bearings and the crankshaft thrust surfaces.
2. With the crankshaft pushed forward, insert a feeler gage between the crankshaft and the crankshaft bearing surface and then measure the clearance. The proper crankshaft end play clearance specification is 0.050-0.20 mm (0.002-0.008 in).
3. Turn the crankshaft to check for binding. If the crankshaft does not turn freely, then loosen the crankshaft bearing cap bolts, one crankshaft bearing cap at a time, until the tight crankshaft bearing is located.

Burrs on the crankshaft bearing cap or engine block, foreign matter between the crankshaft bearing and the crankshaft bearing cap or the engine block, or a faulty crankshaft bearing could cause a lack of clearance between the crankshaft and crankshaft bearing.

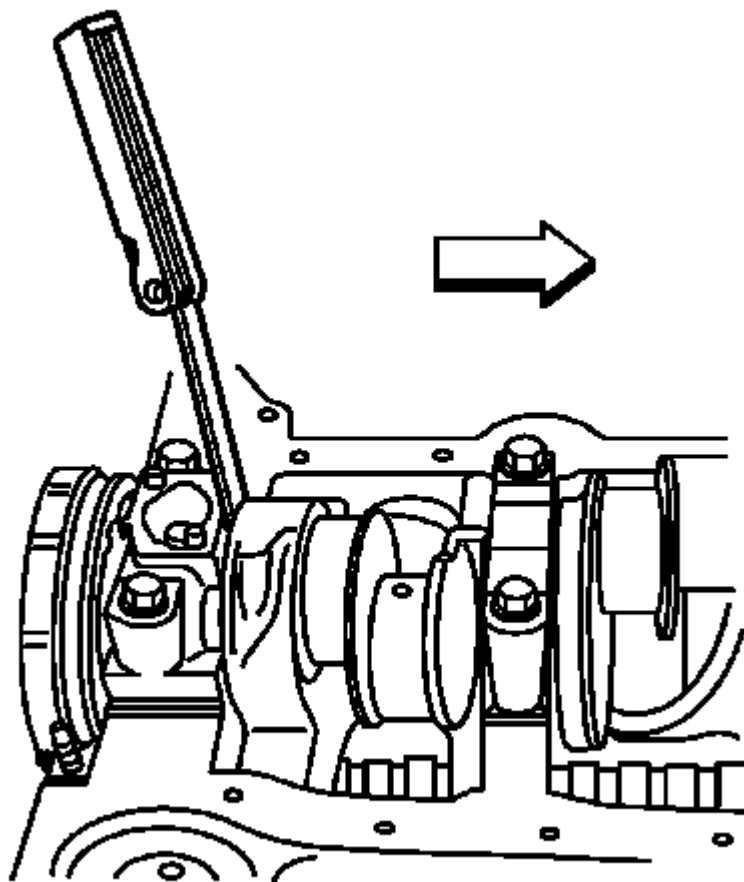


Fig. 526: Measuring Crankshaft End Play
Courtesy of GENERAL MOTORS CORP.

11. Inspect the crankshaft bearings for craters or pockets. Flattened sections on the crankshaft bearing halves also indicate fatigue.

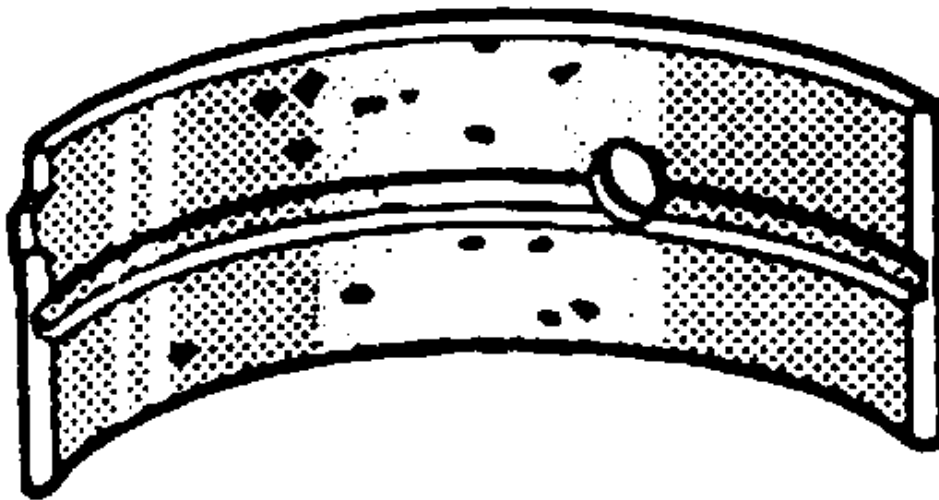


Fig. 527: Identifying Crankshaft Bearing Craters Or Pockets
Courtesy of GENERAL MOTORS CORP.

12. Inspect the crankshaft bearings for excessive scoring or discoloration.

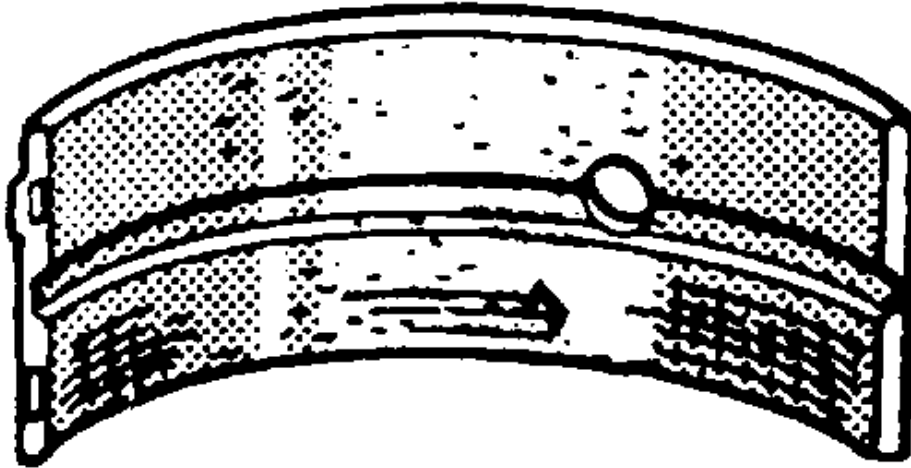


Fig. 528: Identifying Connecting Rod Bearing Scoring Or Discoloration
Courtesy of GENERAL MOTORS CORP.

13. Inspect the crankshaft bearings for dirt or debris imbedded into the crankshaft bearing material.
14. Inspect the crankshaft bearings for improper seating indicated by bright, polished sections of the crankshaft bearings.
 - If the lower half of the crankshaft bearing is worn or damaged, both the upper and lower halves of the crankshaft bearing should be replaced.
 - Generally, if the lower half of the crankshaft bearing is suitable for use, the upper half of the crankshaft bearing should also be suitable for use.

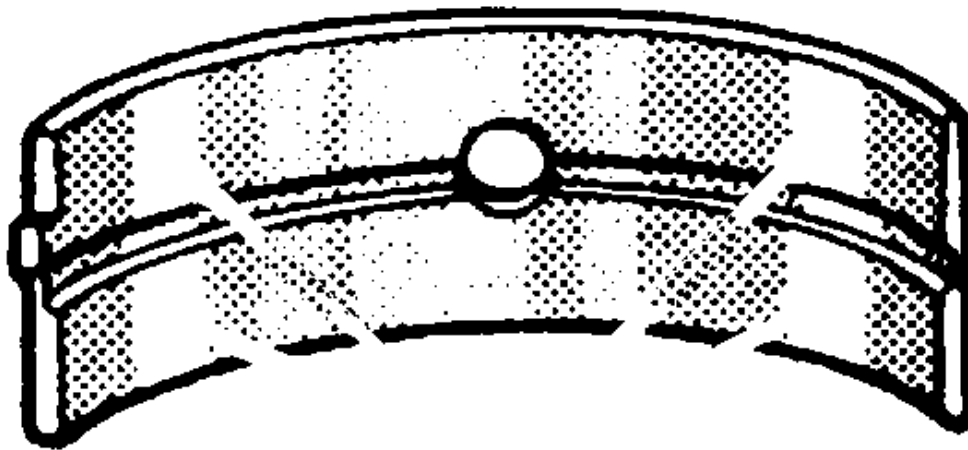


Fig. 529: Crankshaft Bearing Polished Sections (Improper Seating)
Courtesy of GENERAL MOTORS CORP.

Measuring Crankshaft Bearing Clearances

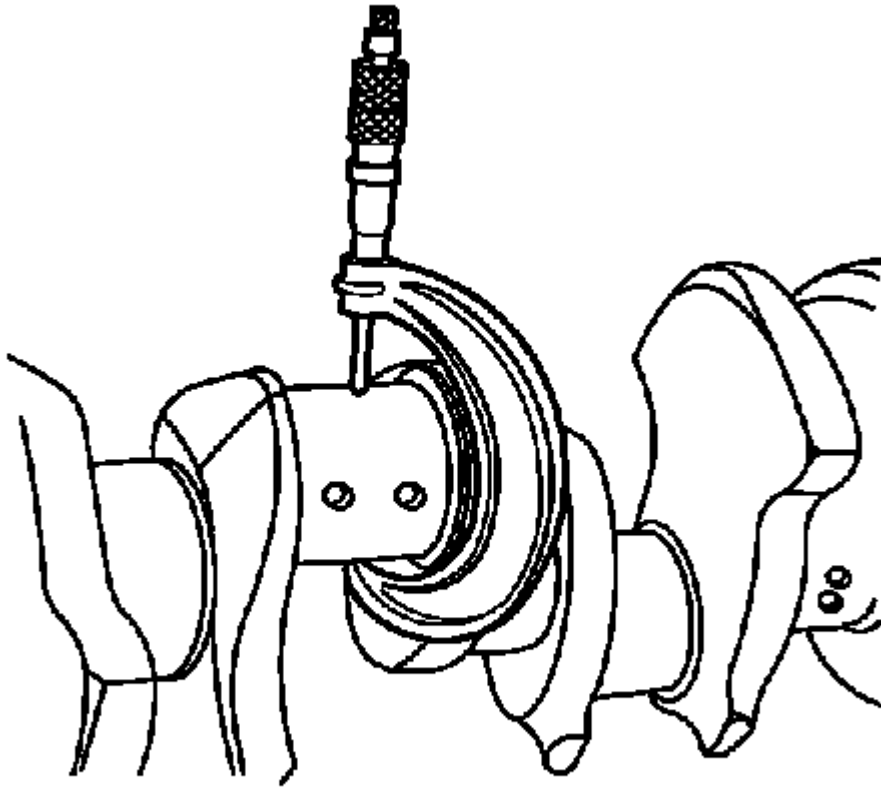


Fig. 530: Measuring Crankshaft Bearing Clearances
Courtesy of GENERAL MOTORS CORP.

- The crankshaft bearings are of the precision insert type and do not use shims for adjustment. If the clearances are excessive, then new upper and lower crankshaft bearings will be required. The service crankshaft bearings are available in the standard size and an undersize.
- The selective fitting of the crankshaft bearings are necessary in production in order to obtain close tolerances. For this reason, in one journal bore you may use one-half of a standard crankshaft bearing with one-half of an undersize crankshaft bearing.
- In order to determine the correct replacement bearing size, the bearing clearance must be measured accurately. When checking main bearing clearances, either the micrometer or plastic gage method may be used; however, the micrometer method gives more reliable results and is preferred. When checking connecting rod bearing clearances, the plastic gage method will result in unreliable measurements. The use of **J 43690** is preferred.
- Normally the crankshaft bearing journals wear evenly and are not out-of-round. However, if a crankshaft bearing is being fitted to an out-of-round crankshaft bearing journal, be sure to fit to the maximum diameter of the crankshaft bearing journal. If the crankshaft bearing is fitted to the minimum diameter and the crankshaft bearing journal is excessively out-of-round, the interference between the crankshaft bearing and the crankshaft bearing journal will result in rapid crankshaft bearing failure.
- If the crankshaft bearing clearance is within specifications, the crankshaft bearing is satisfactory. If the

clearance is not within specifications, replace the crankshaft bearing. Always replace both the upper and lower crankshaft bearings as a set.

- A standard or undersize crankshaft bearing combination may result in the proper clearance. If the proper crankshaft bearing clearance cannot be achieved using the standard or the undersize crankshaft bearings, it may be necessary to repair or replace the crankshaft.

Measuring Crankshaft Bearing Clearances - Micrometer Method

1. Measure the crankshaft journal diameter with a micrometer in several places, approximately 90 degrees apart. Average the measurements.
2. Determine the taper and out-of-round of the journal. Refer to **Engine Mechanical Specifications**.
3. Install the bearings into the engine block or connecting rod assembly.

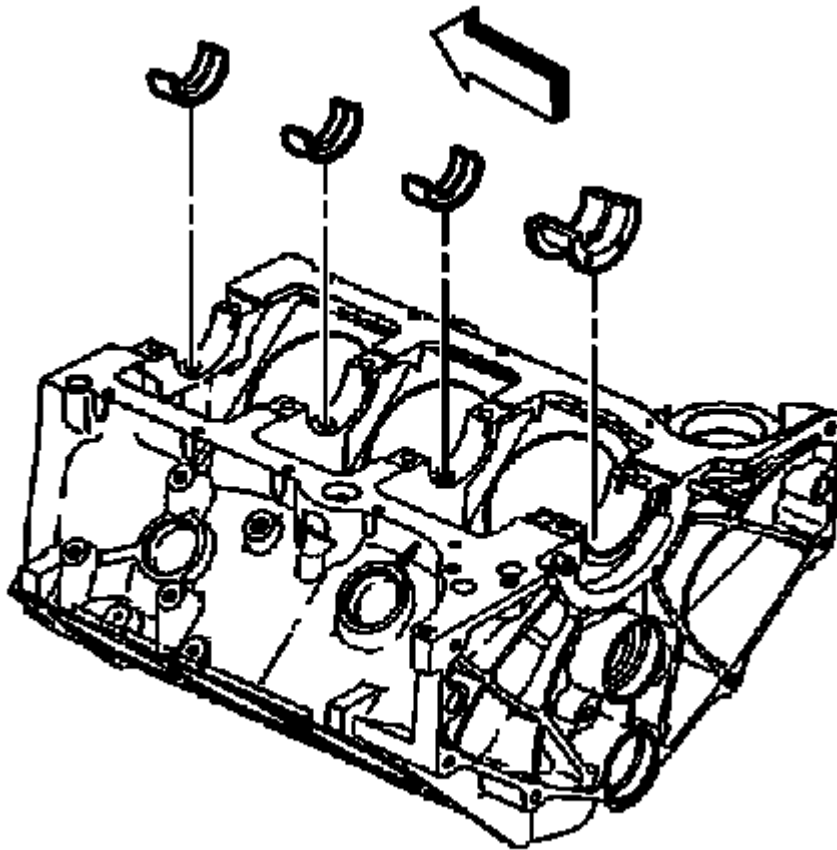


Fig. 531: View Of Crankshaft Bearings At Engine Block
Courtesy of GENERAL MOTORS CORP.

4. Install the bearing cap bolts and tighten to specifications. Refer to **Fastener Tightening Specifications**.

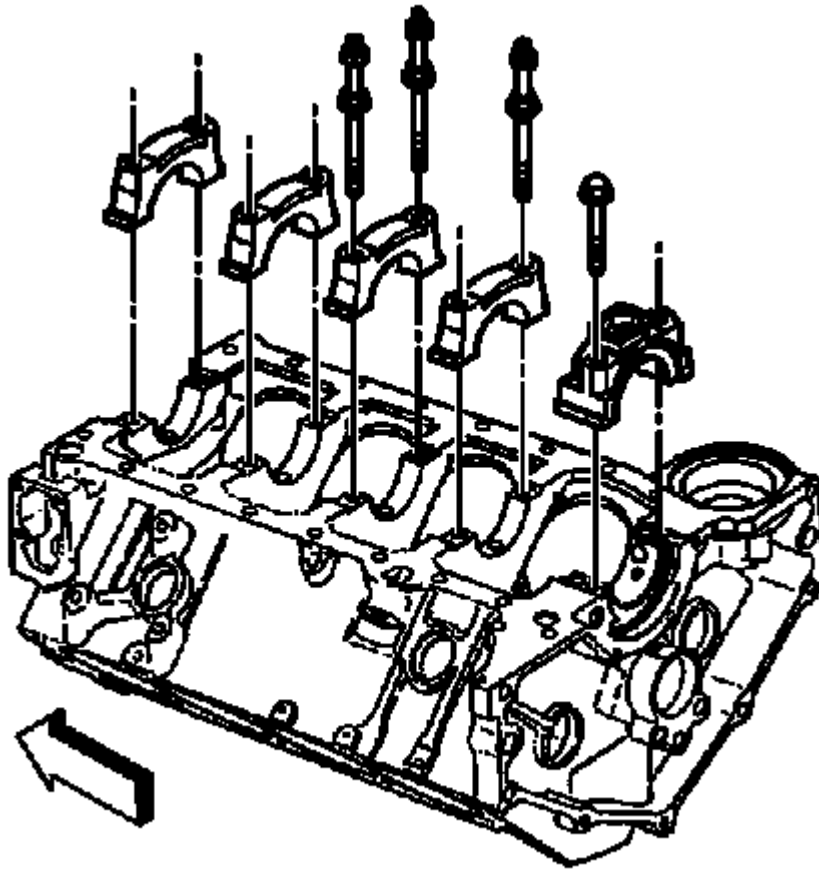


Fig. 532: Installing Bearing Cap Bolts
Courtesy of GENERAL MOTORS CORP.

5. Measure the bearing inside diameter (ID) at two points 90 degrees apart. Average the measurements.
6. In order to determine the bearing clearance, subtract the average journal diameter from the average bearing inside diameter.
7. Compare the readings to specifications. Refer to **Engine Mechanical Specifications**.
8. Replace bearing halves as required to obtain the proper bearing clearances.

Measuring Connecting Rod Bearing Clearances - J 43690 Method

1. Remove the oil pan and other necessary components to gain access to the connecting rods. Remove the oil pump assembly.
2. Rotate the crankshaft until the crankshaft journal/connecting rod to be measured is in the 10 o'clock position.

IMPORTANT: The crankshaft must be secure with no movement or rotation in order to obtain an accurate reading. Remove an intermediate bearing cap, as required, in order to secure the crankshaft and allow measurement of connecting rod bearing clearances.

3. Remove the bearing cap bolts, cap and bearing half.

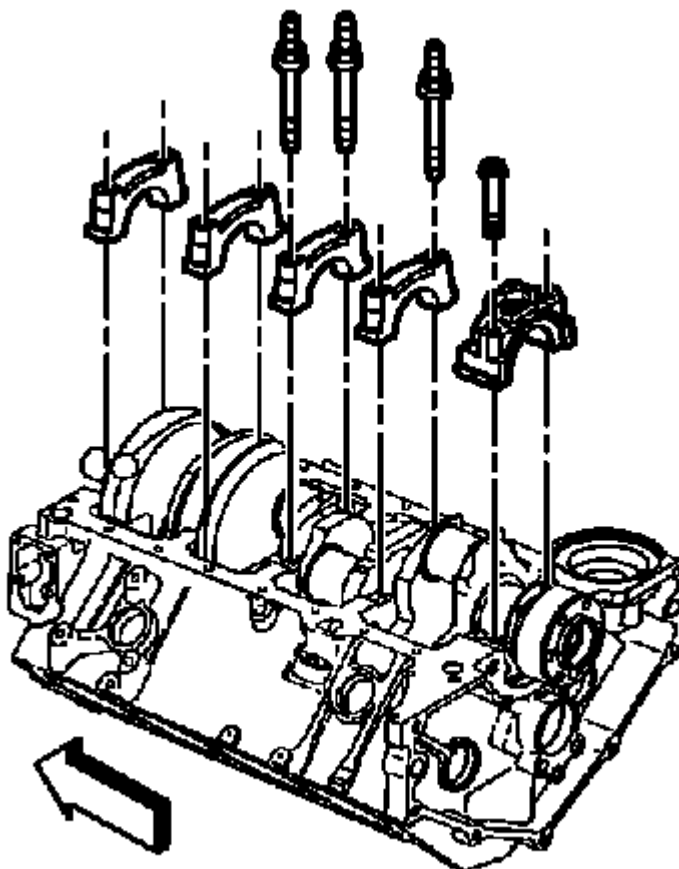


Fig. 533: Removing Bearing Cap Bolts, Cap & Bearing Half
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

4. Insert a piece of paper card stock onto the crankshaft journal. Install the bearing half, bearing cap, and bolts. Refer to **Fastener Tightening Specifications**.
5. Install the foot (1) and bolt (2) to the pivot arm assembly (3). Tighten the bolt until snug.

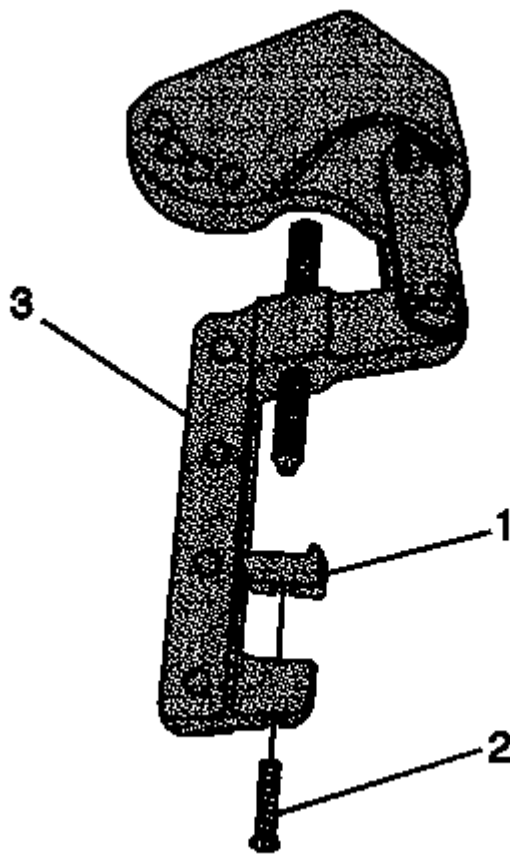


Fig. 534: Installing Foot & Bolt To Pivot Arm Assembly
Courtesy of GENERAL MOTORS CORP.

6. Install the screw (1 or 3) to the pivot arm assembly (2).

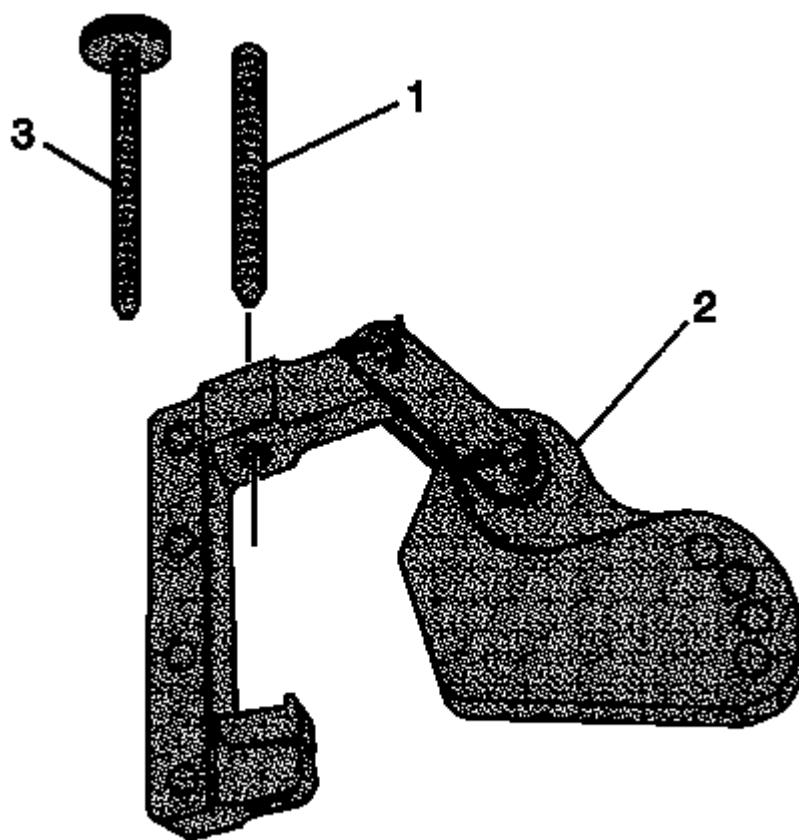


Fig. 535: Installing Screw To Pivot Arm Assembly
Courtesy of GENERAL MOTORS CORP.

7. Install the pivot arm assembly (1) onto the connecting rod.

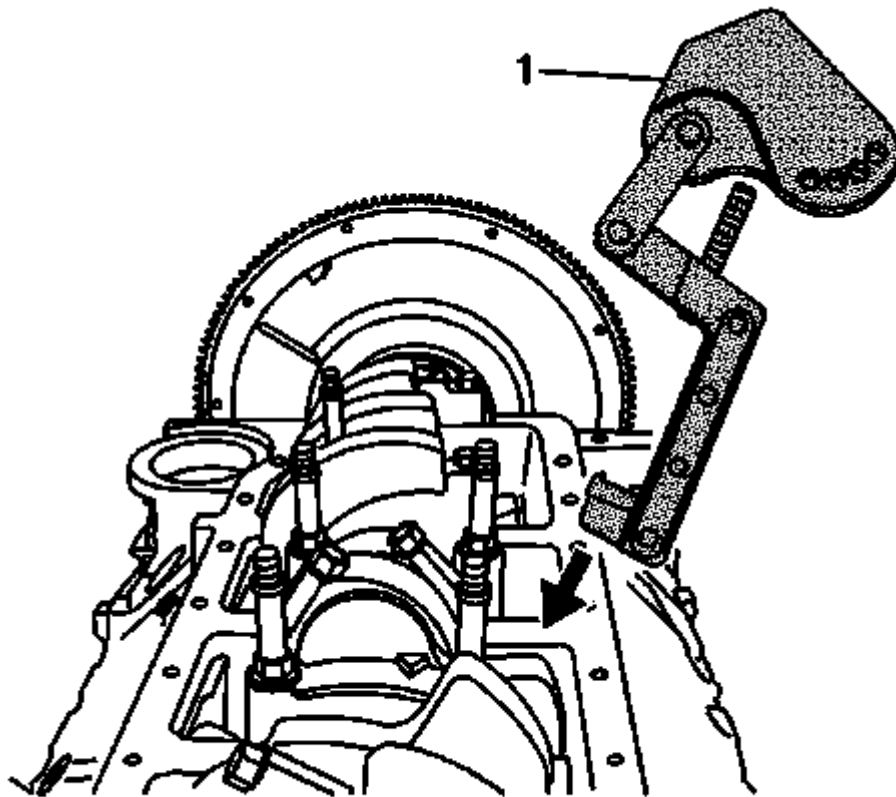


Fig. 536: Installing Pivot Arm Assembly Onto Connecting Rod
Courtesy of GENERAL MOTORS CORP.

8. Position the foot of the pivot arm assembly over the large end of the connecting rod bolt.
9. Position the screw (1) onto the small end of the connecting rod bolt and tighten securely.

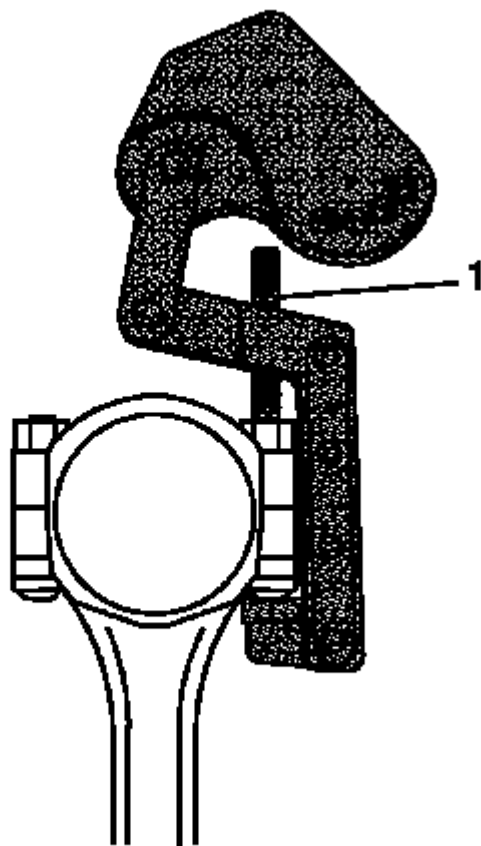


Fig. 537: Positioning Screw Onto Small End Of Connecting Rod Bolt
Courtesy of GENERAL MOTORS CORP.

10. Install the base (1) and bolt (2) to the oil pan rail.

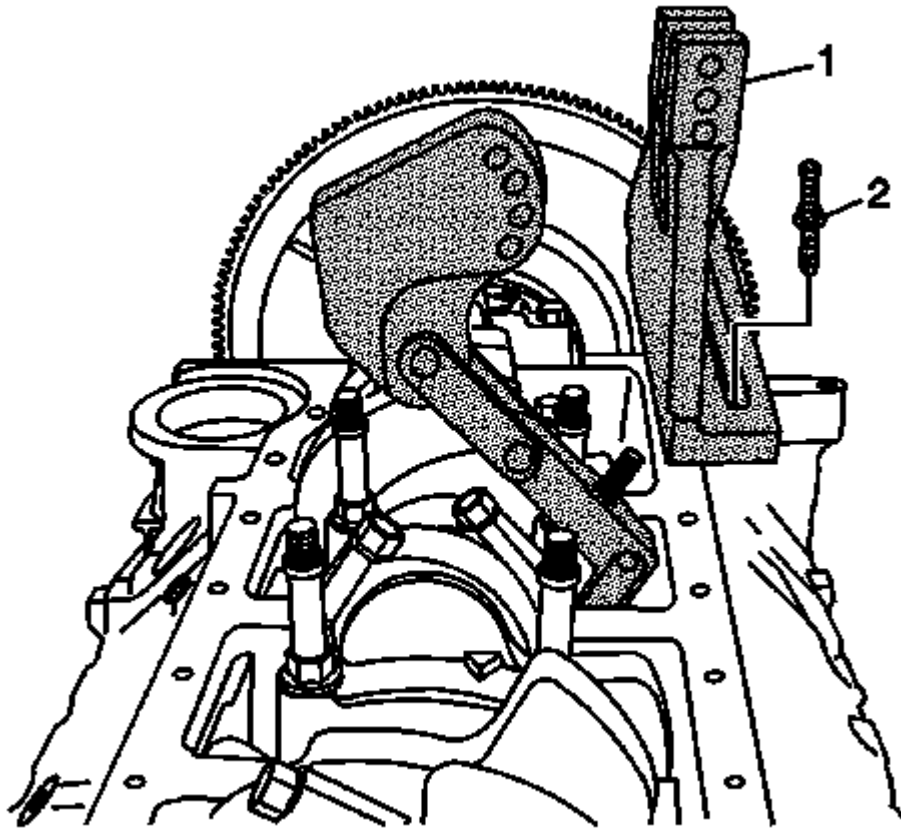


Fig. 538: Installing Base & Bolt To Oil Pan Rail
Courtesy of GENERAL MOTORS CORP.

11. Align the center of the base (1) with the screw (3) of the pivot arm assembly. Tighten the bolt (2) until snug.

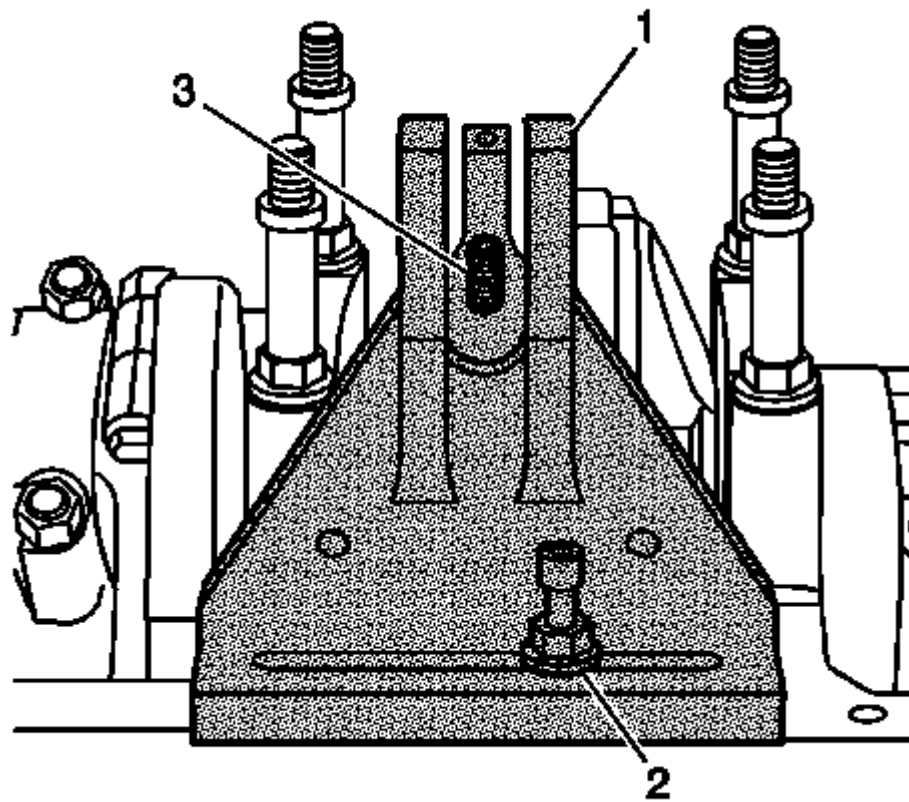


Fig. 539: Aligning Center Of Base W/Pivot Arm Assembly Screw
Courtesy of GENERAL MOTORS CORP.

12. Align the link (1) of the pivot arm assembly on a plane (3) equal to that of the connecting rod beam (2).

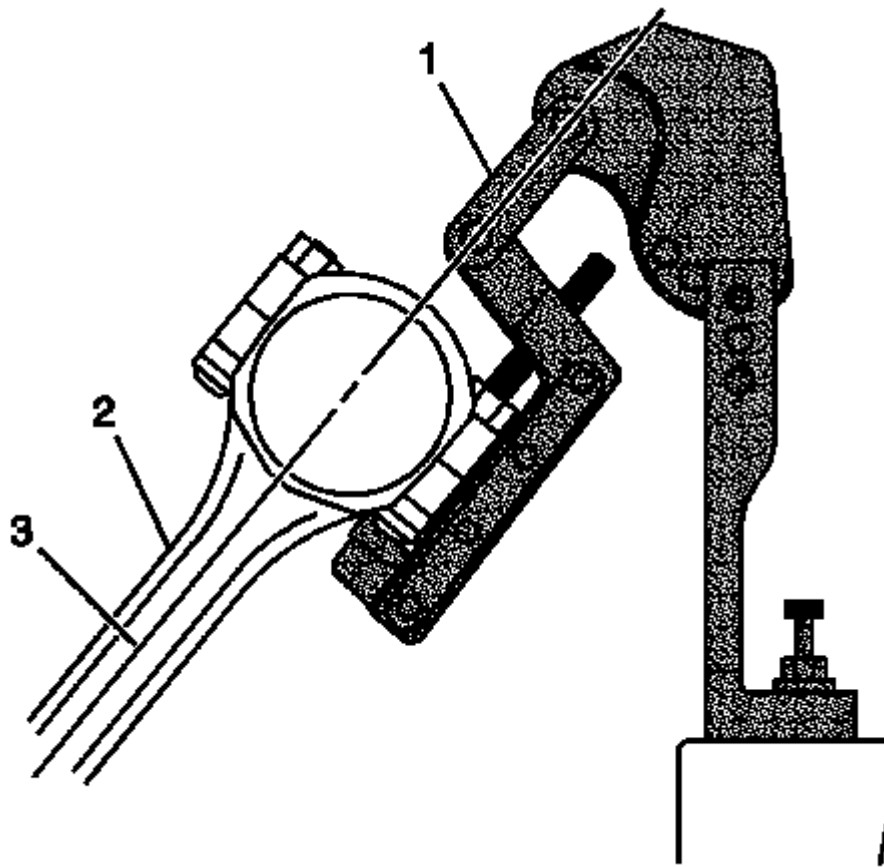


Fig. 540: Aligning Pivot Arm Assembly Link On Connecting Rod Beam Plane
Courtesy of GENERAL MOTORS CORP.

13. With the link of the pivot arm assembly aligned to the beam of the connecting rod, position the pivot arm to the base and insert the pin (1).

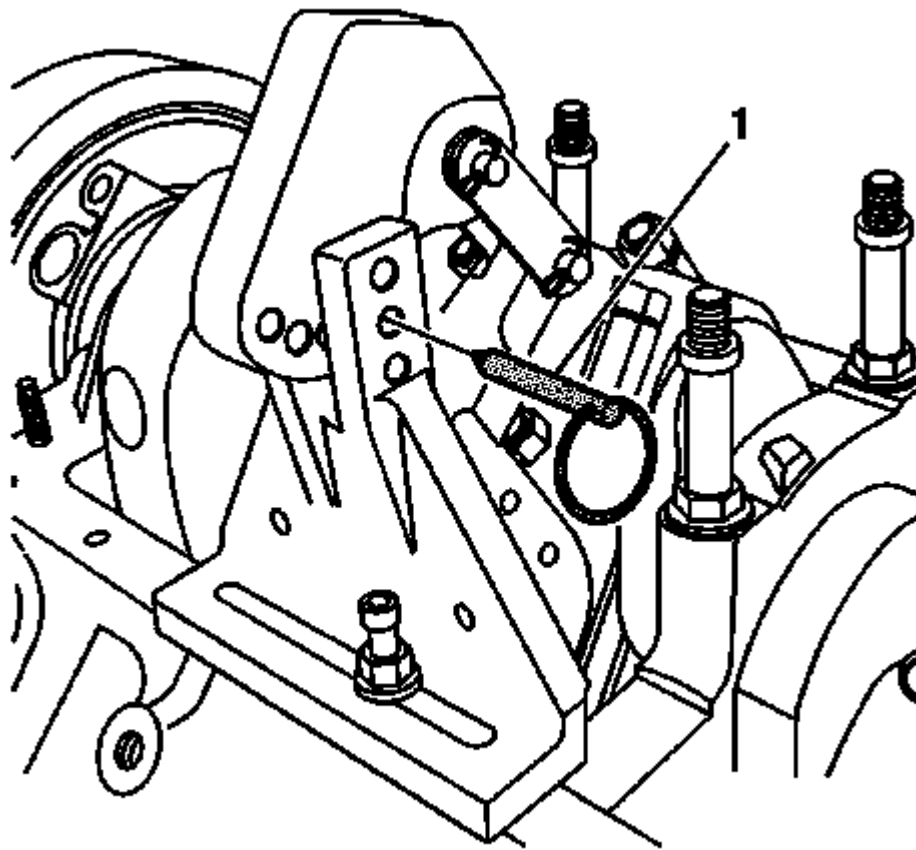


Fig. 541: Positioning Pivot Arm To Base & Inserting Pin
Courtesy of GENERAL MOTORS CORP.

14. Insert the handle (1) to the pivot arm assembly.

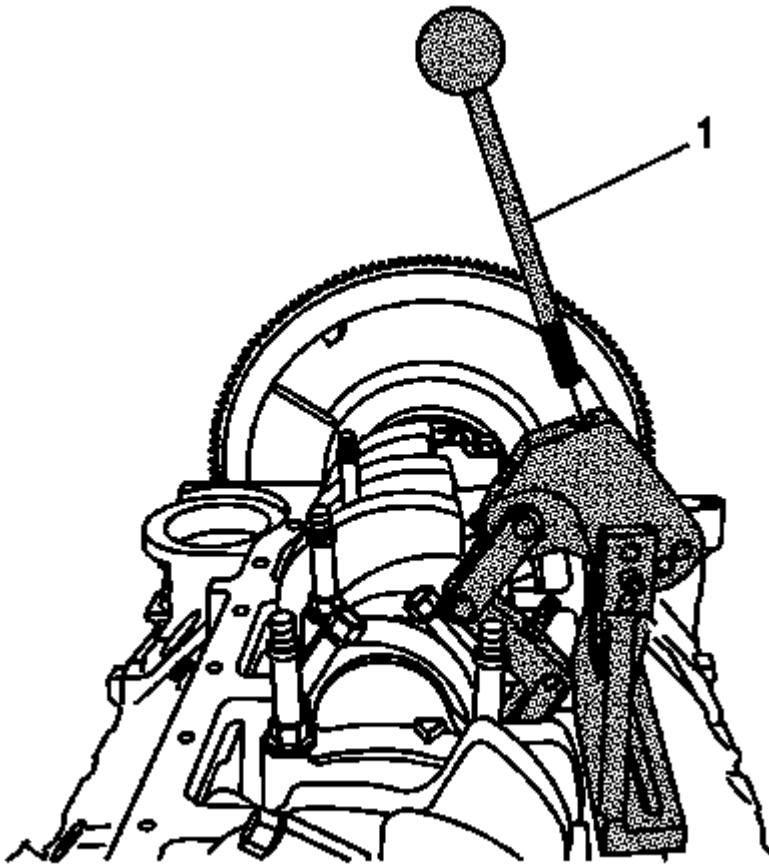


Fig. 542: Pivot Arm Assembly Handle
Courtesy of GENERAL MOTORS CORP.

15. Select the adapter (2), as required, and install to the swivel base (1). Tighten until snug.

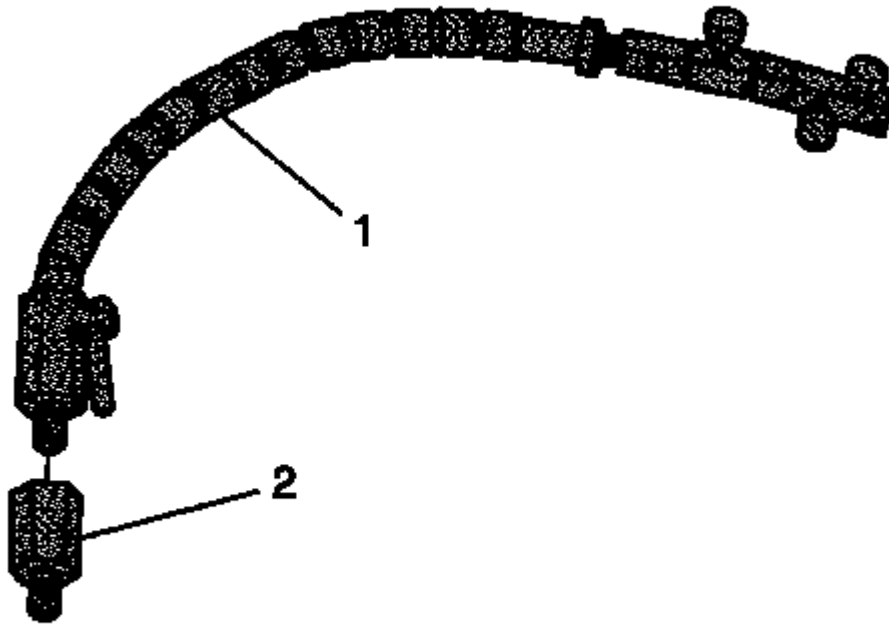


Fig. 543: Installing Swivel Base & Adapter
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The clamp of the swivel base and the shaft of the indicator should be free of oil or other debris. A loose or improperly clamped indicator may indicate incorrect readings.

16. Install the indicator (2) to the swivel base (1). Tighten the clamp of the base until snug.

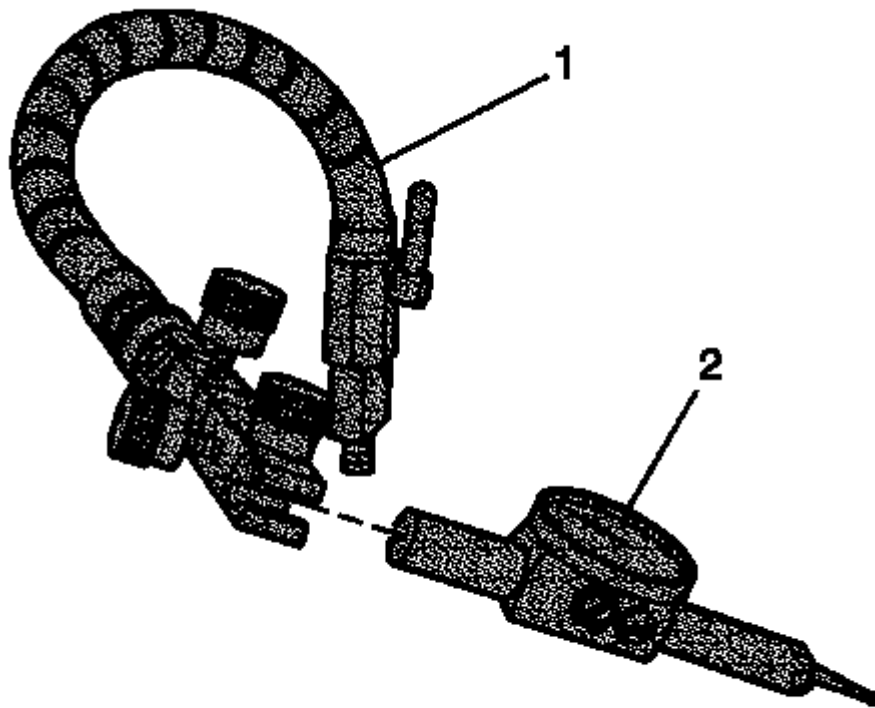


Fig. 544: View Of Swivel Base & Dial Indicator
Courtesy of GENERAL MOTORS CORP.

17. Install the swivel base (1) to the oil pan rail of the engine block. Tighten until snug.

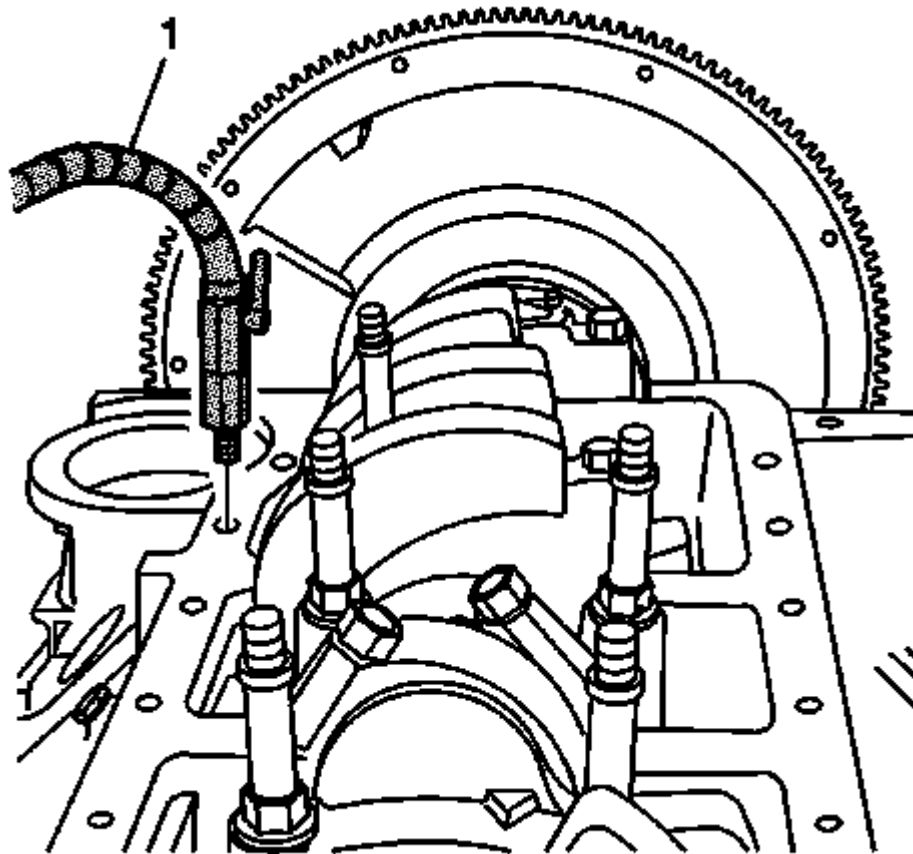


Fig. 545: Installing Swivel Base To Oil Pan Rail
Courtesy of GENERAL MOTORS CORP.

18. Adjust the swivel base as required and position the indicator tip slightly above the connecting rod cap. Lock the swivel base in position by rotating the locking lever (1). Do not allow the tip of the indicator to contact the connecting rod at this time.

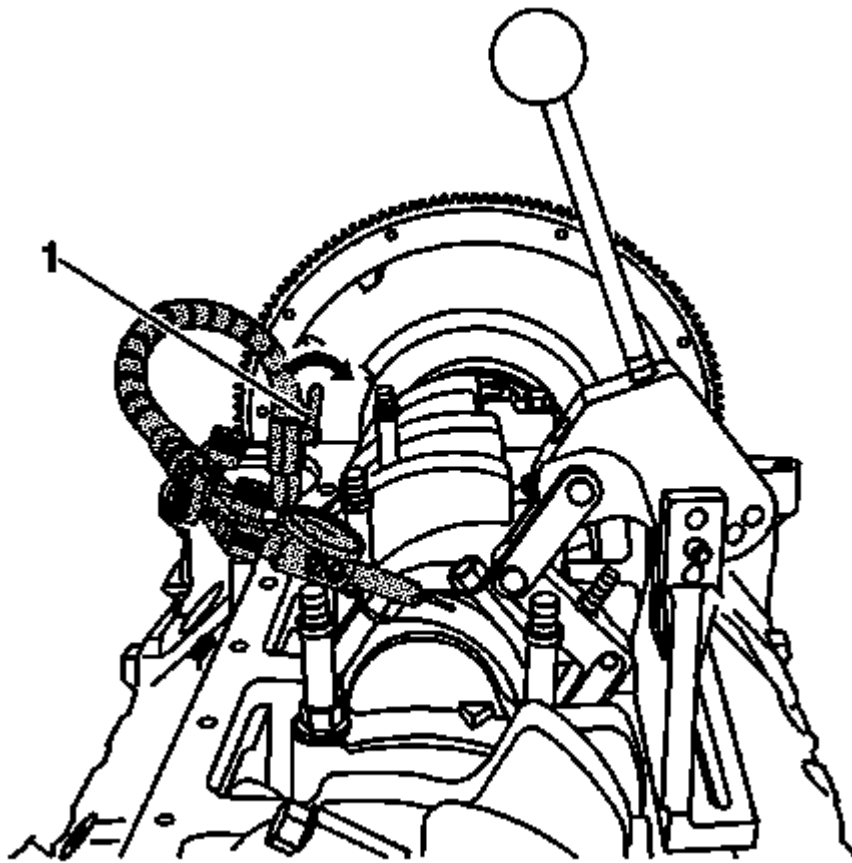


Fig. 546: Swivel Base Locking Lever
Courtesy of GENERAL MOTORS CORP.

19. The tip of the indicator should be positioned above and NOT in contact with the cap end of the connecting rod.

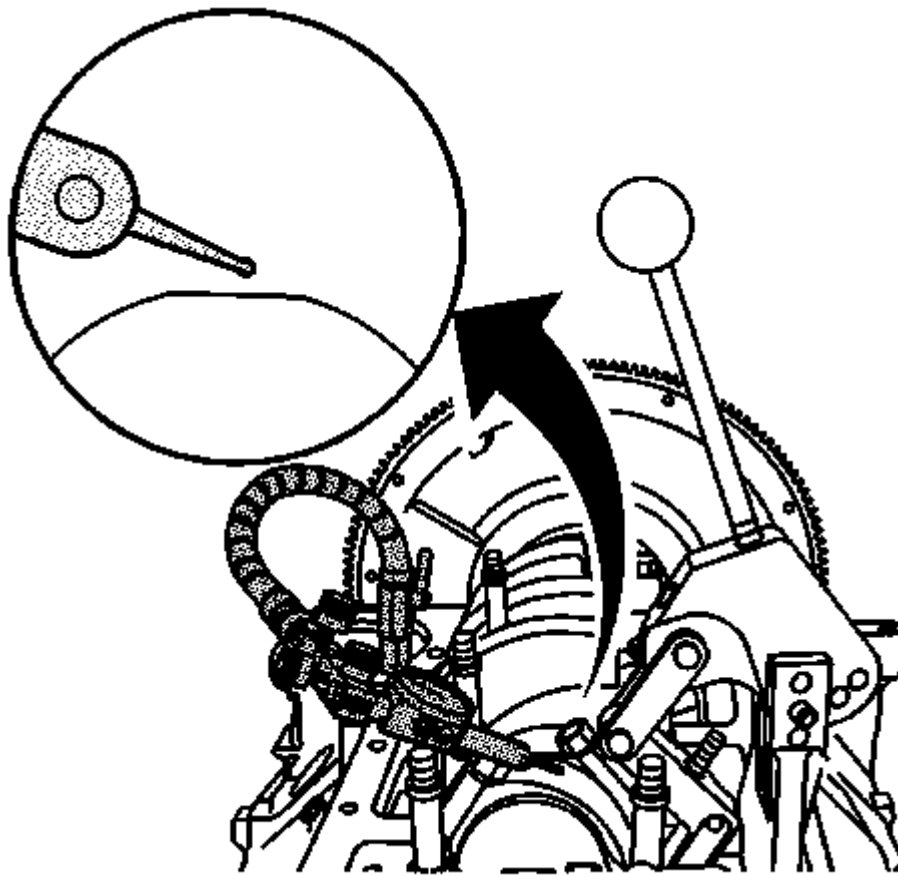


Fig. 547: Proper Indicator Positioning
Courtesy of GENERAL MOTORS CORP.

20. Rotate the fine adjustment knobs on the dial indicator end of the swivel base to position the tip of the indicator in contact with the connecting rod.

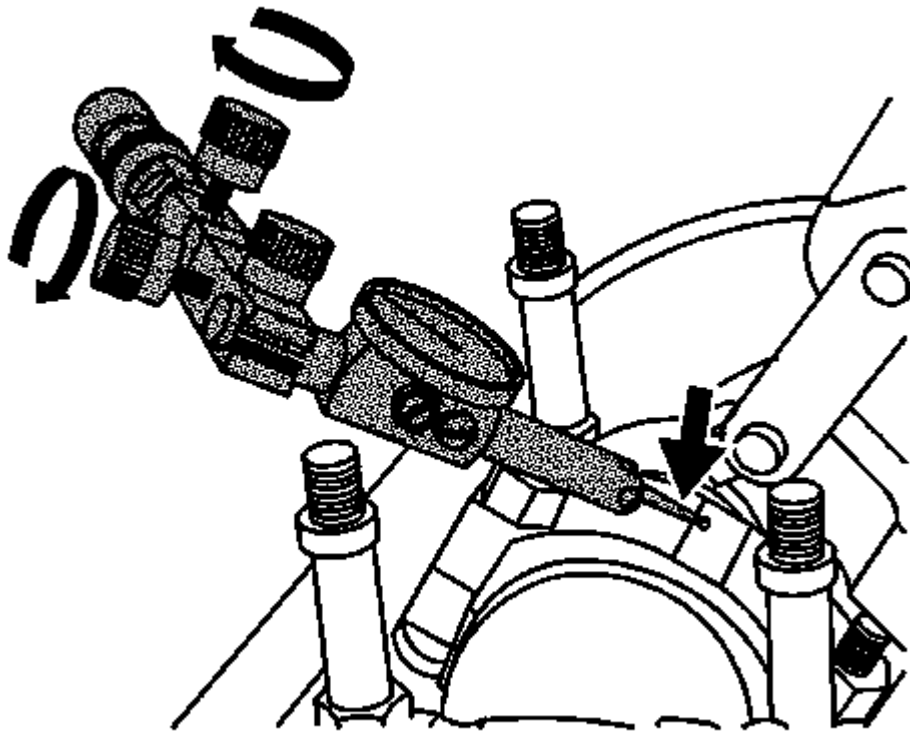


Fig. 548: Swivel Base Fine Adjustment Knobs
Courtesy of GENERAL MOTORS CORP.

21. Lightly actuate the handle of the pivot arm assembly, multiple times in both directions, to ensure the oil film is removed from the journal.

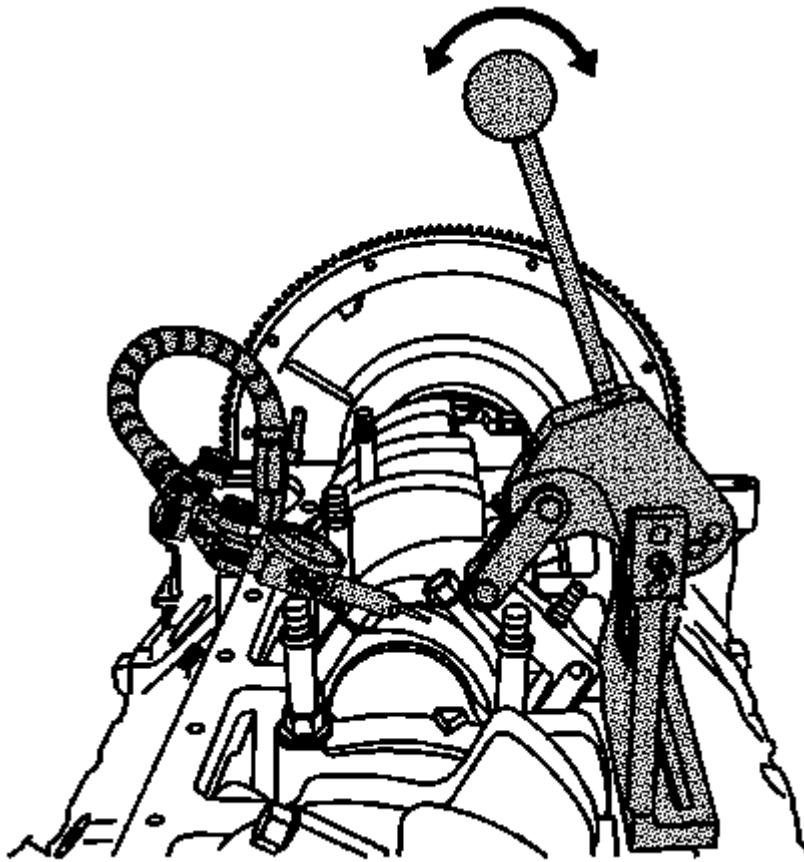


Fig. 549: Actuating Pivot Arm Assembly Handle
Courtesy of GENERAL MOTORS CORP.

22. Load the handle in the forward position and zero the dial indicator. Load the handle multiple times in both directions and record the reading.

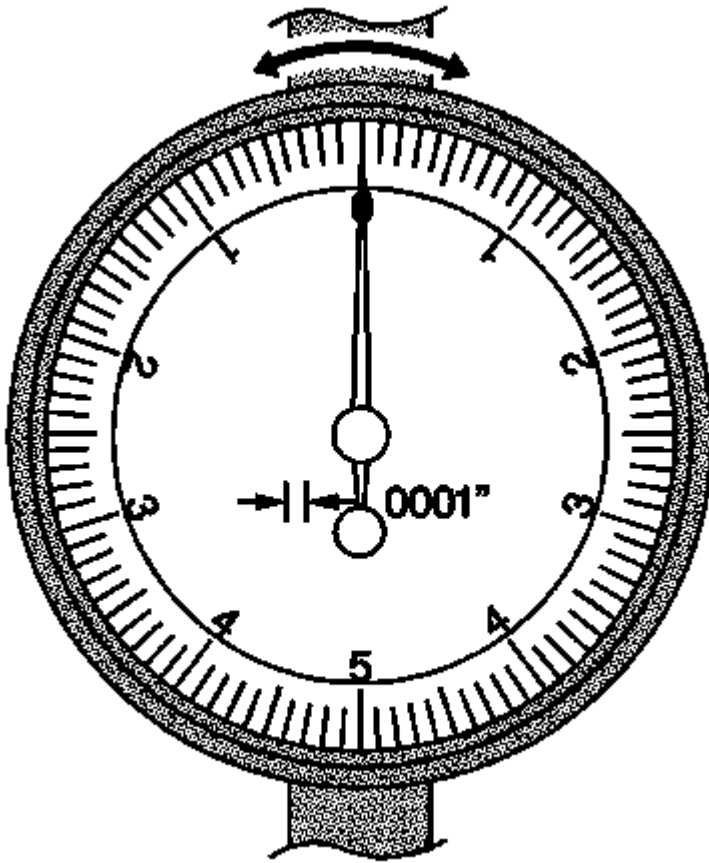


Fig. 550: Dial Indicator

Courtesy of GENERAL MOTORS CORP.

IMPORTANT: During this procedure, card stock may enter the crankshaft journal oil galleries. Be sure to remove all card stock from the bearing journal and oil galleries prior to reassembly.

23. Remove the bearing cap bolts, cap, and paper stock.
24. Replace bearing halves as required to obtain the proper bearing clearances.
25. Install the bearings, cap, and bolts. Refer to **Fastener Tightening Specifications**.

Measuring Crankshaft Bearing Clearances - Plastic Gage Method

1. Install the crankshaft bearings into the engine block.

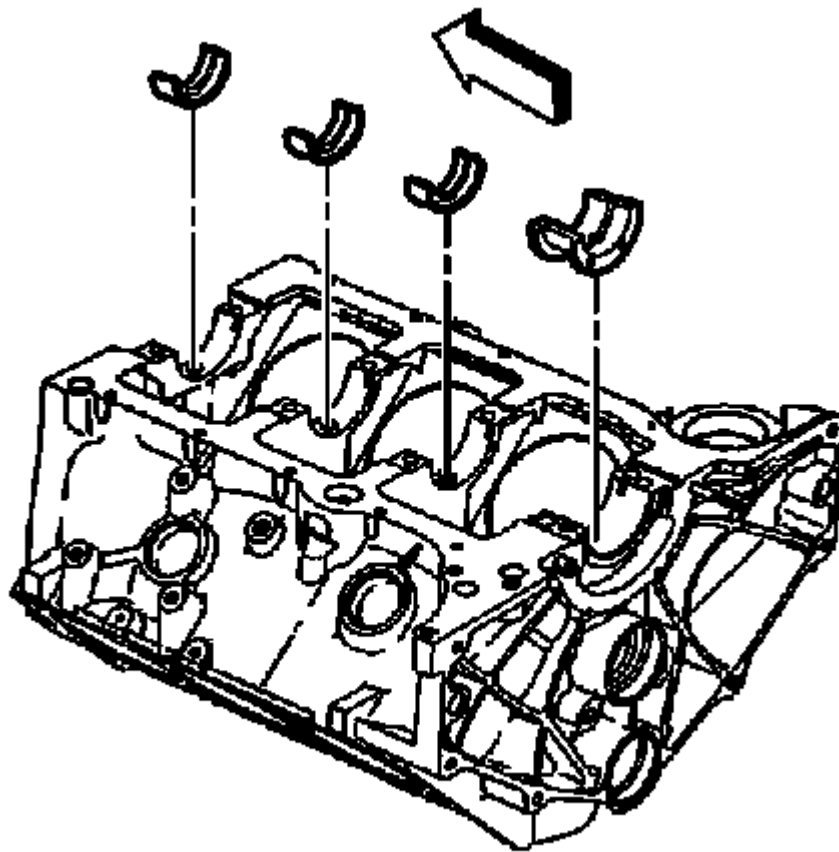


Fig. 551: View Of Crankshaft Bearings At Engine Block
Courtesy of GENERAL MOTORS CORP.

2. Install the crankshaft.

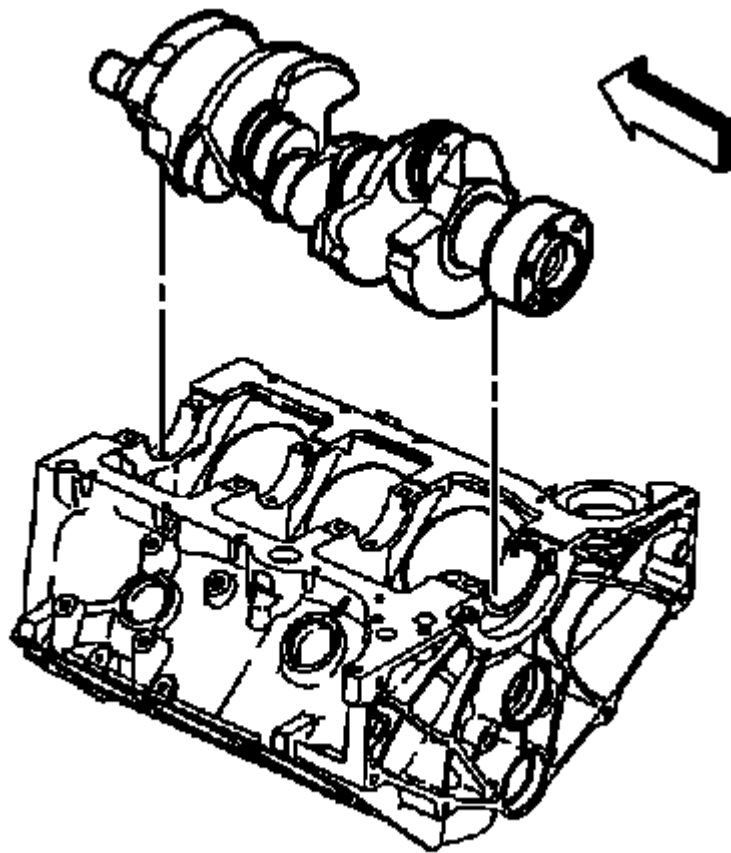


Fig. 552: Installing Crankshaft
Courtesy of GENERAL MOTORS CORP.

3. Install the gaging plastic the full width of the journal.

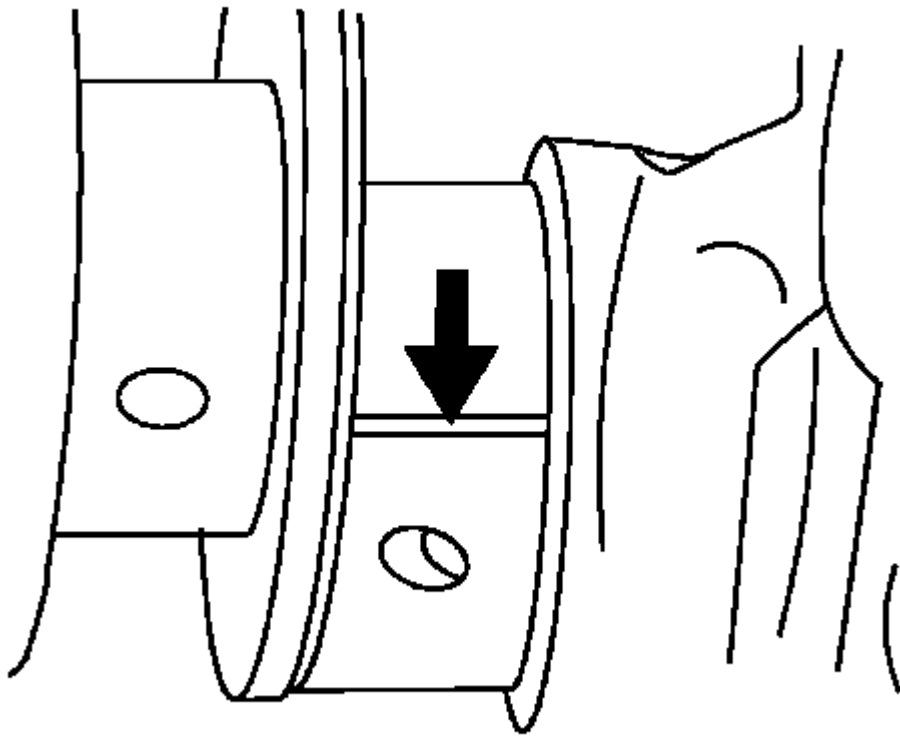


Fig. 553: Installing Gaging Plastic
Courtesy of GENERAL MOTORS CORP.

4. Install the crankshaft bearings into the crankshaft bearing caps.

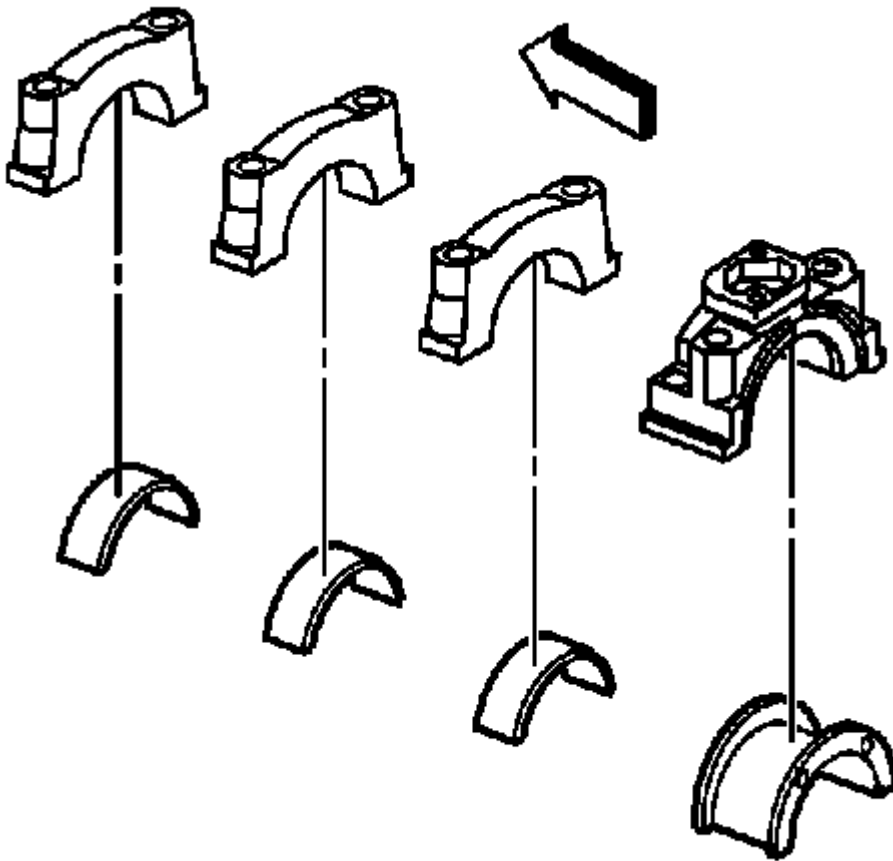


Fig. 554: Installing Crankshaft Bearings Into Crankshaft Bearing Caps
Courtesy of GENERAL MOTORS CORP.

5. Install the crankshaft bearing caps in the original positions and with the arrow on the crankshaft bearing caps in the direction of the front of the engine block.
6. Install the crankshaft bearing cap bolts.

Tighten: Tighten the crankshaft bearing caps to 105 N.m (77 lb ft).

7. Remove the crankshaft bearing cap bolts.
8. Remove the crankshaft bearing caps. The gaging plastic may adhere to either the crankshaft bearing journal or the crankshaft bearing surface.

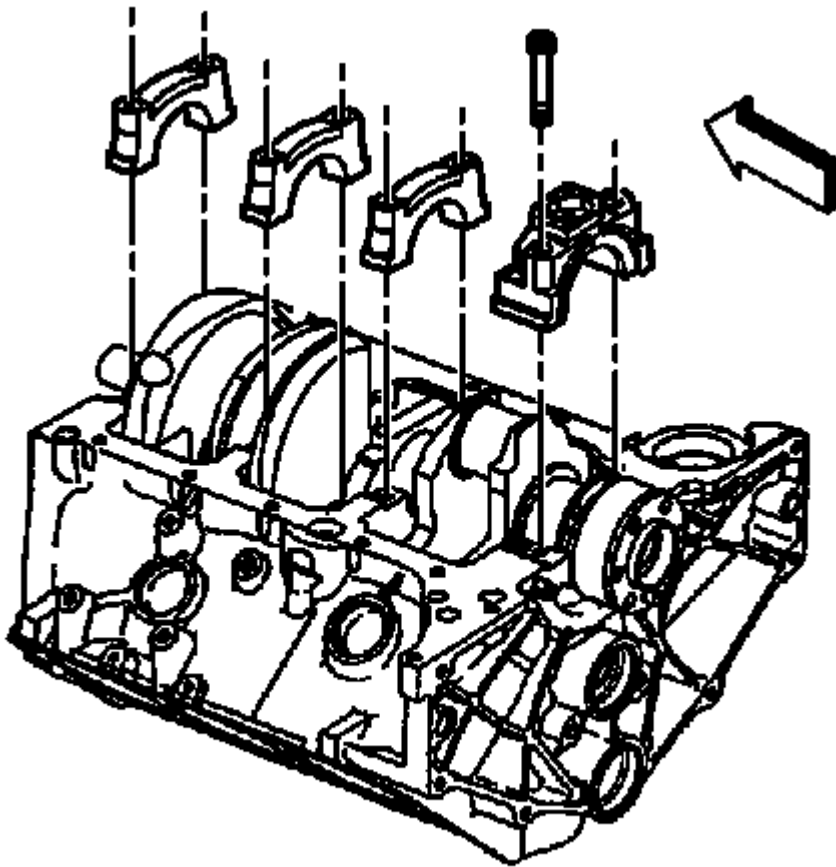


Fig. 555: Installing & Removing Crankshaft Bearing Caps & Bolts
Courtesy of GENERAL MOTORS CORP.

9. Without removing the gaging plastic, measure the compressed width at the widest point using the graduated scale on the edge of the gaging plastic envelope.

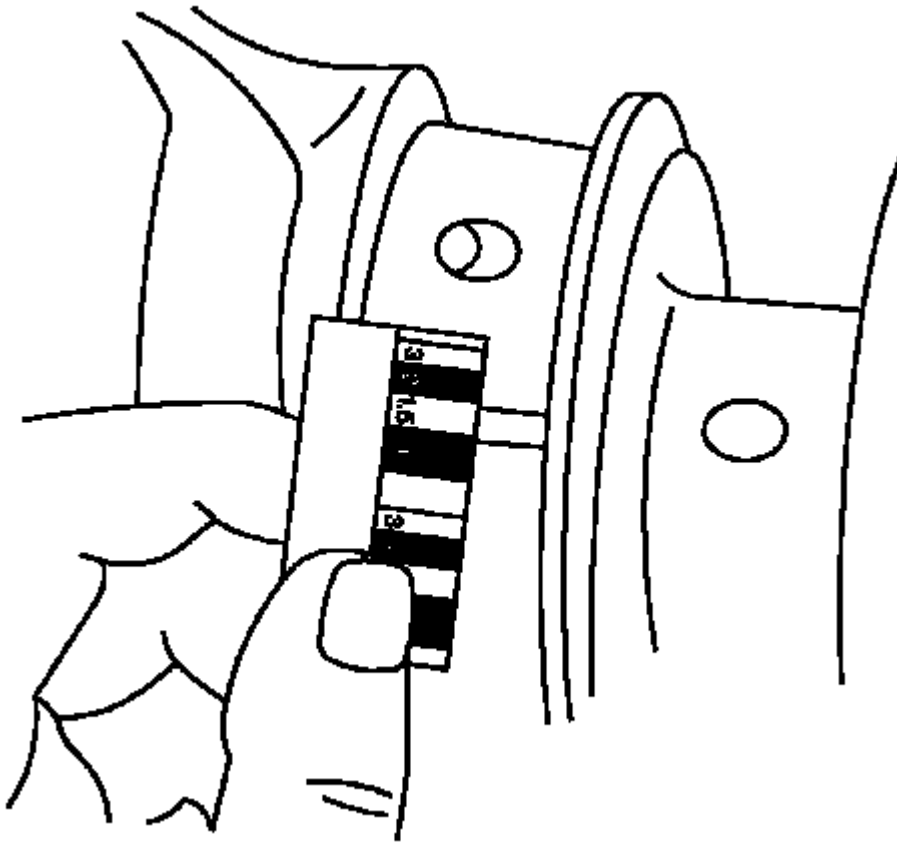


Fig. 556: Measuring Compressed Width
Courtesy of GENERAL MOTORS CORP.

If the flattened gaging plastic tapers toward the middle or the ends, there may be a difference in clearance indicating taper, low spot or other irregularity of the crankshaft bearing or the crankshaft bearing journal.

10. Remove the flattened gaging plastic.
11. Measure the remaining crankshaft bearing journals.

Measuring Connecting Rod Bearing Side Clearance

1. Insert a feeler gage between the connecting rod caps and measure the connecting rod side clearance. The proper connecting rod side clearance specification is 0.15-0.44 mm (0.006-0.017 in).

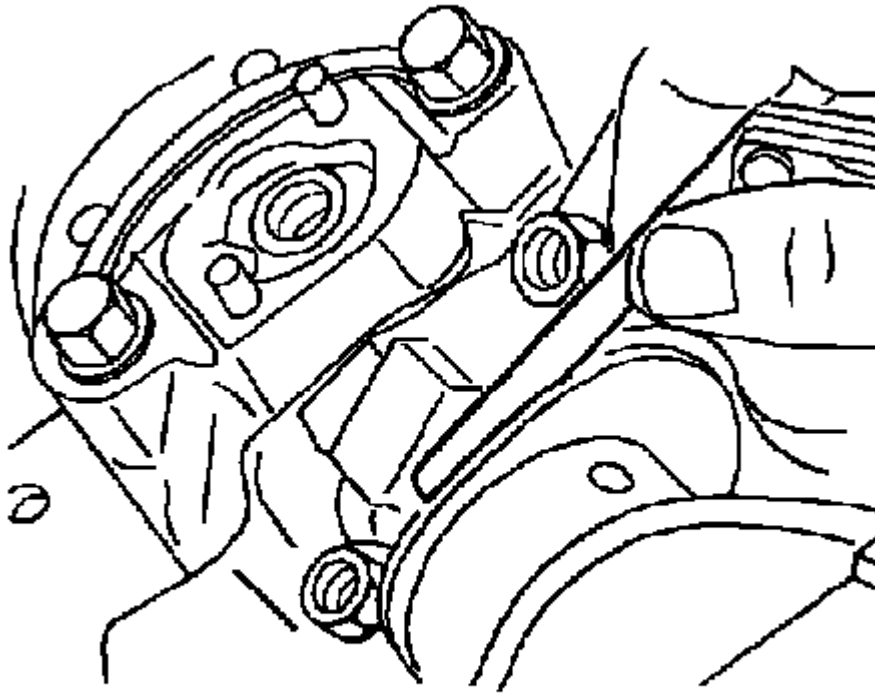


Fig. 557: Measuring Connecting Side Clearance
Courtesy of GENERAL MOTORS CORP.

2. Connecting rod side clearances may also be measured with a dial indicator set.

Crankshaft Balancer Cleaning and Inspection

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Clean the crankshaft balancer in cleaning solvent.
2. Dry the crankshaft balancer with compressed air.
3. Inspect the crankshaft balancer for the following:
 - Loose or improperly installed crankshaft balancer front groove pin (1)

A properly installed front groove pin should be installed until flush or below flush with the face of the crankshaft balancer.

IMPORTANT: A crankshaft front oil sealing surface with excessive scoring, grooves, rust, or other damage must be replaced.

- Worn, grooved, or damaged crankshaft front oil sealing surface (2)

Minor imperfections on the crankshaft balancer crankshaft front oil seal surface may be removed with a polishing compound or fine grade emery cloth.

- Worn, chunking, or deteriorated rubber (3) between the hub and the outer ring
- Worn or damaged keyway (4)
- Worn or damaged bolt hole threads (5)

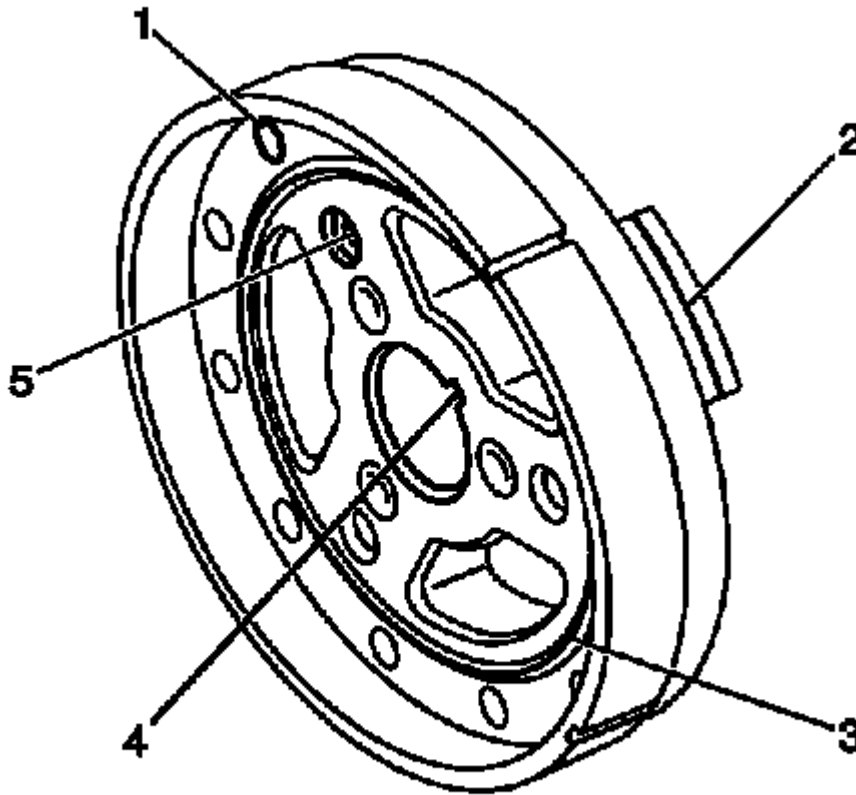


Fig. 558: Crankshaft Balancer Cleaning & Inspection Areas
Courtesy of GENERAL MOTORS CORP.

Engine Flywheel Cleaning and Inspection

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Clean the engine flywheel (1 or 2) in cleaning solvent.

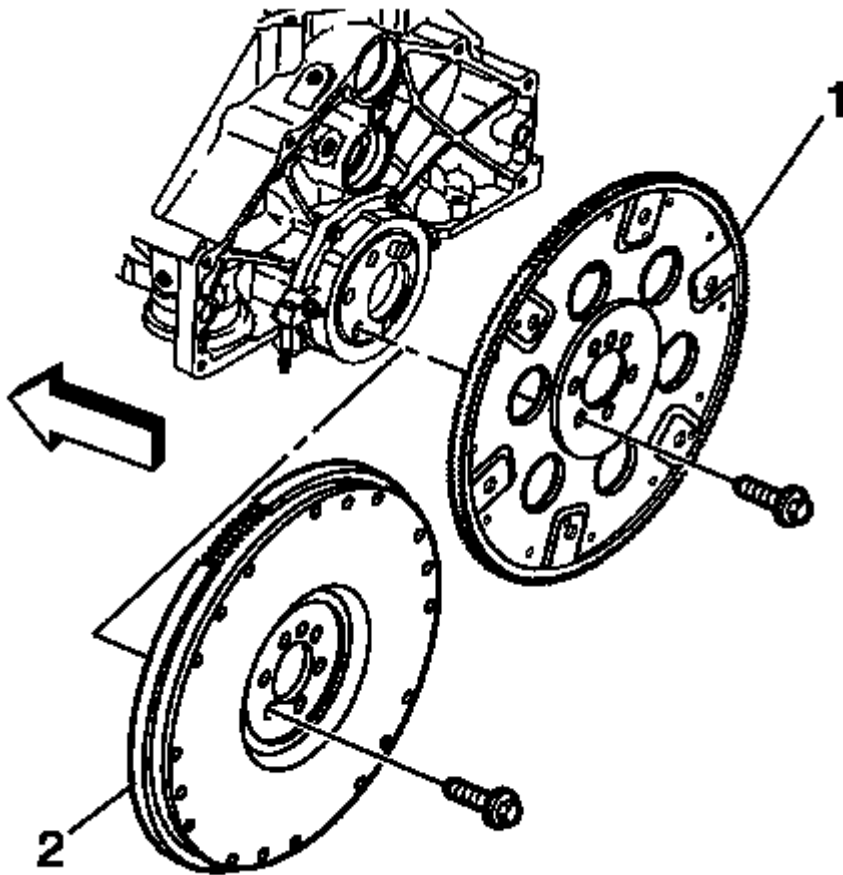


Fig. 559: Engine Flywheels

Courtesy of GENERAL MOTORS CORP.

2. Dry the engine flywheel with compressed air.

IMPORTANT: Do not attempt to repair the welded areas, if present, that retain the ring gear to the engine flywheel plate. Always install a NEW engine flywheel.

3. Inspect the engine flywheel, automatic transmission, if equipped, for the following:
 - Stress cracks around the engine flywheel-to-torque converter bolt hole locations (1)
 - Missing balance weights
 - Stress cracks around the engine flywheel-to-crankshaft bolt hole locations (2 or 3)
 - Welded areas that retain the ring gear onto the engine flywheel for cracking (4), if present
 - Damaged ring gear teeth (5)

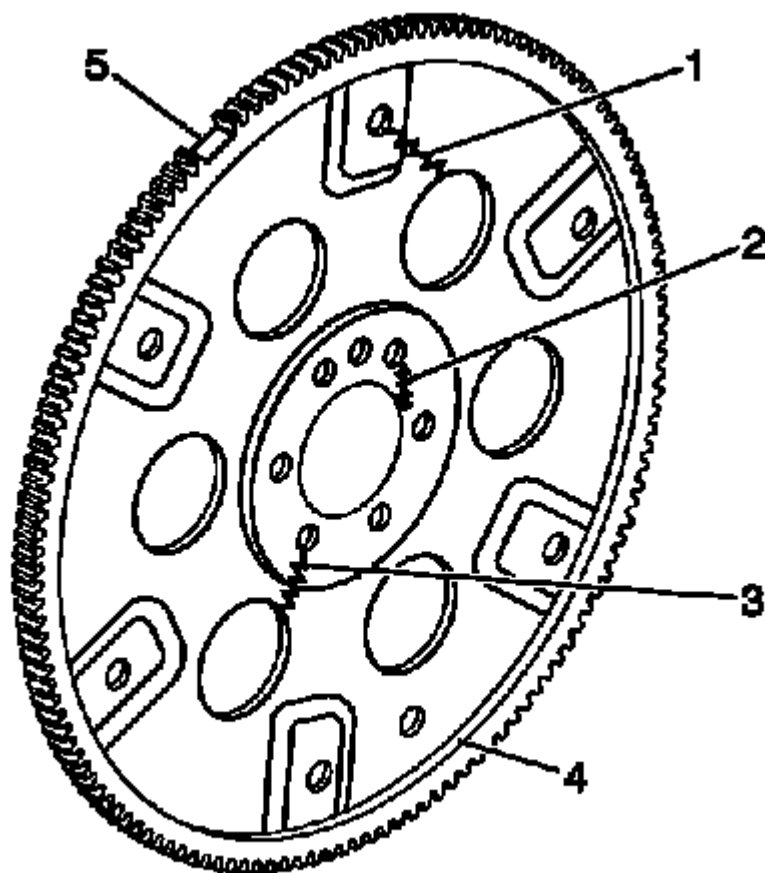


Fig. 560: Flywheel Inspection Areas (Automatic Transmission)
Courtesy of GENERAL MOTORS CORP.

4. Inspect the engine flywheel, manual transmission, if equipped, for loose or improperly installed flywheel weights, if applicable.

A properly installed flywheel weight should be installed until flush or below flush with the face of the engine flywheel.

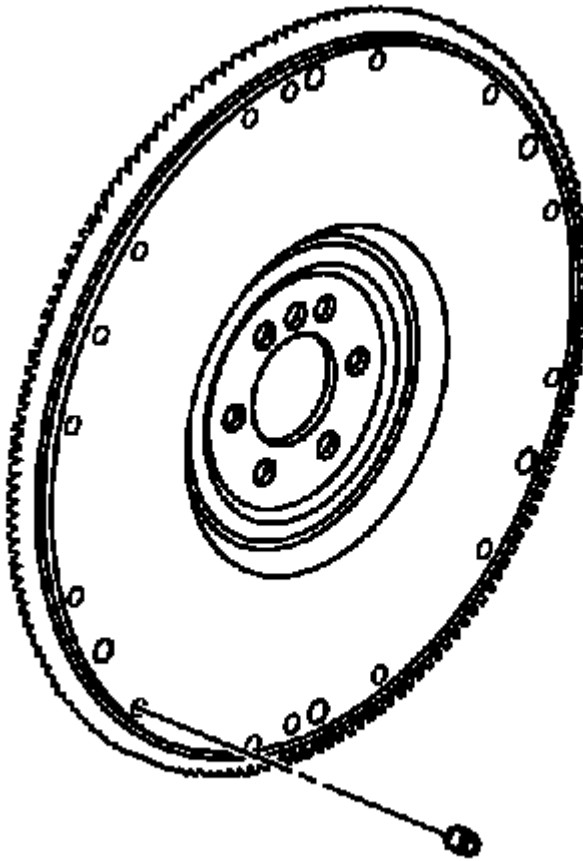


Fig. 561: Locating Flywheel Weights (Manual Transmission)
Courtesy of GENERAL MOTORS CORP.

5. Inspect the engine flywheel, manual transmission, if equipped, for the following:
- Pitted friction surface (1)
 - Scoring or grooves (2)
 - Rust or other surface damage (3)
 - Damaged ring gear teeth (4)
 - Loose or improperly positioned ring gear

The ring gear has an interference fit onto the engine flywheel and the ring gear should be positioned completely flat against the flange of the engine flywheel.

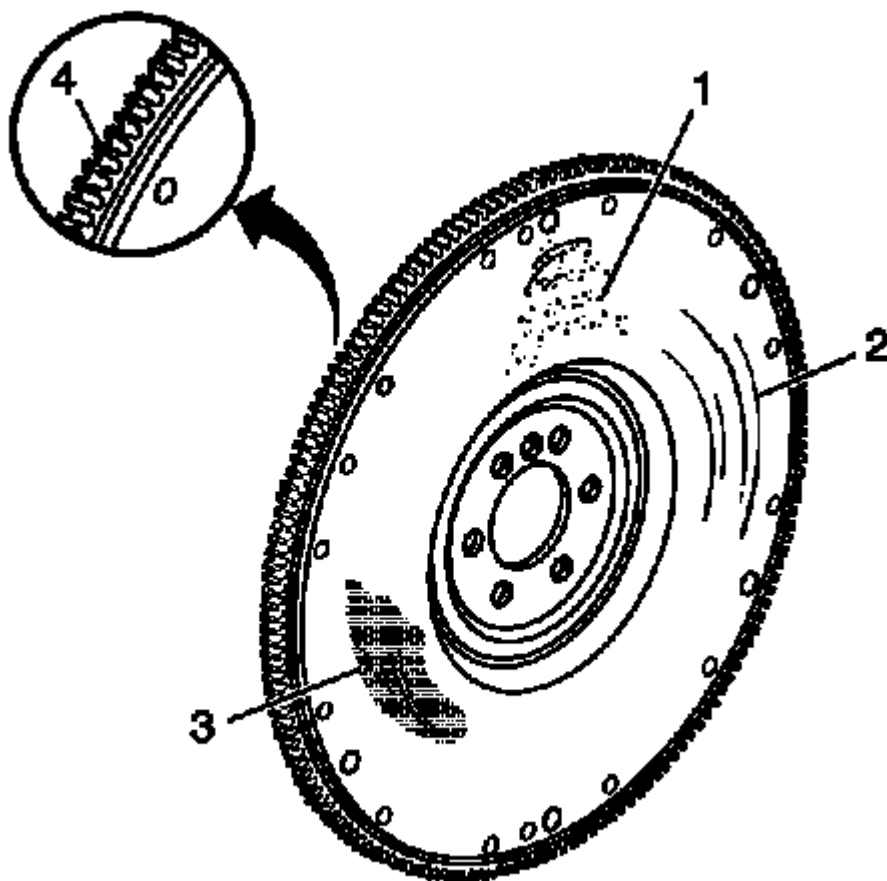


Fig. 562: Flywheel Inspection Areas (Manual Transmission)
Courtesy of GENERAL MOTORS CORP.

Camshaft and Bearings Cleaning and Inspection

Tools Required

J 7872 Magnetic Base Dial Indicator

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Clean the engine camshaft in cleaning solvent.
2. Dry the engine camshaft with compressed air.
3. Inspect the camshaft retainer plate for damage.

If the camshaft retainer plate is damaged, replace as necessary.

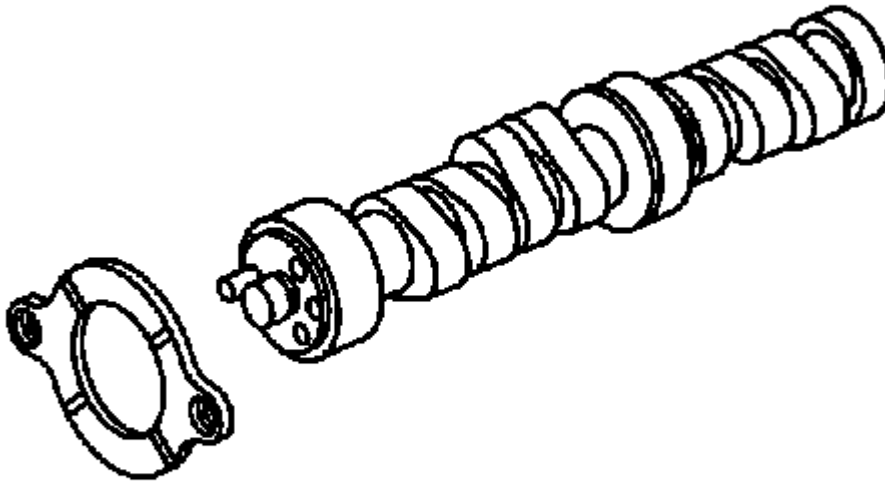


Fig. 563: Camshaft & Retainer Plate
Courtesy of GENERAL MOTORS CORP.

4. Inspect the camshaft bearings for correct fit into the engine block camshaft bearing bores.

The camshaft bearings have an interference fit to the engine block camshaft bearing bores and must not be loose in the engine block camshaft bearing bores.

IMPORTANT: If any camshaft bearing is excessively worn or scored, replace all the camshaft bearings.

5. Inspect the camshaft bearings for excessive wear or scoring.
6. Inspect the engine camshaft for the following:
 - Worn, scored, or damaged bearing journals (1)
 - Worn engine camshaft lobes (2)
 - Damaged bolt hole threads (3)
 - Damaged camshaft sprocket locator pin (4)

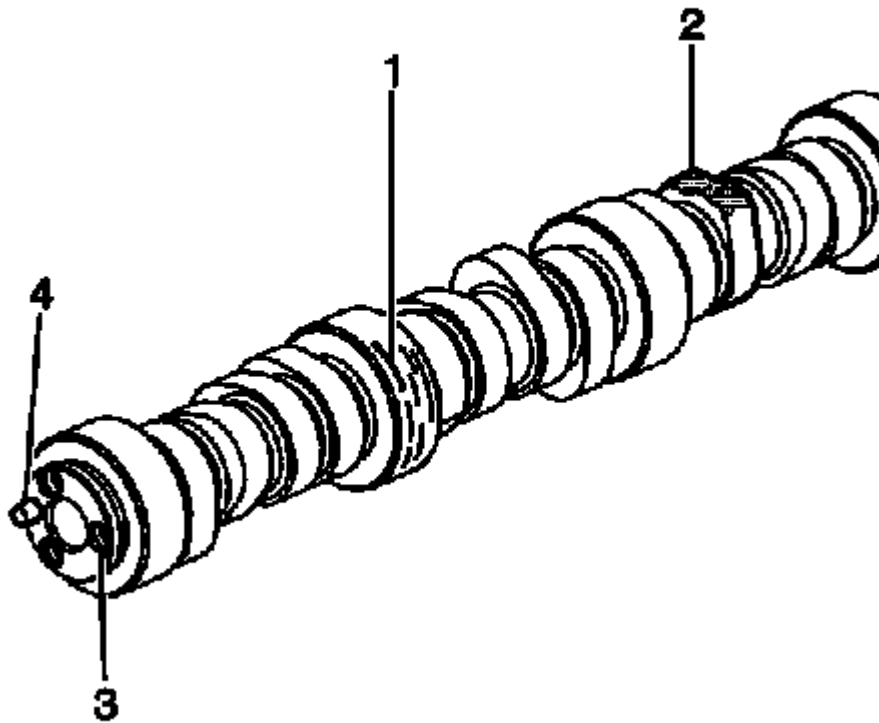


Fig. 564: Camshaft Inspection Areas
Courtesy of GENERAL MOTORS CORP.

7. Measure the engine camshaft journals with a micrometer.

If the camshaft journals are more than 0.025 mm (0.0010 in) out-of-round, then replace the engine camshaft.

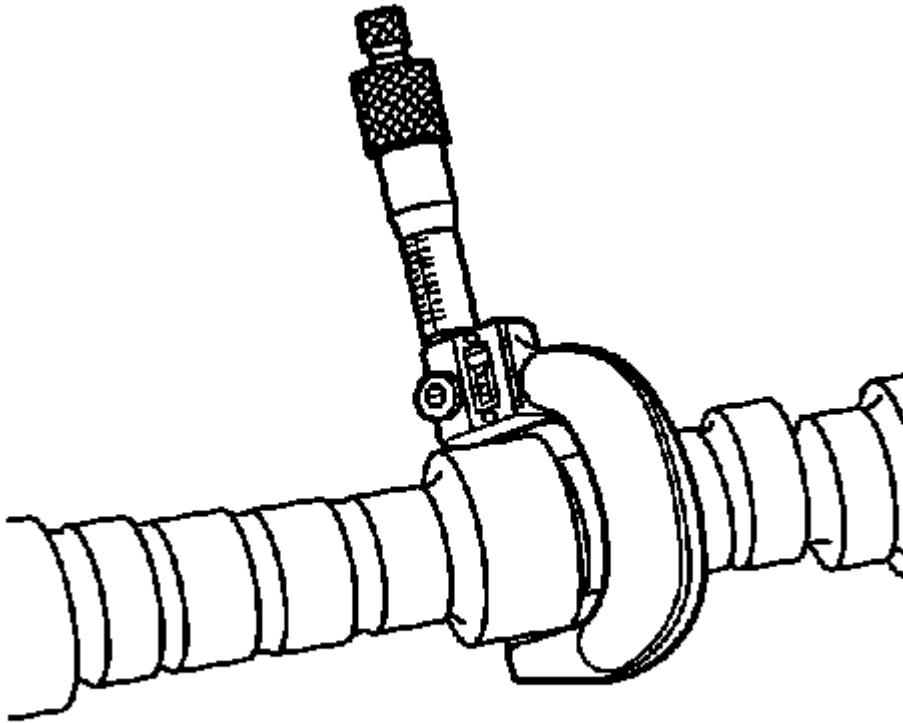


Fig. 565: Measuring Engine Camshaft Journals
Courtesy of GENERAL MOTORS CORP.

8. Measure for a bent engine camshaft or excessive engine camshaft runout using the **J 7872** .
 1. Mount the engine camshaft in a suitable stand between centers.
 2. Use the **J 7872** in order to check the intermediate engine camshaft journals.

If the runout exceeds 0.065 mm (0.0026 in), the engine camshaft is bent and must be replaced.

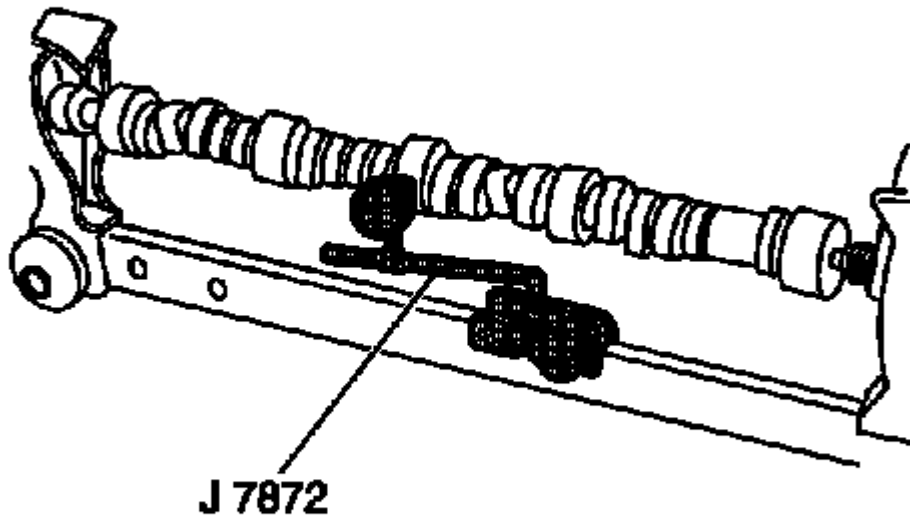


Fig. 566: Measuring The Engine Camshaft Lobe Lift Usingj 7872
Courtesy of GENERAL MOTORS CORP.

9. Measure the engine camshaft lobe lift using the **J 7872** .
 1. Place the engine camshaft on the V-blocks.
 2. Use the **J 7872** in order to measure the engine camshaft lobe lift.
10. Replace the engine camshaft if the engine camshaft lobe lift is not within specifications. Refer to **Engine Mechanical Specifications**.

Camshaft Bearing Removal

Tools Required

J 33049 Camshaft Bearing Service Kit

1. Select the cone (1), the handle (10), the expanding driver (4-8), the washer (2 or 3), and the expander assembly (15) from the **J 33049** .
2. Assemble the **J 33049** .

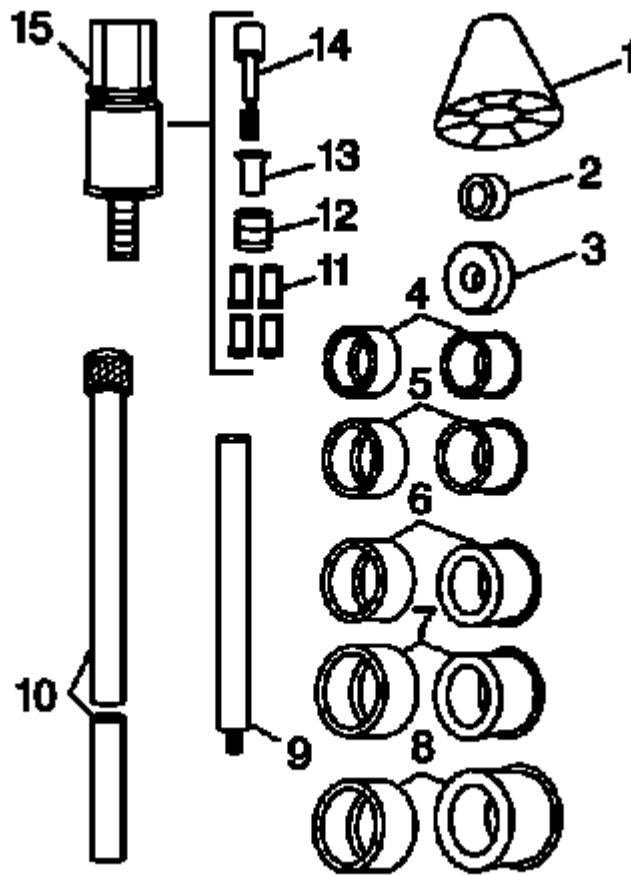


Fig. 567: View Of J 33049 Camshaft Bearing Service Kit Components
 Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

IMPORTANT:

- A loose camshaft bearing may be caused by an enlarged, out-of-round, or damaged engine block camshaft bearing bore.
- Always remove the camshaft inner bearings #2 and #3 first. The camshaft outer bearings #1 and #4 serve as a guide for the J 33049 .

3. Remove the camshaft inner bearings #2 and #3.

1. Insert the **J 33049** through the front of the engine block and into the camshaft inner bearing #2.
2. Tighten the **J 33049** expander assembly nut until snug.
3. Push the **J 33049** guide cone into the camshaft front bearing in order to align the **J 33049** .
4. Drive the camshaft inner bearing #2 from the camshaft inner bearing bore #2.
5. Loosen the **J 33049** expander assembly nut.
6. Remove the camshaft inner bearing #2 from the **J 33049** expander assembly.

7. Insert the **J 33049** expander assembly into the camshaft inner bearing #3.
8. Tighten the **J 33049** expander assembly nut until snug.
9. Push the **J 33049** guide cone into the camshaft front bearing in order to align the **J 33049**.
10. Drive the camshaft inner bearing #3 from the camshaft inner bearing bore #3.
11. Loosen the **J 33049** expander assembly nut.
12. Remove the camshaft inner bearing #3 from the **J 33049** expander assembly.

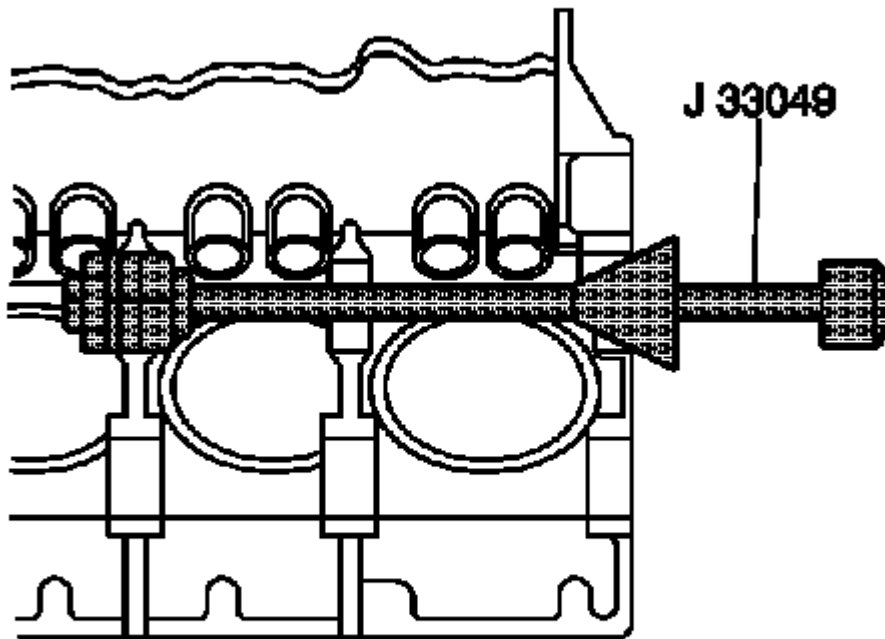


Fig. 568: Removing/Installation Camshaft Inner Bearing Using J 33049
 Courtesy of GENERAL MOTORS CORP.

4. Remove the **J 33049** from the engine block.
5. Remove the camshaft outer bearings #1 and #4.
 1. Insert the **J 33049** into the camshaft outer bearing #1.
 2. Tighten the **J 33049** expander assembly nut until snug.
 3. Drive the camshaft outer bearing #1 from the camshaft outer bearing bore #1.
 4. Loosen the **J 33049** expander assembly nut.
 5. Remove the camshaft outer bearing #1 from the **J 33049** expander assembly.

6. Remove the **J 33049** from the engine block.
7. Insert the **J 33049** into the camshaft outer bearing #4.
8. Tighten the **J 33049** expander assembly nut until snug.
9. Drive the camshaft outer bearing #4 from the camshaft outer bearing bore #4.
10. Loosen the **J 33049** expander assembly nut.
11. Remove the camshaft outer bearing #4 from the **J 33049** expander assembly.
6. Remove the **J 33049** from the engine block.
7. Discard the camshaft bearings.

Camshaft Bearing Installation

Tools Required

J 33049 Camshaft Bearing Service Kit

IMPORTANT: When installing the camshaft bearings, always look in order to ensure that the camshaft bearing lubrication hole is located above the 3 o'clock position (1) or the 9 o'clock position (2). The proper positioning of the camshaft bearing lubrication hole is in order to ensure the best lubrication of the engine camshaft journals.

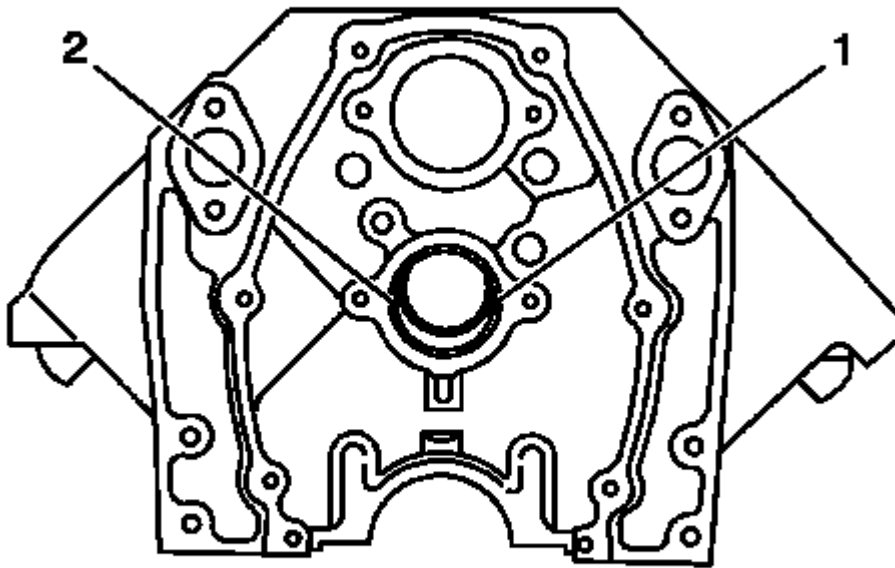


Fig. 569: Locating Camshaft Bearing Lubrication Hole At 3 & 9 O'clock Positions
 Courtesy of GENERAL MOTORS CORP.

1. Assemble the J 33049 handle (10), the expanding driver (4-8), the washer (2 or 3), and the expander assembly (15).

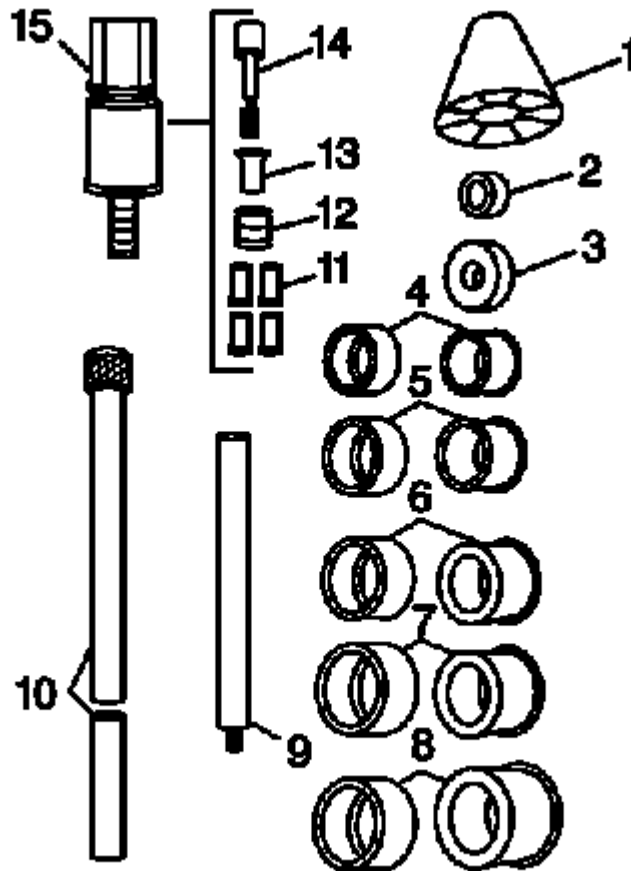


Fig. 570: View Of J 33049 Camshaft Bearing Service Kit Components
 Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

IMPORTANT: The camshaft bearings vary in size. When ordering the new camshaft bearings, be sure to order the correct camshaft bearings for the application to be serviced.
 Always install the camshaft outer bearings #1 and #4 first. The camshaft outer bearings serve as a guide for the J 33049 and help center the camshaft inner bearings during the installation process.

2. Install the NEW camshaft outer bearings #4 and #1.

1. Install the NEW camshaft outer bearing #4 onto the **J 33049** expander assembly.
2. Tighten the **J 33049** expander assembly nut until snug.
3. Align the lubrication hole of the camshaft outer bearing #4 above the 3 o'clock position or the 9 o'clock position of the camshaft outer bearing bore #4 at the rear of the engine block.
4. Drive the camshaft outer bearing #4 into the camshaft outer bearing bore #4 at the rear of the engine block.
5. Loosen the **J 33049** expander assembly nut.
6. Remove the camshaft outer bearing #4 from the **J 33049** expander assembly.
7. Install the NEW camshaft outer bearing #1 onto the **J 33049** expander assembly.
8. Tighten the **J 33049** expander assembly nut until snug.
9. Align the lubrication hole of the camshaft outer bearing #1 above the 3 o'clock position or the 9 o'clock position of the camshaft outer bearing bore #1 at the front of the engine block.
10. Drive the camshaft outer bearing #1 into the camshaft outer bearing bore #1 at the front of the engine block.
11. Loosen the **J 33049** expander assembly nut.
12. Carefully slide the **J 33049** into the engine block until the **J 33049** expander assembly is positioned between the camshaft inner bearing bores.

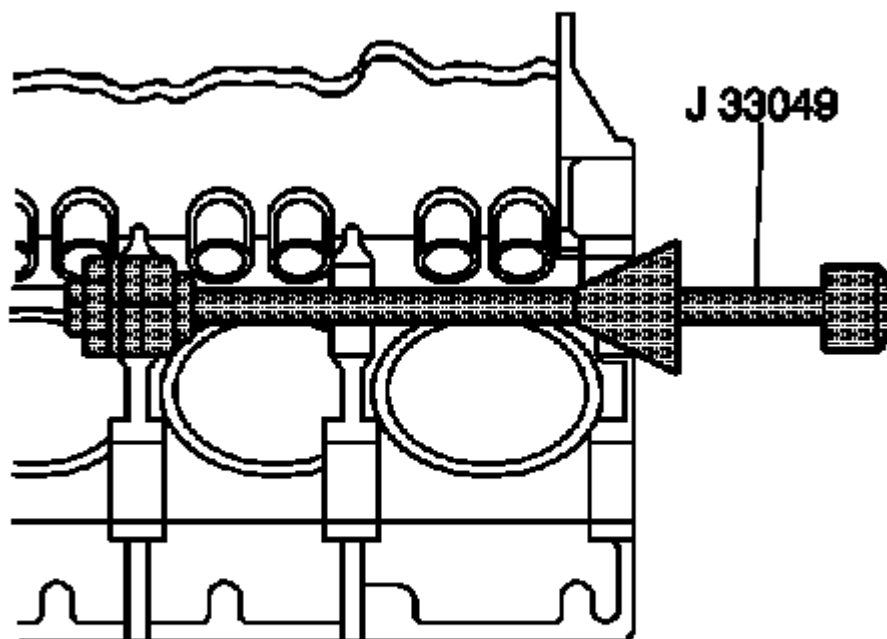


Fig. 571: Removing/Installation Camshaft Inner Bearing Using J 33049
Courtesy of GENERAL MOTORS CORP.

3. Install the NEW camshaft inner bearings #3 and #2.
 1. Install the NEW camshaft inner bearing #3 onto the **J 33049** expander assembly.
 2. Tighten the **J 33049** expander assembly nut until snug.
 3. Align the lubrication hole of the camshaft inner bearing #3 above the 3 o'clock position or the 9 o'clock position of the camshaft inner bearing bore #3 of the engine block.
 4. Push the **J 33049** guide cone into the camshaft front bearing bore #1 in order to align the **J 33049** .
 5. Drive the camshaft inner bearing #3 into the camshaft inner bearing bore #3.
 6. Loosen the **J 33049** expander assembly nut.
 7. Carefully slide the **J 33049** until the **J 33049** expander assembly is positioned between the camshaft inner bearing bore #2 and the camshaft outer bearing bore #1.
 8. Install the NEW camshaft inner bearing #2 onto the **J 33049** expander assembly.
 9. Tighten the **J 33049** expander assembly nut until snug.
 10. Align the lubrication hole of the camshaft inner bearing #2 above the 3 o'clock position or the 9 o'clock position of the camshaft inner bearing bore #2 of the engine block.
 11. Push the **J 33049** guide cone into the camshaft front bearing bore #1 in order to align the **J 33049** .
 12. Drive the camshaft inner bearing #2 into the camshaft inner bearing bore #2.
 13. Loosen the **J 33049** expander assembly nut.
4. Carefully remove the **J 33049** from the engine block.

Balance Shaft Bearing and/or Bushing Removal

Tools Required

- **J 26941** Bushing/Bearing Remover. See Special Tools and Equipment.
- **J 38834** Balance Shaft Service Kit. See Special Tools and Equipment.

1. Use the **J 38834** and the **J 26941** in order to remove the balance shaft rear bearing.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Install **J 26941** legs behind the balance shaft rear bearing and secure.
2. Install the **J 38834-1** with the short threaded end through the balance shaft bore in the front of the engine block.
3. Install the **J 38834-1** into **J 26941** .
4. Slide the **J 38834-2** onto the **J 38834-1** and into the balance shaft bore of the engine block.
5. Install the **J 38834** bearing, washer, and nut onto the **J 38834-1**.
6. Using a wrench secure the **J 38834-1** and then rotate the **J 38834** nut clockwise until the balance shaft rear bearing is removed from the engine block.

7. Remove the **J 26941** from the balance shaft rear bearing.

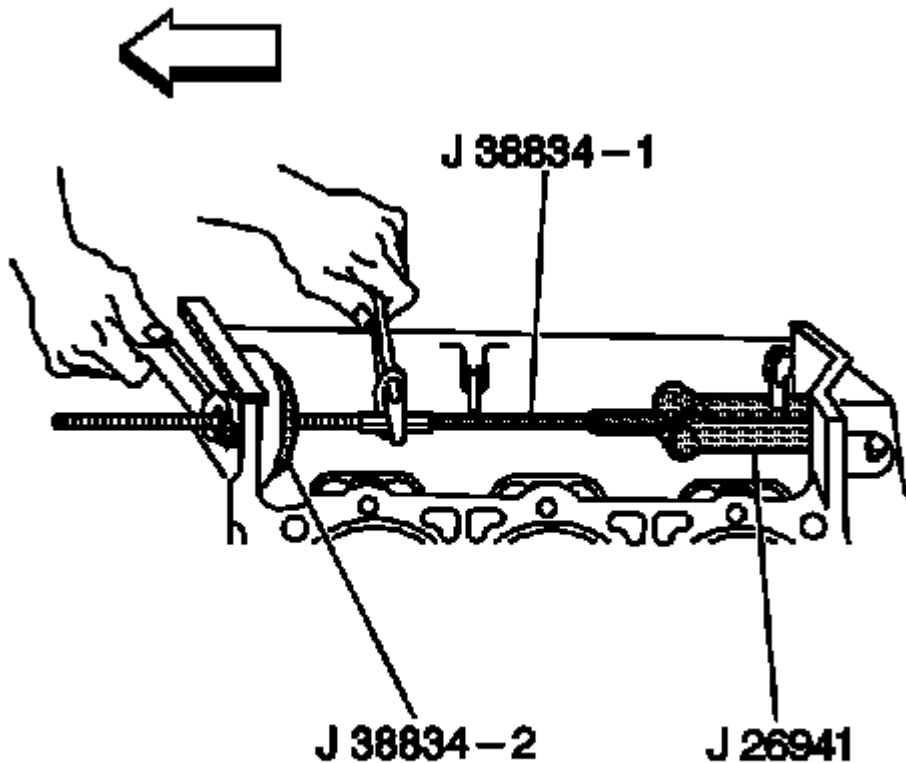


Fig. 572: Removing The Balance Shaft Rear Bearing Using J 26941, J 38834-1 & J 38834-2
Courtesy of GENERAL MOTORS CORP.

2. Discard the balance shaft rear bearing.

Balance Shaft Cleaning and Inspection

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

IMPORTANT: The balance shaft and the balance shaft front bearing are serviced only as an assembly. Do not remove the balance shaft front bearing from the balance shaft.

1. Clean the following components in cleaning solvent:
 - The balance shaft (1)
 - The balance shaft retainer (2)

- The balance shaft rear bearing
- The balance shaft driven gear (4)
- The balance shaft drive gear

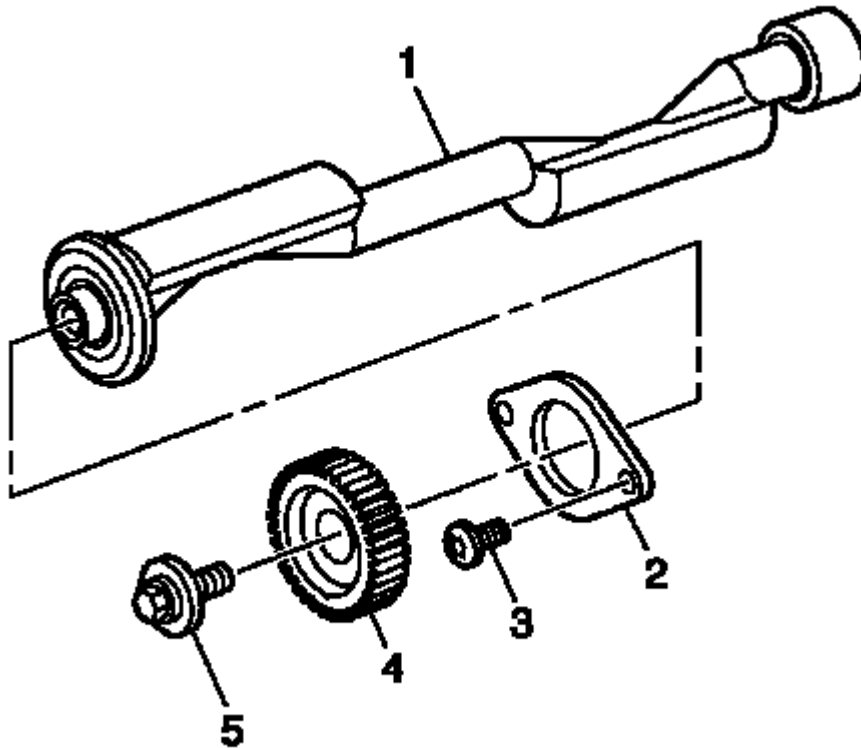


Fig. 573: Balance Shaft Cleaning & Inspection Areas
Courtesy of GENERAL MOTORS CORP.

2. Dry the following components with compressed air:
 - The balance shaft (1)
 - The balance shaft retainer (2)
 - The balance shaft rear bearing
 - The balance shaft driven gear (4)
 - The balance shaft drive gear
3. Inspect the balance shaft bearings for the following:
 - Front ball bearing for damage or wear
 - Front ball bearing for smoothness of operation
 - Rear sleeve bearing for wear, scoring, or other damage
4. Inspect the balance shaft (1) for the following:
 - Wear or scoring on the rear bearing journal

- Damaged bolt hole threads
 - Damage to the balance shaft driven gear locator pin
5. Inspect the balance shaft retainer (2) for wear or damage.
 6. Inspect the balance shaft retainer bolts (3) for damaged threads.
 7. Inspect the driven gear (4) for the following:
 - Excessive wear or damage
 - Nicks, burrs, or scoring
 8. Inspect the driven gear bolt (5) for damaged threads.
 9. Inspect the balance shaft drive gear for the following:
 - Excessive wear or damage
 - Nicks, burrs, or scoring

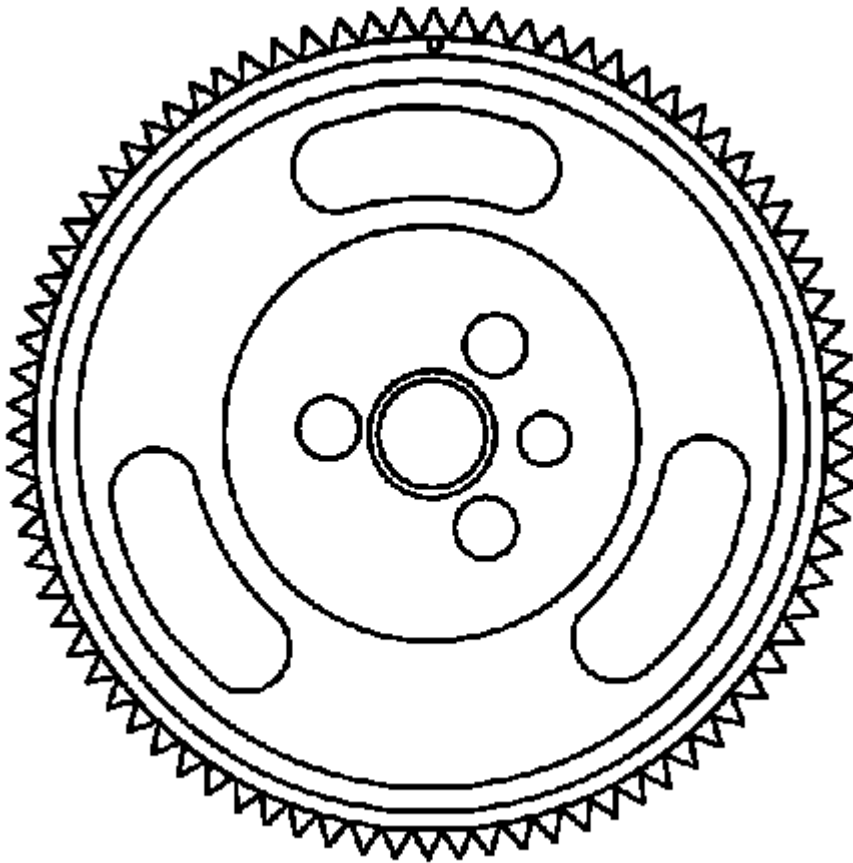


Fig. 574: Balance Shaft Drive Gear
Courtesy of GENERAL MOTORS CORP.

Balance Shaft Bearing and/or Bushing Installation

Tools Required

J 38834 Balance Shaft Service Kit. See Special Tools and Equipment.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Use the **J 38834** in order to install the balance shaft rear bearing.
 1. Install the **J 38834-3** onto the short threaded end of the **J 38834-1**.
 2. Install the **J 38834** nut, the washer, and the bearing on the long threaded end of the **J 38834-1**.
 3. Install the **J 38834-2** onto the **J 38834-1** so that the smaller diameter of the **J 38834-2** will be facing the front of the engine block.
 4. Install the **J 38834-2** on the inside of the balance shaft front bearing bore.
 5. Lubricate the NEW balance shaft rear bearing with clean engine oil.
 6. Install the balance shaft rear bearing onto the **J 38834-2**.
 7. Align the balance shaft rear bearing for installation.
 8. Using a wrench secure the **J 38834-1** into place.
 9. Rotate the **J 38834** nut until the balance shaft rear bearing is properly and completely pushed into the balance shaft rear bearing bore.

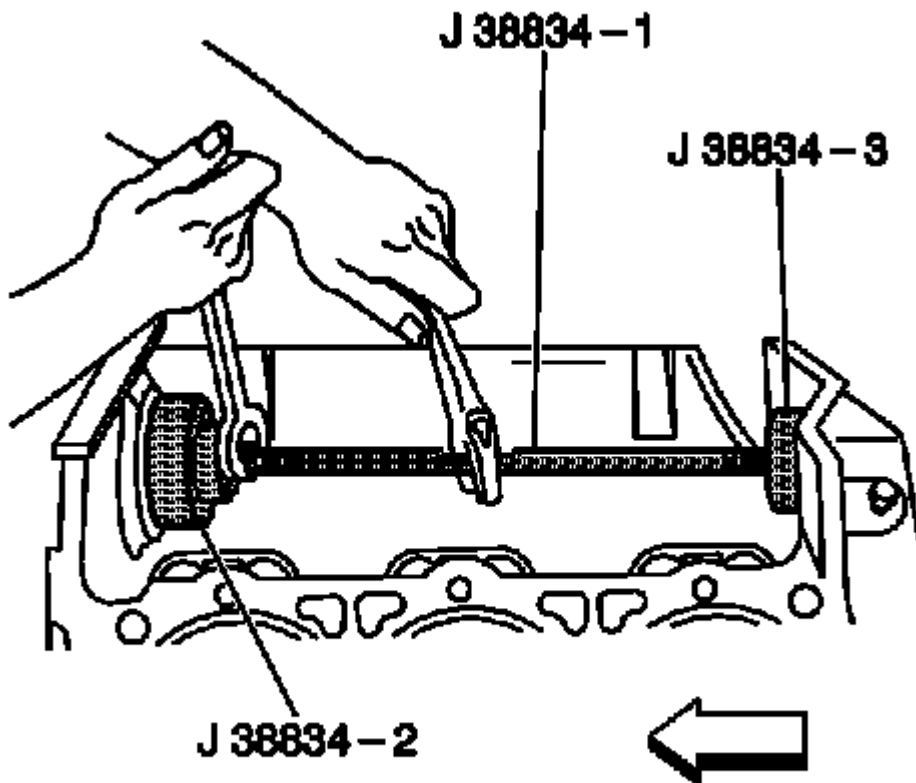


Fig. 575: Installing Balance Shaft Rear Bearing Using J 38834, J 38834-1 & J 38834-1
Courtesy of GENERAL MOTORS CORP.

2. Remove the J 38834 .

Timing Chain and Sprockets Cleaning and Inspection

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Clean the components with cleaning solvent.
2. Dry the components with compressed air.
3. Inspect the camshaft timing chain for binding or wear.

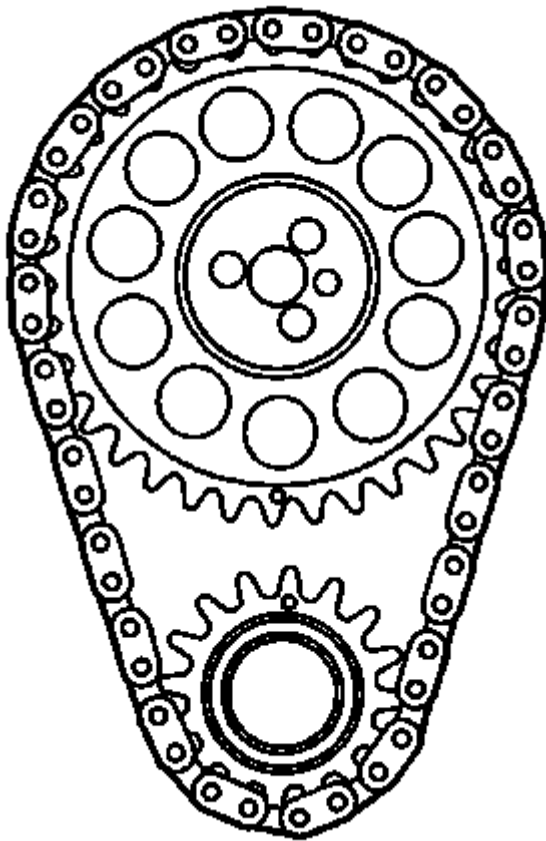


Fig. 576: View Of Camshaft & Crankshaft Sprocket Timing Marks
Courtesy of GENERAL MOTORS CORP.

4. Inspect the camshaft sprocket and the crankshaft sprocket for:
 - Broken teeth (1)
 - Damaged teeth (2)
 - Chipped teeth (3)

- Worn teeth
- Uneven wear on the edge of the teeth
- Worn valleys between the sprocket teeth
- Crankshaft sprocket keyway for wear

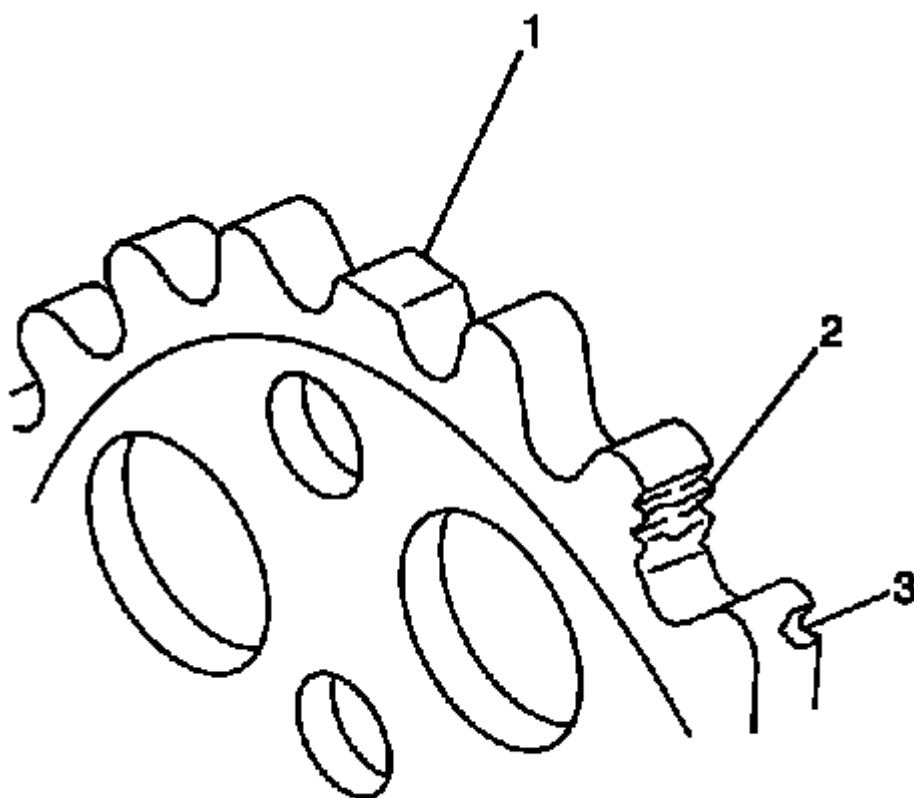


Fig. 577: Identifying Damaged Sprocket Teeth
Courtesy of GENERAL MOTORS CORP.

5. Inspect the timing chain tensioner bracket and shoe for cracking and wear.

Valve Rocker Arm and Push Rods Cleaning and Inspection

IMPORTANT: Parts that are to be reused must be marked, sorted, and organized for assembly.

1. Mark, sort, and organize the components for assembly.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

2. Clean the components with cleaning solvent.
3. Dry the components with compressed air.
4. Inspect the valve rocker arm components for the following:
 - Valve rocker arm valve pushrod socket contact surface (1)

The contact surface must be smooth with no scoring or excessive wear.

- Valve rocker arm roller pivot for binding or damage (2)
- Valve rocker arm valve stem contact surface (3)

The contact surface should be smooth with no scoring or excessive wear.

- Valve rocker arm bolt threads for damage (4)

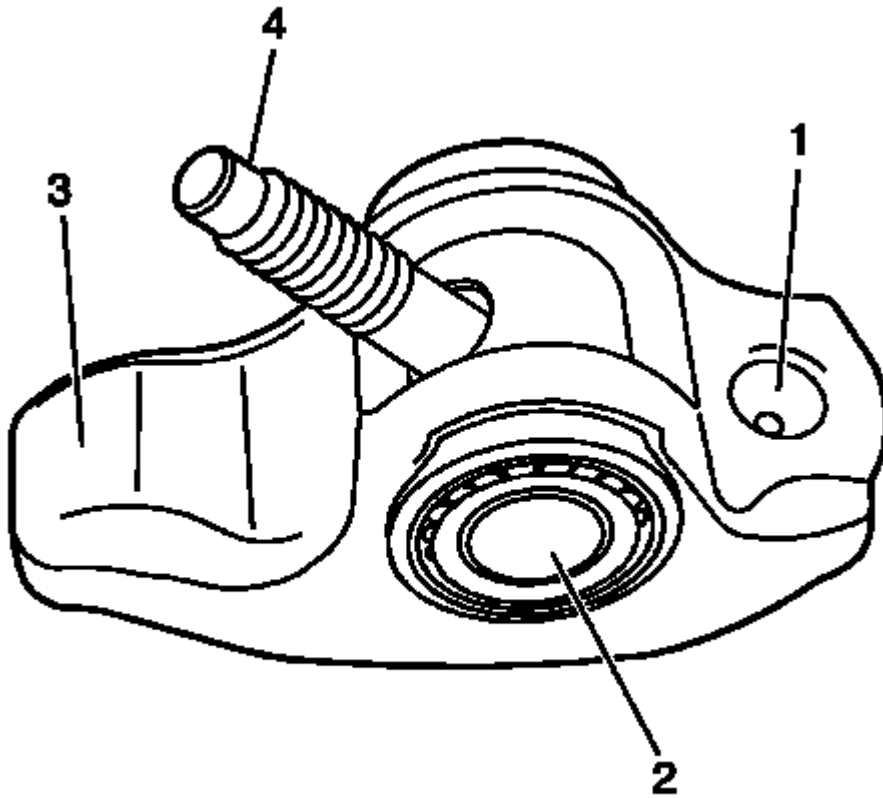


Fig. 578: Valve Rocker Arm Components Inspection Areas
Courtesy of GENERAL MOTORS CORP.

5. Inspect the valve pushrods for the following:
 - Restriction of the oil passage (1)
 - Wear or scoring of the end contact surfaces (2)

The end contact surfaces must be smooth with no scoring or excessive wear.

- Shaft for bends (3)

Roll the valve pushrod on a flat surface to determine if the valve pushrod is bent.

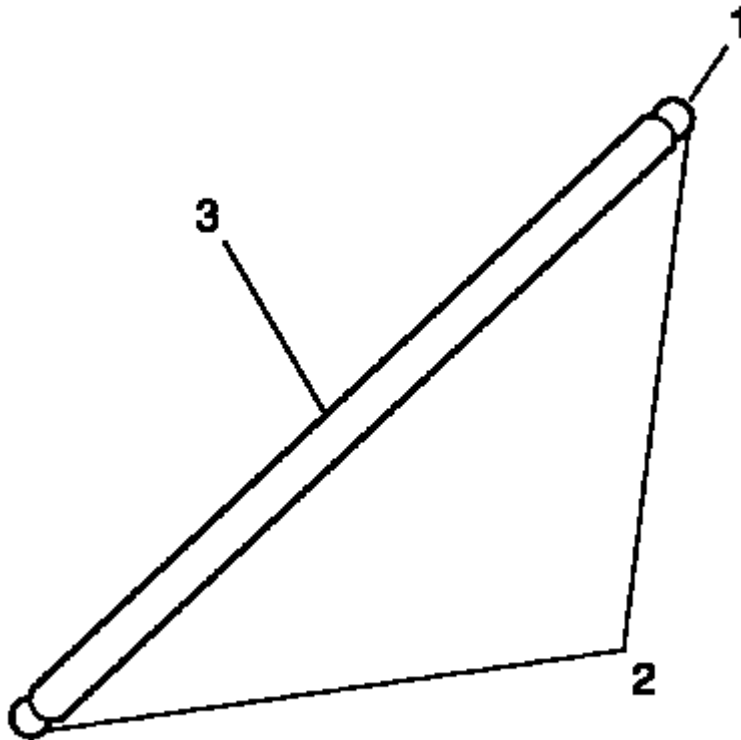


Fig. 579: Pushrod Inspection Areas
Courtesy of GENERAL MOTORS CORP.

6. Inspect the valve rocker support for excessive wear or damage.

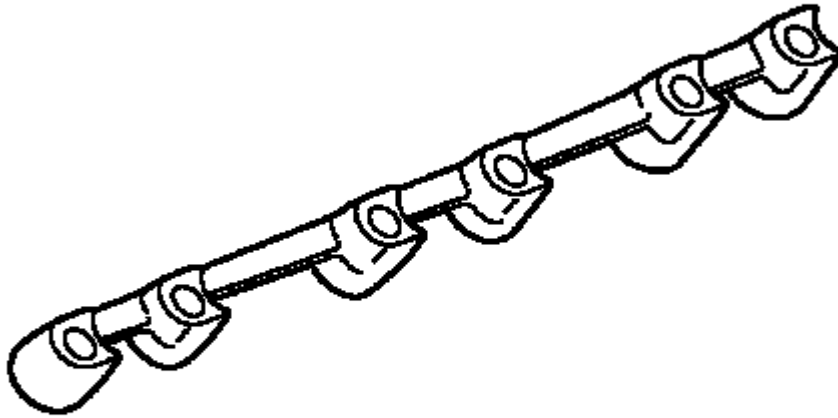


Fig. 580: Valve Rocker Support
Courtesy of GENERAL MOTORS CORP.

Valve Lifters and Guides Cleaning and Inspection

1. Mark, sort, and organize the components for assembly.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

2. Clean the components in cleaning solvent.
3. Dry the components with compressed air.

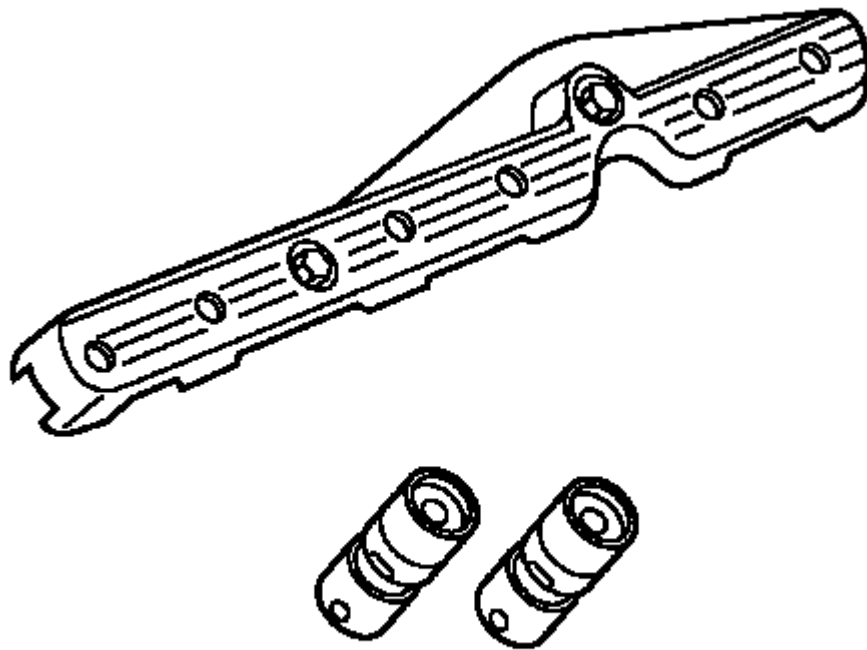


Fig. 581: Valve Lifters & Guides

Courtesy of GENERAL MOTORS CORP.

4. Inspect the valve lifter pushrod guides for excessive wear.
5. Inspect the valve lifter pushrod guides for cracks or damage.

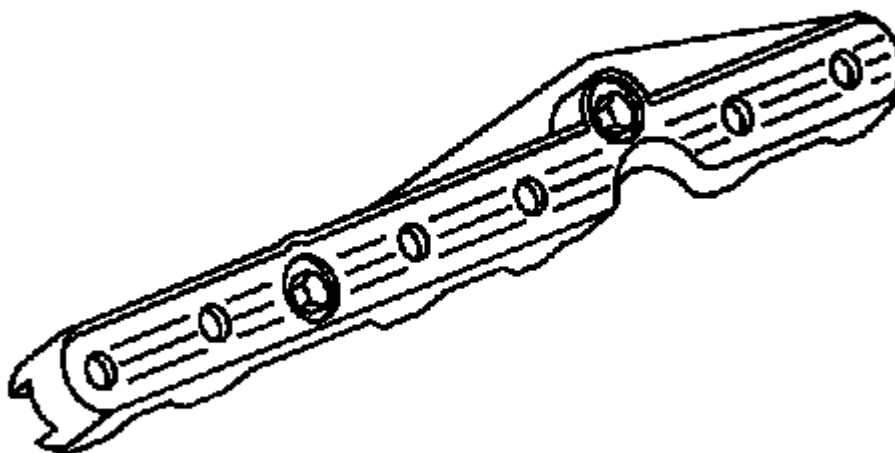


Fig. 582: Valve Lifter Pushrod Guides
Courtesy of GENERAL MOTORS CORP.

6. Inspect the valve lifter for the following:

- Broken or damaged clip (1)
- Worn pushrod socket (2)
- Scuffed or worn lifter body (3)

If the valve lifter shows scuffing or wear, inspect the engine block valve lifter bores for wear.

- Worn roller (4)
- Loose or damaged pin (5)
- Plugged oil hole (6)

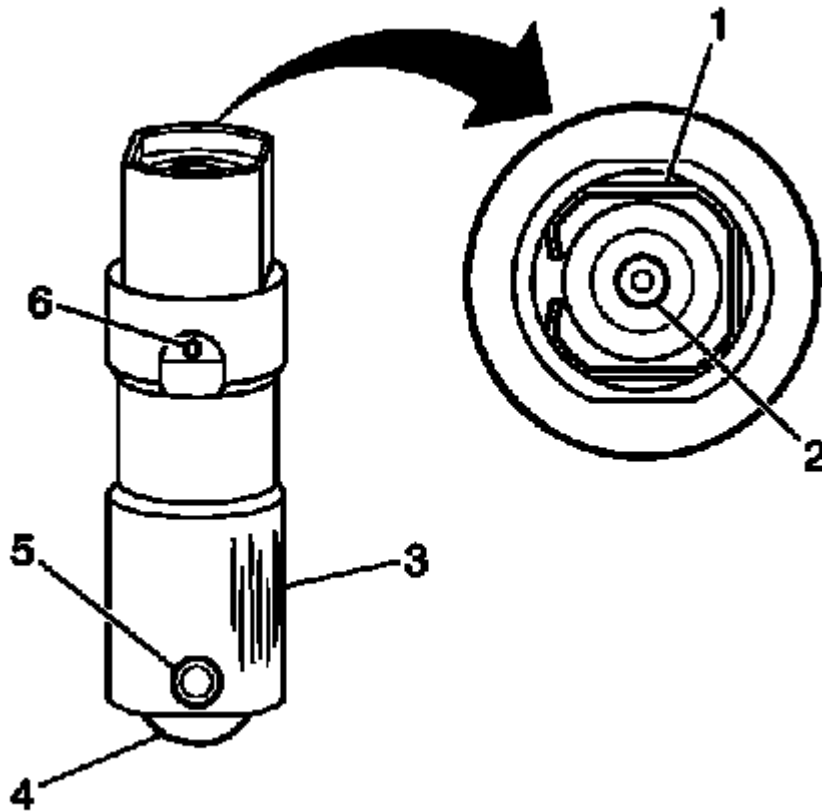


Fig. 583: Inspecting Areas Of Valve Lifters
Courtesy of GENERAL MOTORS CORP.

Cylinder Head Disassemble

Tools Required

J 8062 Valve Spring Compressor. See Special Tools and Equipment.

CAUTION: Compressed valve springs have high tension against the valve spring compressor. Valve springs that are not properly compressed by or released from the valve spring compressor can be ejected from the valve spring compressor with intense force. Use care when compressing or releasing the valve spring with the valve spring compressor and when removing or installing the valve stem keys. Failing to use care may cause personal injury.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Use the **J 8062** in order to compress the valve springs.

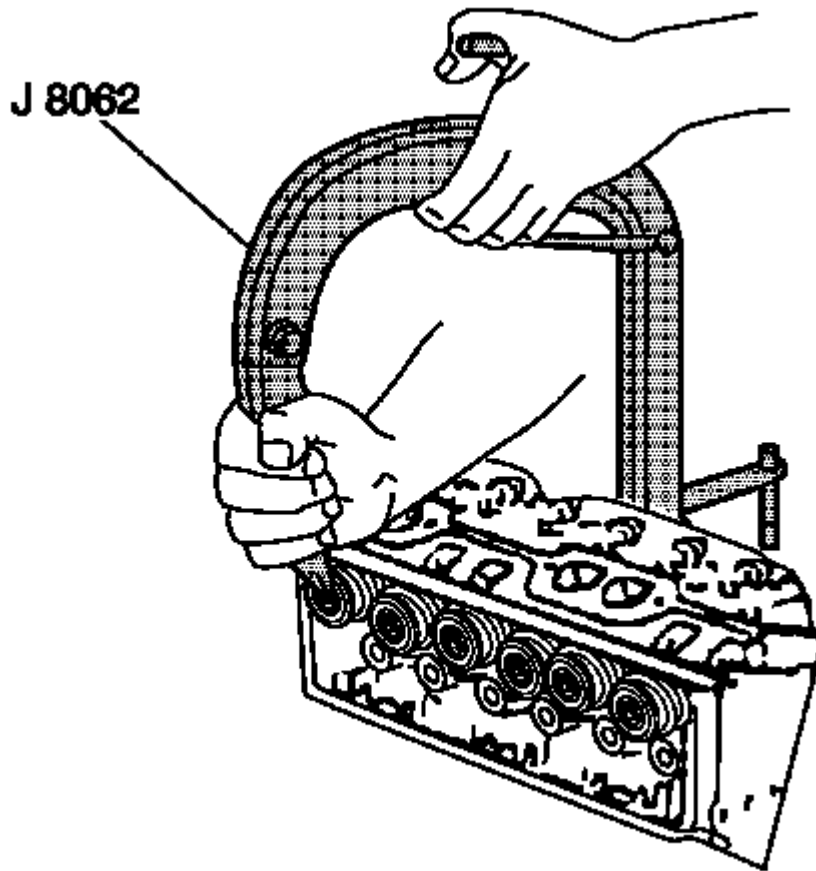


Fig. 584: Compressing Valve Springs
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Mark, sort, and organize the components so that the components can be reinstalled in their original location and position.

2. Remove the valve stem keys (1).
3. Remove the **J 8062** from the cylinder head.
4. Remove the valve spring cap (2).
5. Remove the valve spring (3).
6. Remove the valve stem oil seal (4).
7. Discard the valve stem oil seal.
8. Remove the valve.

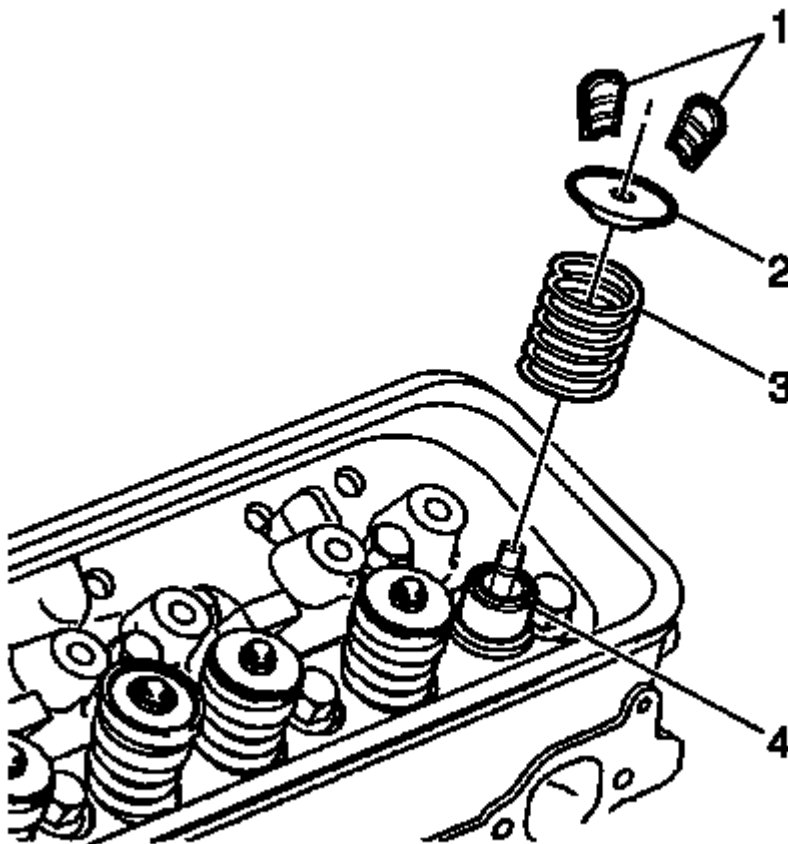


Fig. 585: Identifying Valve Components
Courtesy of GENERAL MOTORS CORP.

Cylinder Head Cleaning and Inspection

Tools Required

- **J 8001** Dial Indicator Set
- **J 8089** Carbon Removing Brush
- **J 9666** Valve Spring Tester. See Special Tools and Equipment.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Clean the valve stems and cylinder heads on a buffing wheel.
2. Clean the following components in cleaning solvent:
 - Valve stem keys (1)
 - Valve spring cap (2)

- Valve spring (3)
- Cylinder head

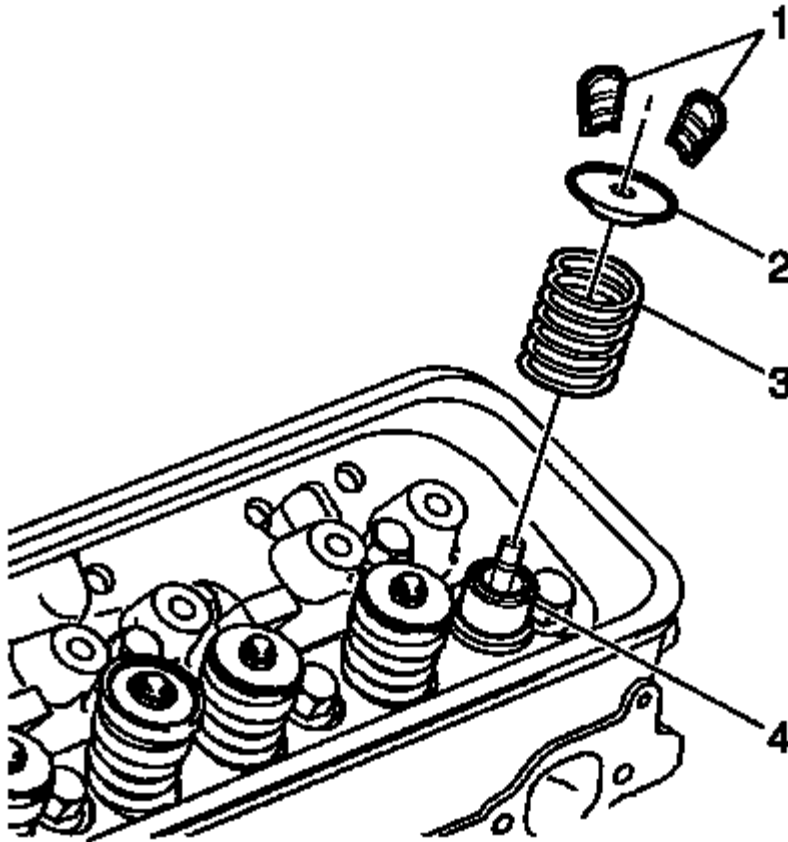


Fig. 586: Identifying Valve Components
Courtesy of GENERAL MOTORS CORP.

3. Dry the components with compressed air.
4. Use the **J 8089** to clean the carbon from the cylinder head combustion chambers.

Be careful not to scuff the combustion chambers.

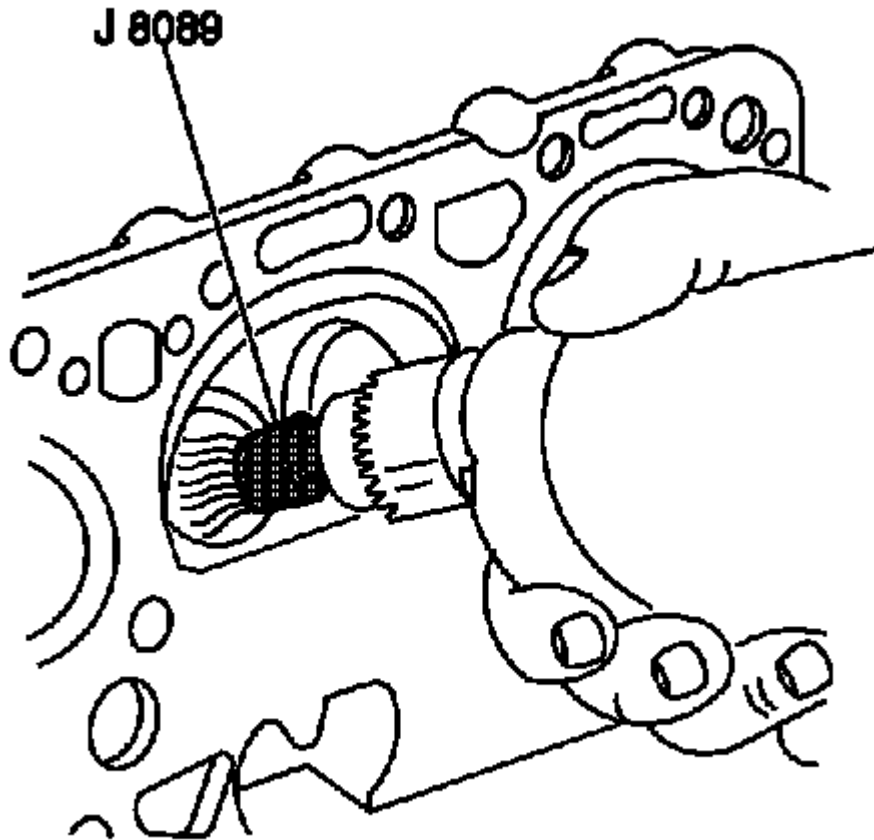


Fig. 587: Removing Carbon From Combustion Chambers
Courtesy of GENERAL MOTORS CORP.

5. Inspect the cylinder head for the following:
 - Damage to the gasket surfaces
 - Damage to the threaded bolt holes
 - Burnt or eroded areas in the combustion chamber
 - Cracks in the exhaust ports and combustion chambers
 - External cracks in the water chamber
 - Restrictions in the intake or exhaust passages
 - Restrictions in the cooling system passages
 - Rusted, damaged, or leaking core plugs
6. Measure the cylinder head for warpage with a straight edge and feeler gage.
 - A cylinder head block deck with warpage in excess of 0.10 mm (0.004 in) within a 152.4 mm (6.0 in) area must be repaired or replaced.
 - A cylinder head exhaust manifold deck with warpage in excess of 0.05 mm (0.002 in) within a 152.4 mm (6.0 in) area must be repaired or replaced.
 - A cylinder head intake manifold deck with warpage in excess of 0.10 mm (0.004 in) within a 152.4

mm (6.0 in) area must be repaired or replaced.

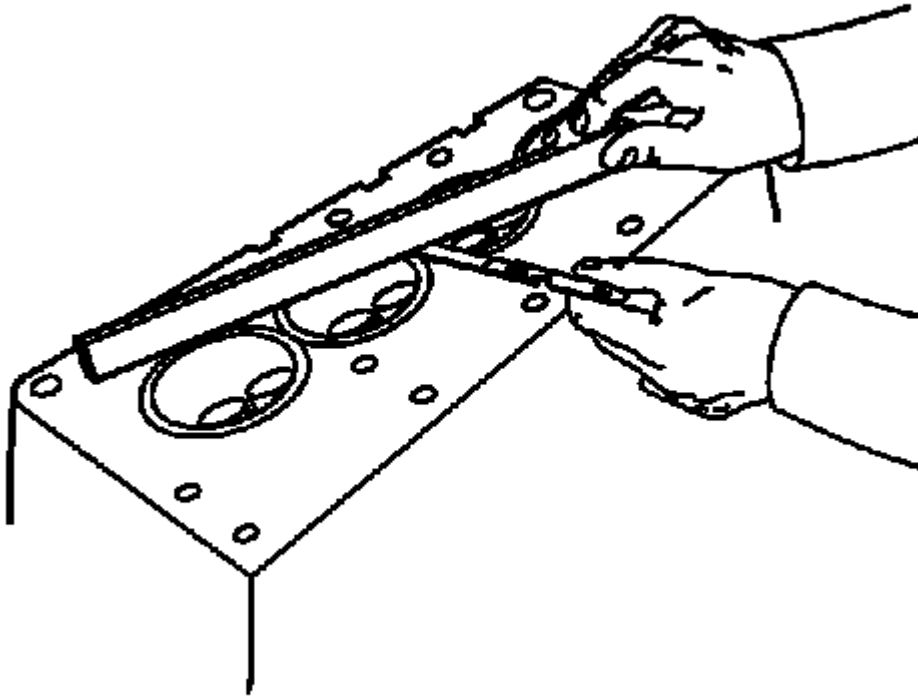


Fig. 588: Inspecting Cylinder Head For Warpage
Courtesy of GENERAL MOTORS CORP.

7. Use the **J 9666** in order to measure the valve spring.

Replace the valve spring if the valve spring tension is less than 338 N (76 lb) at 43.2 mm (1.70 in).

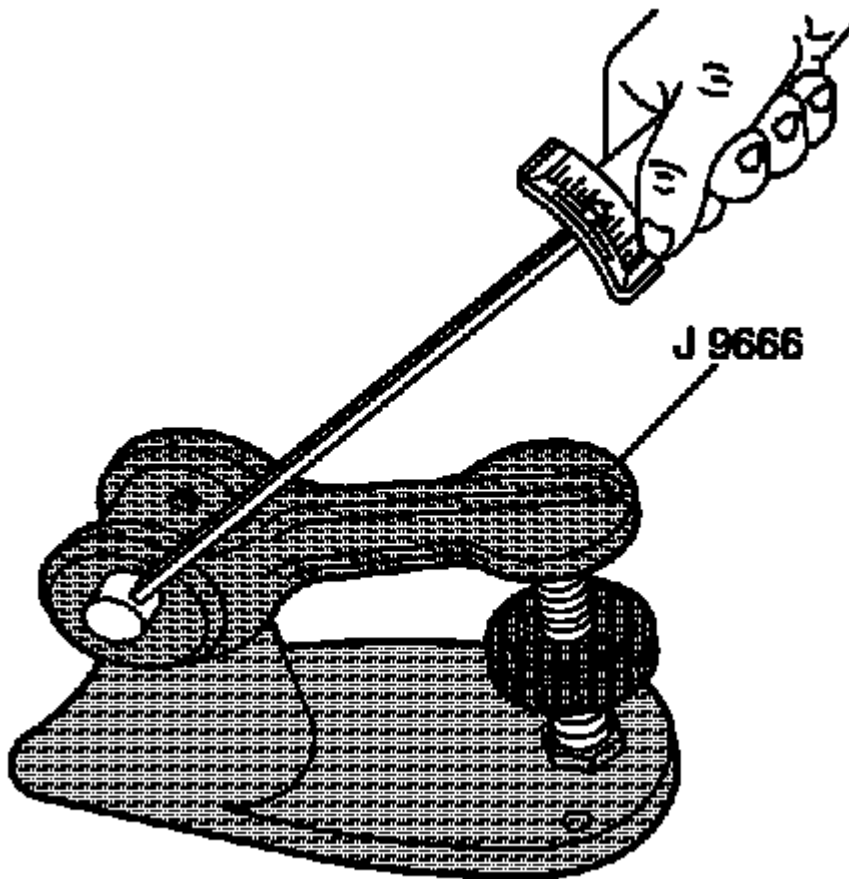


Fig. 589: Measuring Valve Spring Tension
Courtesy of GENERAL MOTORS CORP.

8. Inspect the valve springs for squareness.

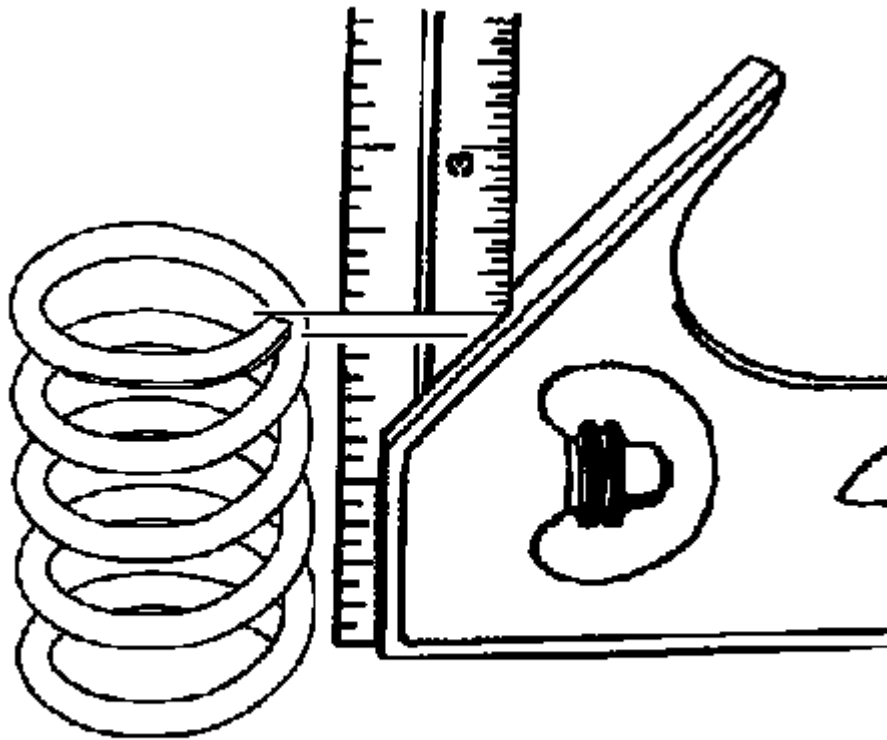


Fig. 590: Inspecting Valve Spring For Squareness
Courtesy of GENERAL MOTORS CORP.

9. Valve stems (1) with excessive valve guide (2) clearance must be repaired or the cylinder head replaced.

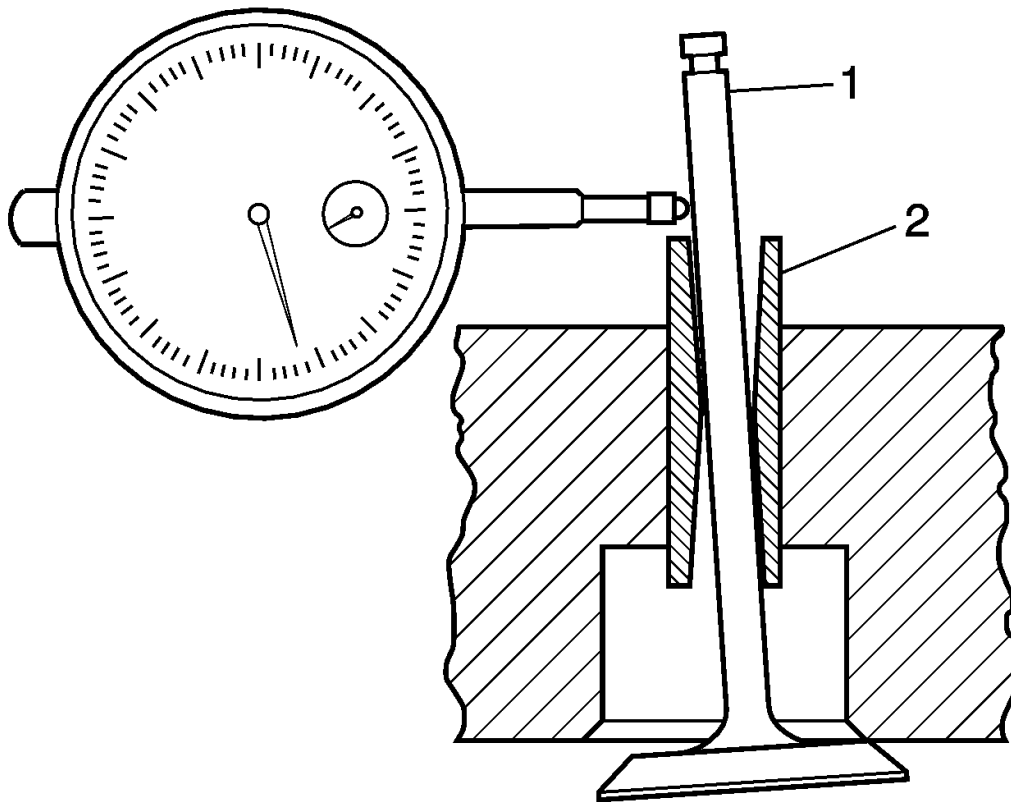


Fig. 591: Inspecting For Excessive Valve Stem To Guide Clearance
Courtesy of GENERAL MOTORS CORP.

10. Measure the valve stem-to-guide clearance.

Excessive valve stem-to-guide clearance may cause an excessive oil consumption and may also cause a valve to break. Insufficient clearance will result in noisy and sticky functioning of the valve and will disturb the engine assembly smoothness.

1. Clamp the **J 8001** on the exhaust port side of the cylinder head.
2. Position 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 of the dial indicator stem.

The dial indicator stem must contact the side of the valve stem just above the valve guide.

3. Drop the valve head about 1.6 mm (0.063 in) off the valve seat.
4. Use light pressure and move the valve stem from side to side in order to obtain a valve stem-to-guide clearance reading. Refer to **Engine Mechanical Specifications**.

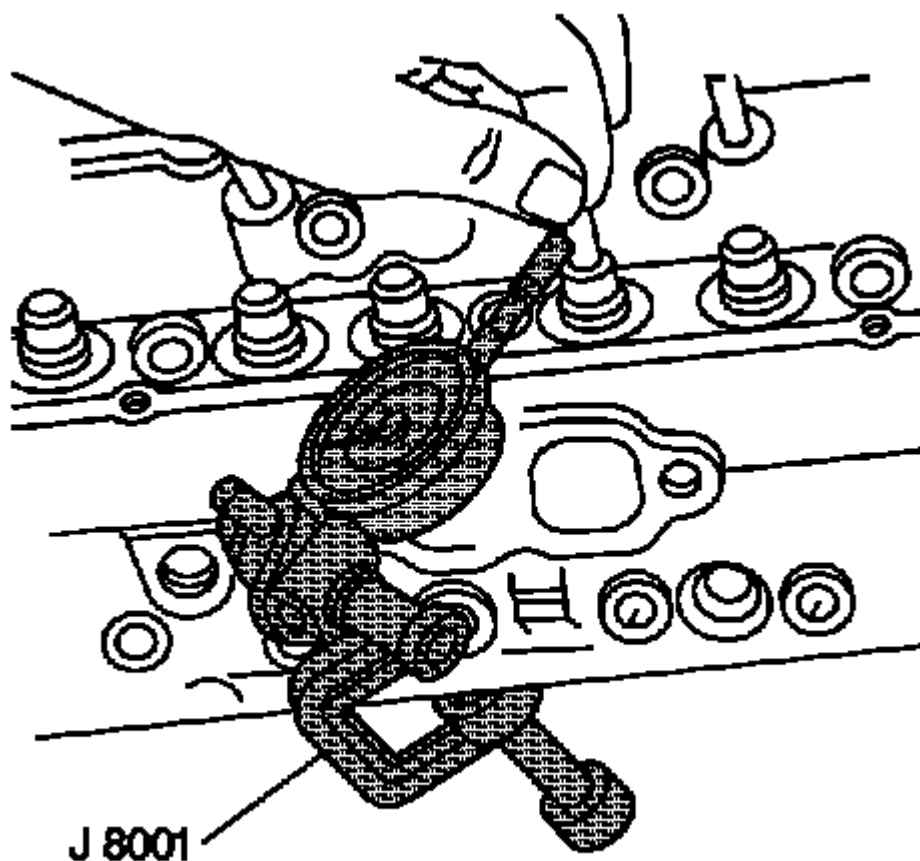


Fig. 592: Measuring Valve Stem-To-Guide Clearance Using J 8001
Courtesy of GENERAL MOTORS CORP.

Valve Guide Reaming/Valve and Seat Grinding

Tools Required

J 5830-02 Valve Guide Reamer Set. See **Special Tools and Equipment**.

1. Measure the valve stem-to-guide clearance. Refer to **Cylinder Head Cleaning and Inspection**.
2. Improper valve stem (1) to valve guide (2) clearance may cause excessive oil consumption.

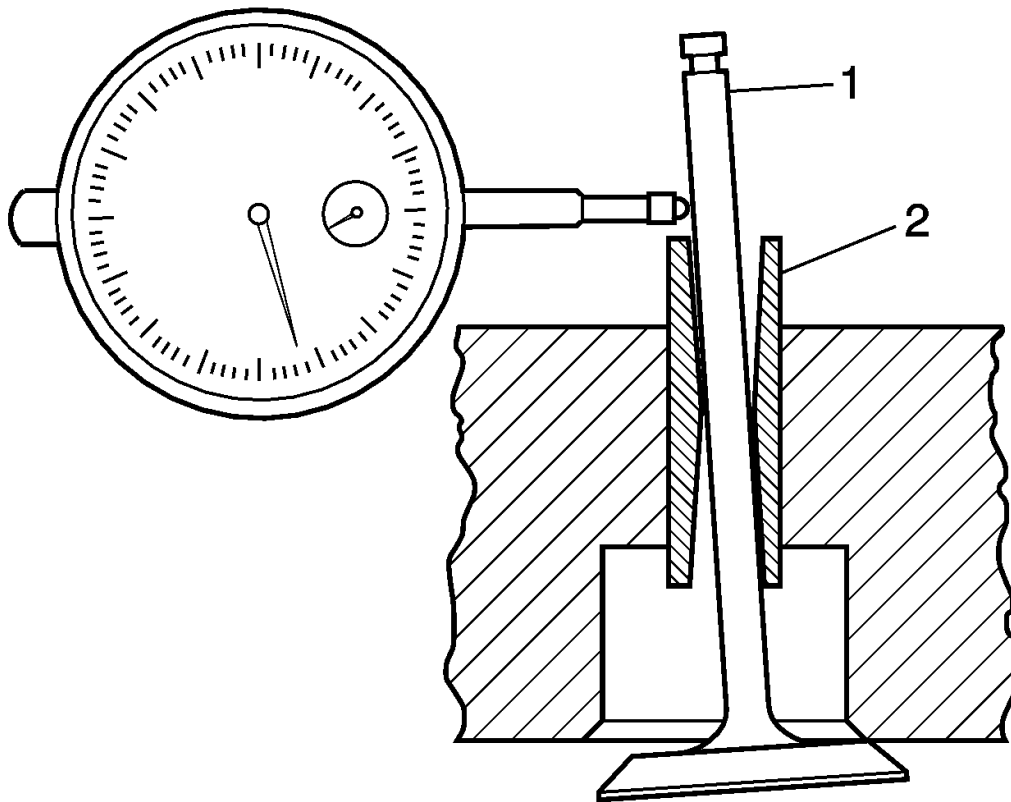


Fig. 593: Inspecting For Excessive Valve Stem To Guide Clearance
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

IMPORTANT: Exhaust valves with excessive valve stem-to-guide clearance must be replaced with the available service valve that has an 0.774 mm (0.0305 in) oversize valve stem. The intake valves are NOT available with oversize valve stems. Replace the cylinder head if after using a NEW intake valve in order to measure the valve stem-to-guide clearance, the valve stem-to-guide clearance is not within specifications.

3. Use the J 5830-3 in order to ream the exhaust valve guide in order to achieve the correct valve stem-to-guide clearance.
4. Always recondition the exhaust valve seat after reaming the exhaust valve guide bores and installing new exhaust valves.

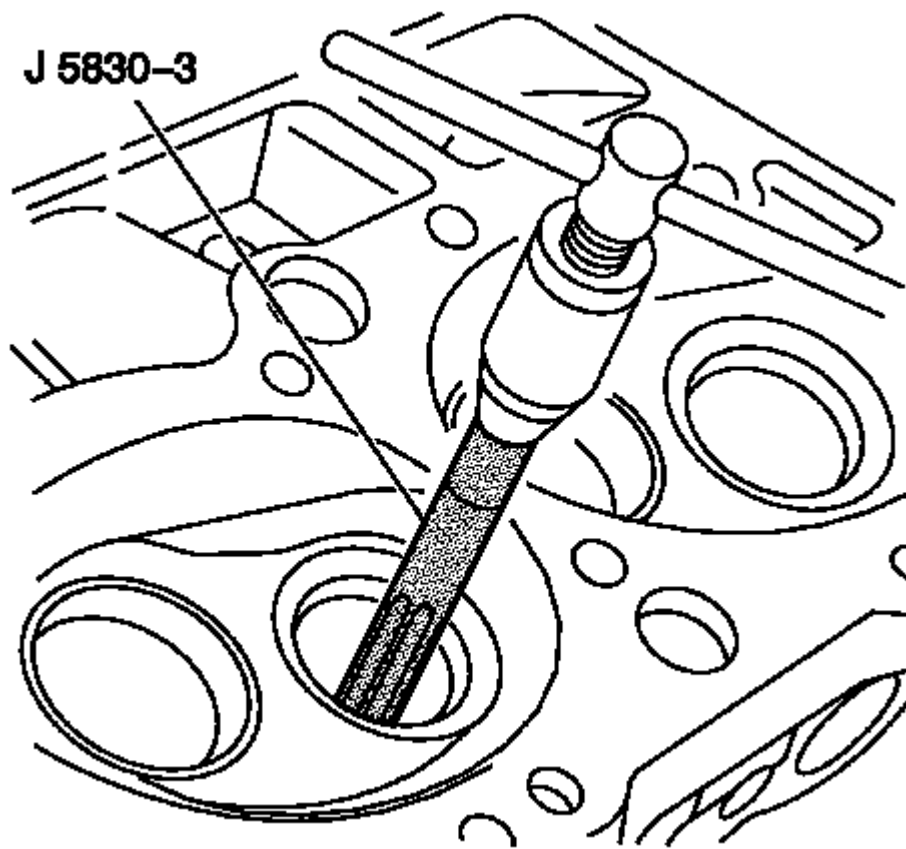


Fig. 594: Reaming Exhaust Valve Guide Using J 5830-3
Courtesy of GENERAL MOTORS CORP.

5. Inspect the valves for the following:
- Burnt or damaged areas (1)
 - Undersized margin (2)
 - Bent stem (3)
 - Scoring or other damage to the stem (4)
 - Worn key groove (5)
 - Worn stem tip (6)

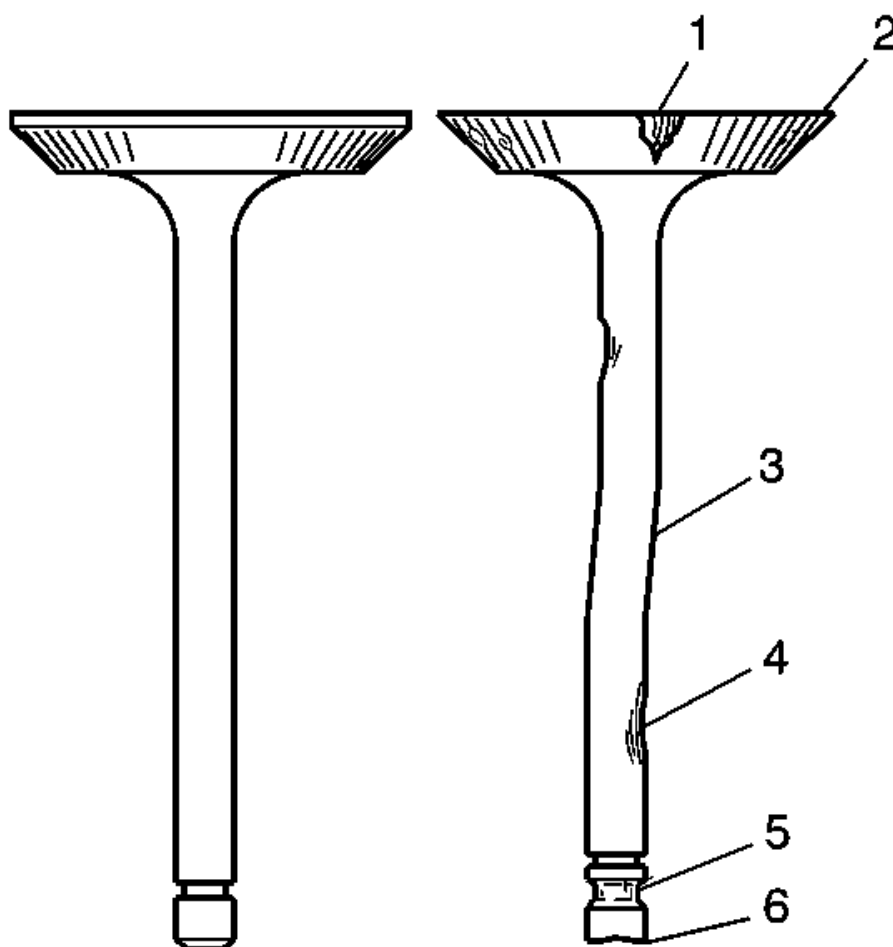


Fig. 595: Identifying Inspection Points For Valves Damage
Courtesy of GENERAL MOTORS CORP.

6. Inspect the valve contact surface for the following:

- Undersized margin (1)
- Pitted surface (2)
- Burnt or eroded areas (3)
- Acceptable edge margin (4)

Valves with excessive damage must be replaced.

Minor imperfections of the valve or valve seat may be repaired.

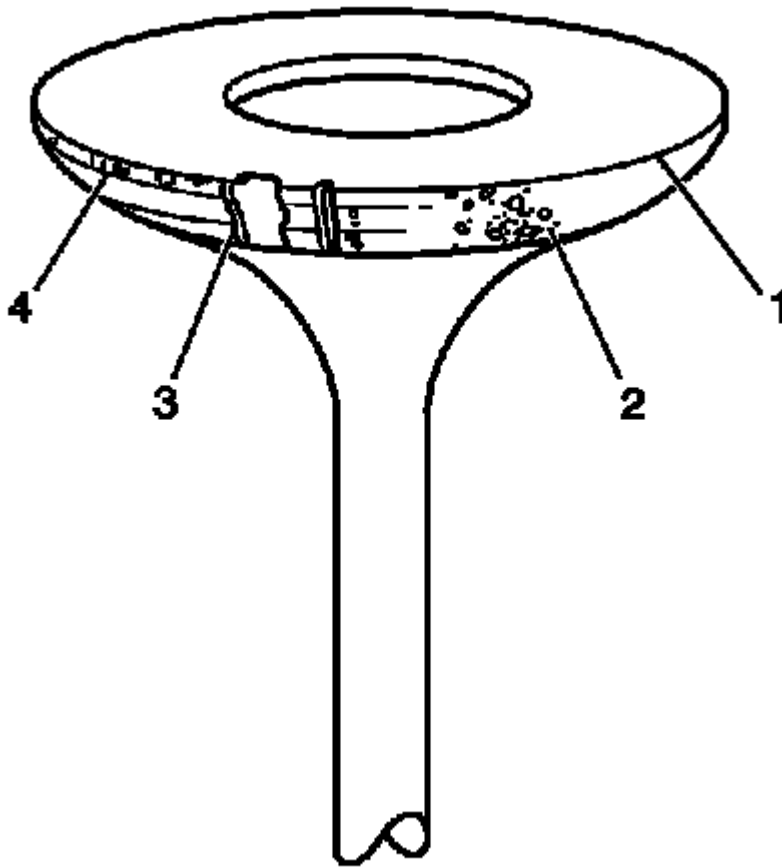


Fig. 596: Inspecting Valve Face For Burning, Pitting & Cracking
Courtesy of GENERAL MOTORS CORP.

7. Reconditioning of the valves and valve seats:

- The valves must seat perfectly for the engine to deliver optimum power and performance.
- Cooling the valve heads is another important factor. Good contact between each valve and valve seat in the cylinder head is necessary to insure that the heat in the valve head is properly carried away.
- Regardless of what type of equipment is used, it is essential that the valve guide bores are free from carbon or dirt in order to ensure the proper centering of the pilot in the valve guide.

The valve seats should be concentric to within 0.05 mm (0.002 in) total indicator reading.

- Reface pitted valves on a valve refacing machine in order to ensure the correct relationship between the valve head and the valve stem.

Replace the valve if the valve stem is excessively worn or warped.

Replace the valve if the edge margin (4) of the valve head is less than 0.79 mm (0.031 in) thick after grinding.

- Several different types of equipment are available for reconditioning valves and valve seats. Follow the equipment manufacturer's recommendations for equipment use to attain the proper results.

Cylinder Head Assemble

Tools Required

- **J 8062** Valve Spring Compressor. See Special Tools and Equipment.
- **J 42073** Valve Stem Seal Installer. See Special Tools and Equipment.

IMPORTANT: The exhaust valve oil stem seal has the letters EX (1) molded into the top of the seal. The exhaust valve oil stem seal material is brown in color (2) with a white stripe (3) painted onto the outside diameter of the seal, or the material may be red in color (2) with no paint stripe. The intake valve oil seal is black in color.

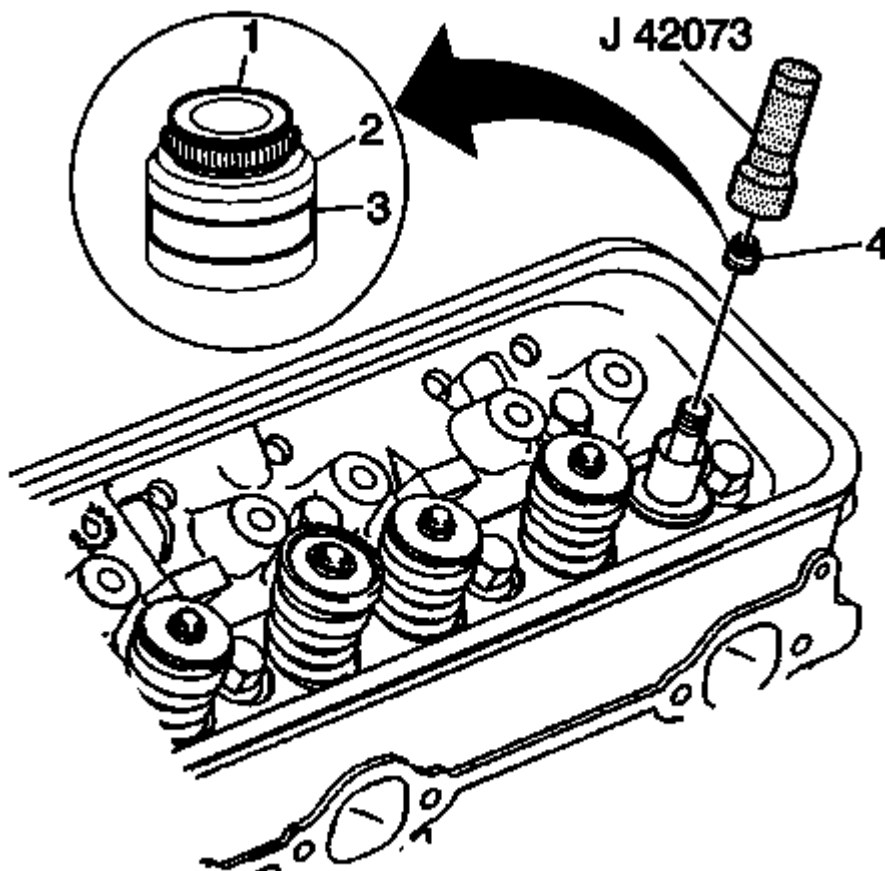


Fig. 597: Exhaust Valve Oil Stem Seal
Courtesy of GENERAL MOTORS CORP.

1. Assemble the valve into the proper valve guide.

2. Select the proper valve stem oil seal for the specific valve guide.
3. Lubricate the valve stem oil seal and the outside diameter of the valve guide with clean engine oil.
4. Assemble the valve stem oil seal onto the valve stem.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

5. Using the **J 42073** , install the valve stem oil seal onto the valve guide.
 1. Tap the valve stem oil seal onto the valve guide until the **J 42073** bottoms against the valve spring seat.
 2. Inspect the valve stem oil seal. The valve stem oil seal should not be bottomed against the valve guide.

There should be a 1-2 mm (0.03937-0.07874 in) gap between the bottom edge of the valve stem oil seal and the valve guide.

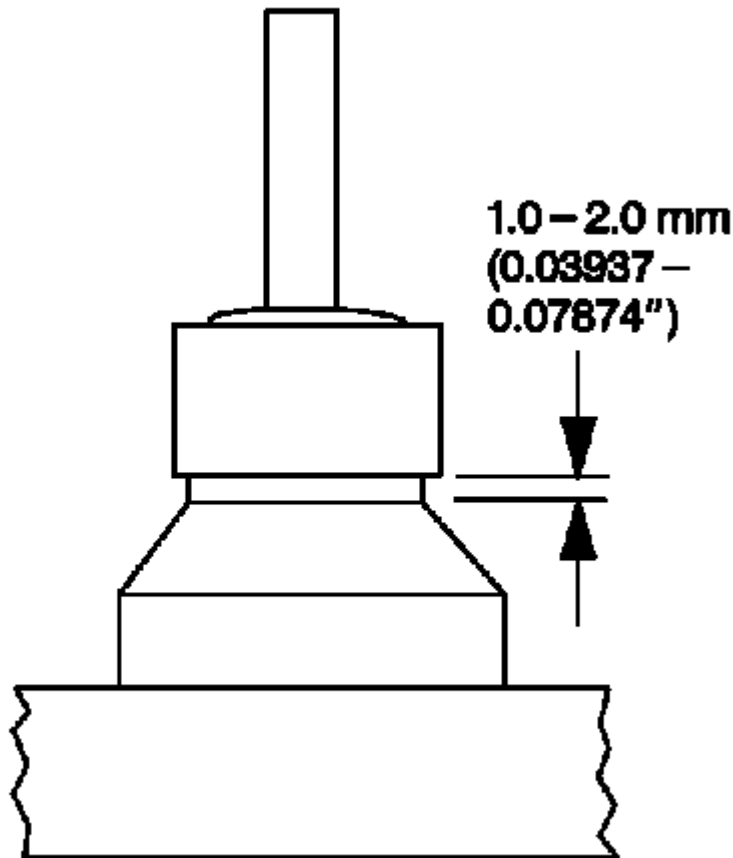


Fig. 598: Valve Stem Oil Seal Proper Installation Position
Courtesy of GENERAL MOTORS CORP.

6. Install the valve spring (3).
7. Install the valve spring cap (2) onto the valve spring (3), over the valve stem.

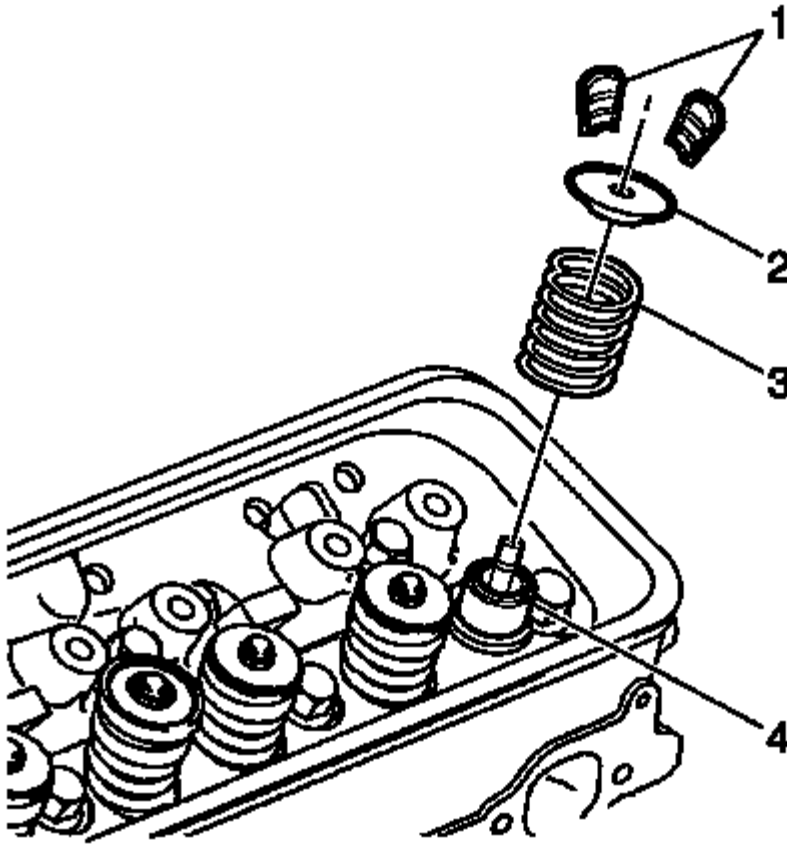


Fig. 599: Identifying Valve Components
Courtesy of GENERAL MOTORS CORP.

CAUTION: Compressed valve springs have high tension against the valve spring compressor. Valve springs that are not properly compressed by or released from the valve spring compressor can be ejected from the valve spring compressor with intense force. Use care when compressing or releasing the valve spring with the valve spring compressor and when removing or installing the valve stem keys. Failing to use care may cause personal injury.

8. Use the **J 8062** to compress the valve spring.

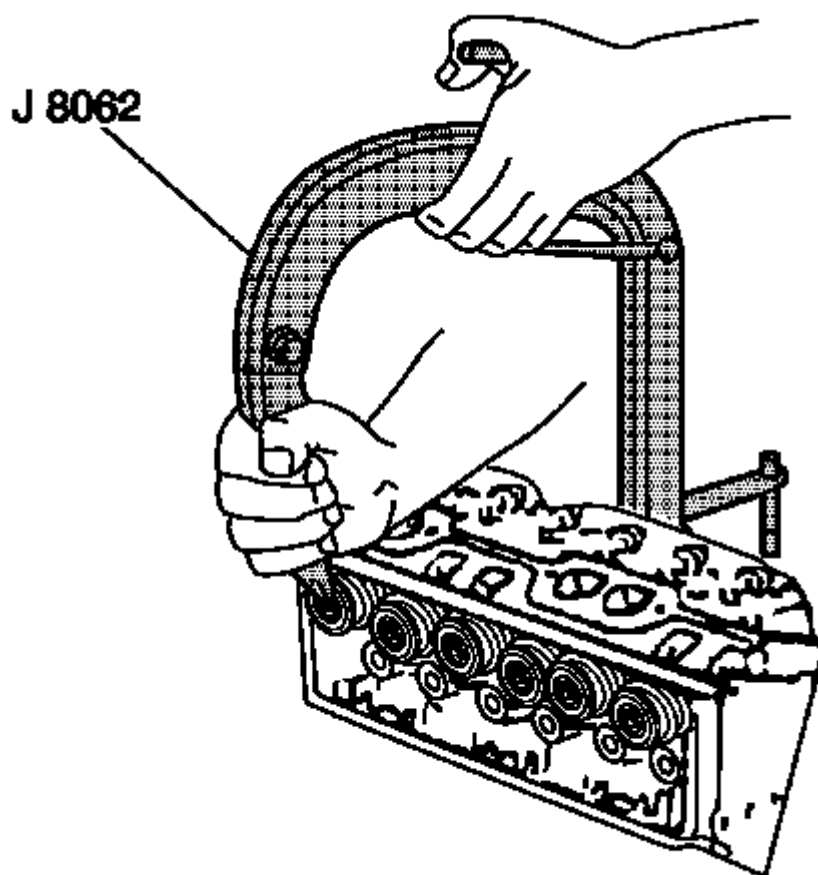


Fig. 600: Compressing Valve Springs
Courtesy of GENERAL MOTORS CORP.

9. Install the valve stem O-ring seal.
10. Install the valve stem keys.
 1. Use grease to hold the valve stem keys in place while disconnecting the **J 8062**.
 2. Tap the end of the valve stem with a plastic-faced hammer to seat the valve stem keys.
 3. Inspect the valve stem keys to ensure that they are seated in the upper groove of the valve stem.

Oil Pump Disassemble

1. Remove the oil pump driveshaft and oil pump driveshaft retainer.

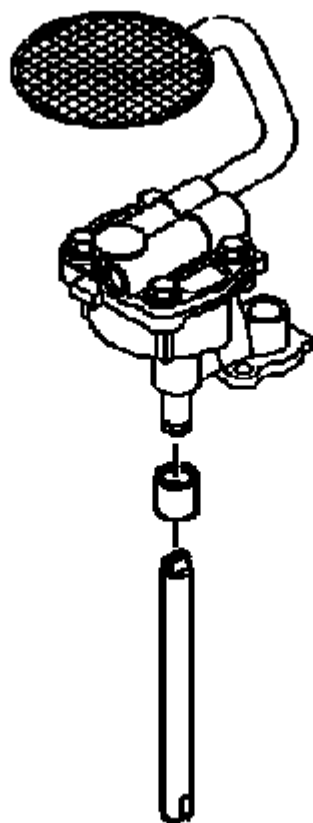


Fig. 601: View Of Oil Pump Driveshaft & Oil Pump Driveshaft Retainer
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: 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 pipe, if necessary. The oil pump pipe has a press fit into the oil pump cover.

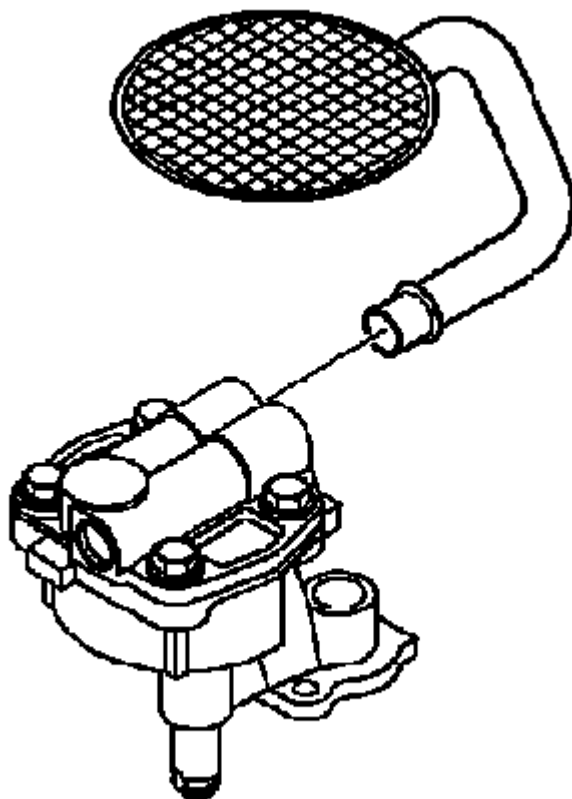


Fig. 602: Removing Oil Pump Pipe
Courtesy of GENERAL MOTORS CORP.

3. Remove the oil pump cover bolts.

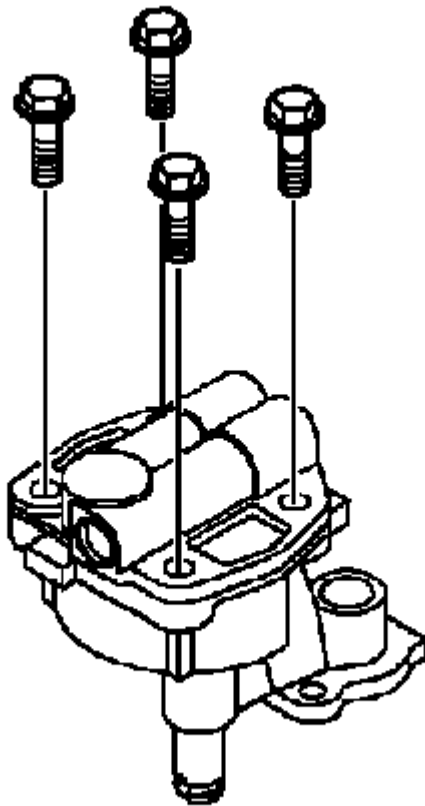


Fig. 603: View Of Oil Pump Cover Bolts
Courtesy of GENERAL MOTORS CORP.

4. Remove the oil pump cover.

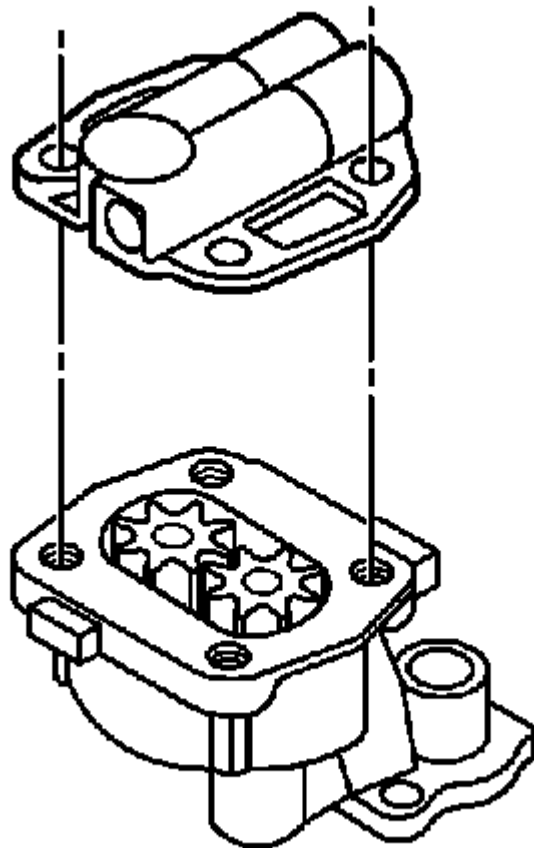


Fig. 604: View Of Oil Pump Cover
Courtesy of GENERAL MOTORS CORP.

5. Remove the oil pump drive gear and the oil pump driven gear.

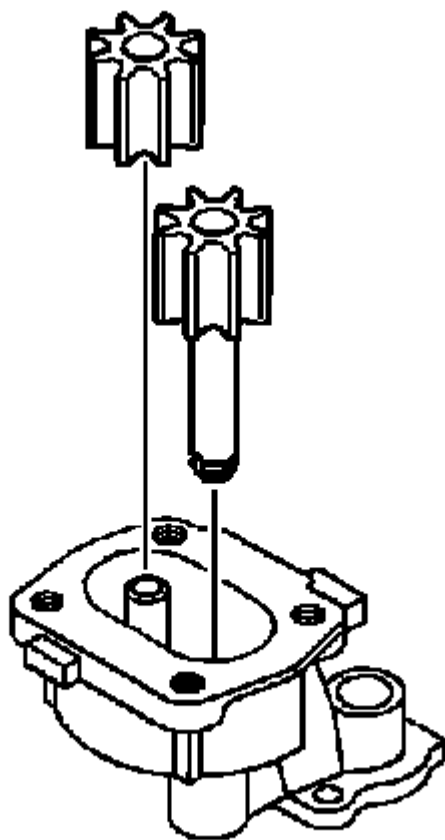


Fig. 605: View Of Oil Pump Drive Gear & Driven Gear
Courtesy of GENERAL MOTORS CORP.

6. Matchmark the gear teeth for assembly.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

7. Remove the following items:
 1. The oil pump pressure relief valve spring straight pin
 2. The oil pump pressure relief spring
 3. The oil pump pressure relief valve

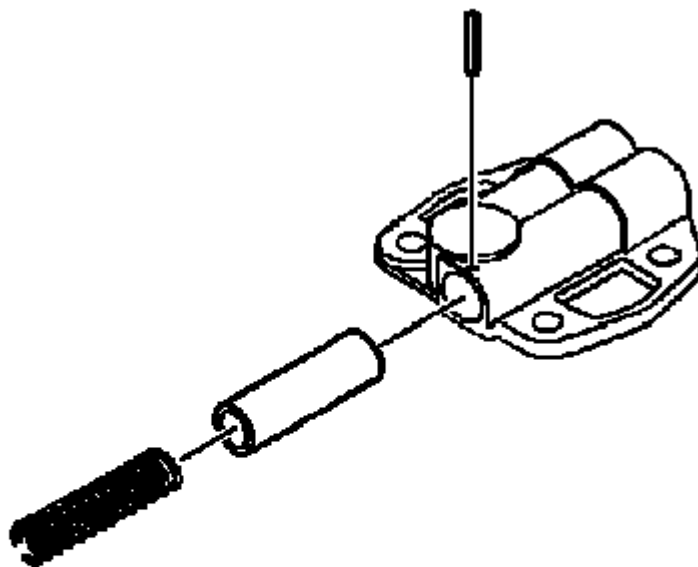


Fig. 606: View Of Oil Pump Pressure Relief Valve, Spring & Spring Straight Pin
Courtesy of GENERAL MOTORS CORP.

Oil Pump Cleaning and Inspection

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Clean the oil pump components in cleaning solvent.
2. Dry the components with compressed air.
3. Inspect the oil pump for the following conditions:
 - Scoring on the top of the gears (1)
 - Damaged gears (2) for the following:
 - Chipping
 - Galling
 - Wear
 - Scoring, damage or casting imperfections to the body (3)
 - Damaged or scored gear shaft (4)
 - Damaged or scored gear shaft (5)

- Damaged bolt hole threads
- Worn oil pump driveshaft bore
- Damaged or sticking oil pump pressure relief valve

Minor imperfections may be removed with a fine oil stone.

- Collapsed or broken oil pump pressure relief valve spring

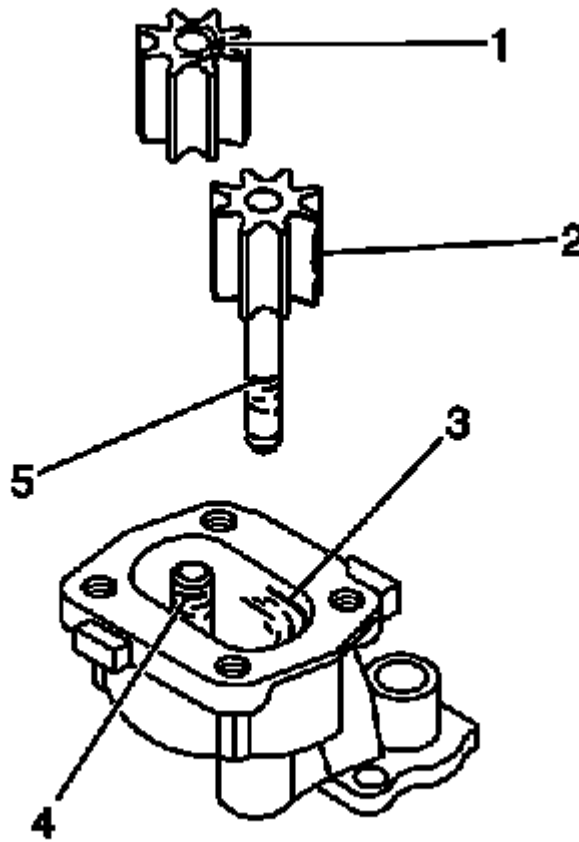


Fig. 607: Oil Pump Components
Courtesy of GENERAL MOTORS CORP.

4. If the oil pump is to be reused, install a NEW oil pump pressure relief valve spring.
5. During oil pump installation, install a NEW oil pump driveshaft retainer.

Oil Pump Assemble

Tools Required

J 21882 Oil Suction Pipe Installer. See Special Tools and Equipment.

1. Apply clean engine oil GM P/N 12345610 (Canadian P/N 9931930) or equivalent, to the oil pump pressure relief valve, oil pump pressure relief valve spring, and oil pump body.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

IMPORTANT: Replace the oil pump pressure relief valve spring when you reuse the oil pump.

2. Install the following items:
 1. The oil pump pressure relief valve
 2. The oil pump pressure relief valve spring
 3. The oil pump pressure relief valve spring straight pin

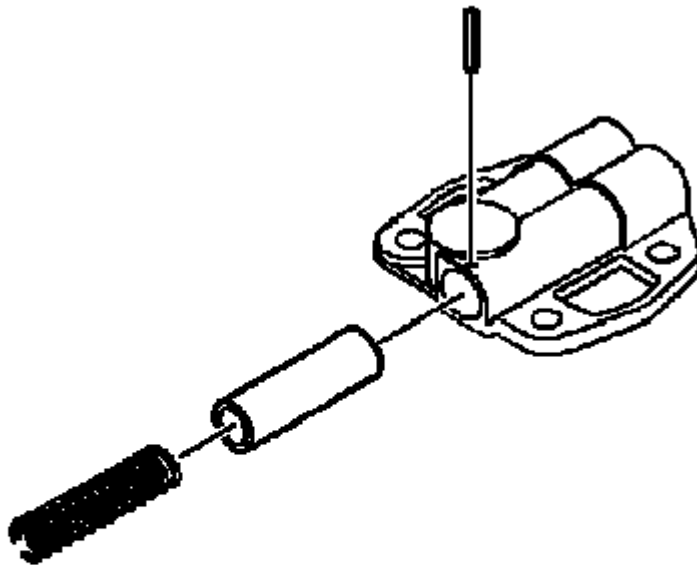


Fig. 608: View Of Oil Pump Pressure Relief Valve, Spring & Spring Straight Pin
Courtesy of GENERAL MOTORS CORP.

3. Apply clean engine oil GM P/N 12345610 (Canadian P/N 993193) or equivalent, to the oil pump drive gear, the oil pump driven gear, and the oil pump body internal surfaces.

4. Install the oil pump drive gear and the oil pump driven gear into the oil pump body.
 1. Align the matchmarks on the oil pump drive and driven gears.
 2. Install the smooth side of the oil pump drive and driven gears toward the oil pump cover.

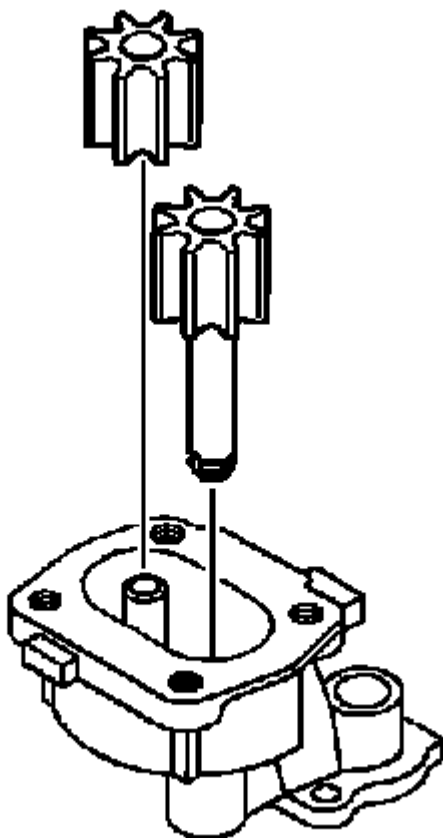


Fig. 609: View Of Oil Pump Drive Gear & Driven Gear
Courtesy of GENERAL MOTORS CORP.

5. Install the oil pump cover.

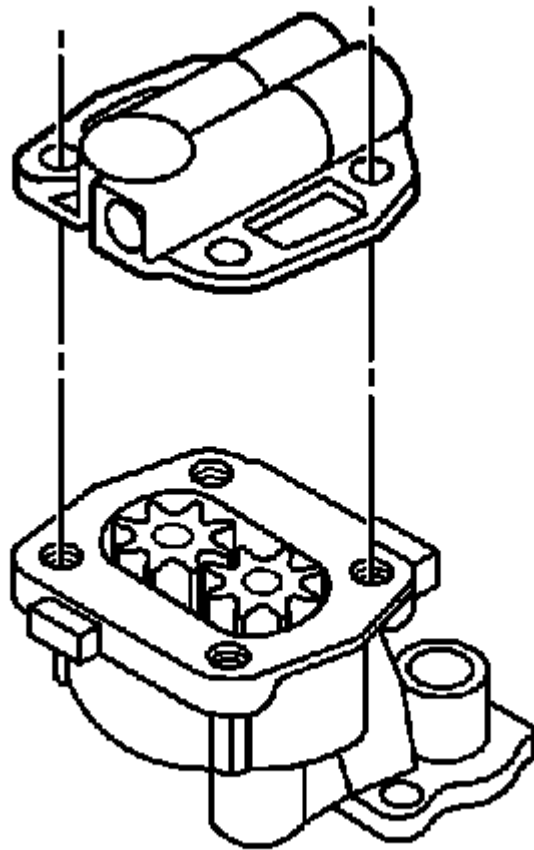


Fig. 610: View Of Oil Pump Cover
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Caution and Notices.

6. Install the oil pump cover bolts.

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

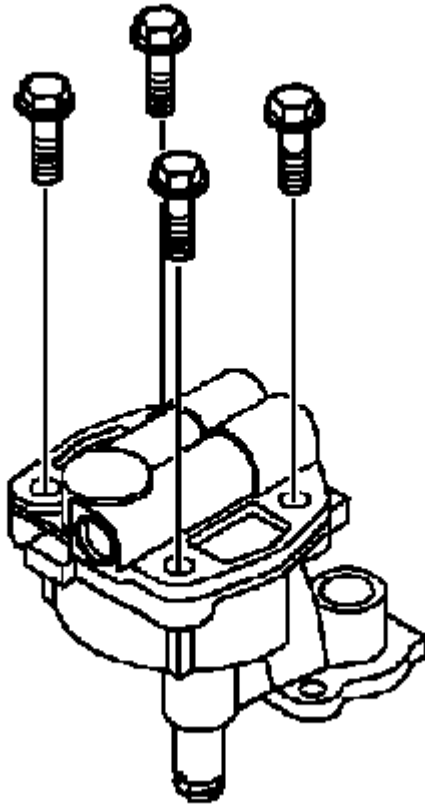


Fig. 611: View Of Oil Pump Cover Bolts
Courtesy of GENERAL MOTORS CORP.

7. Inspect the oil pump for smoothness of operation by turning the oil pump driveshaft by hand.
8. Install the oil pump screen.
 1. If removed, replace the oil pump screen. The oil pump screen must have a good press fit into the oil pump body.
 2. Mount the oil pump in a soft jawed vise.
 3. Apply sealant GM P/N 12346004 (Canadian P/N 10953480) or equivalent, to the end of the oil pump screen pipe.
 4. Use the **J 21882** and a soft-faced hammer in order to tap the oil pump screen into the pump body.

The oil pump screen must align parallel with the bottom of the oil pan when the oil pan is installed.

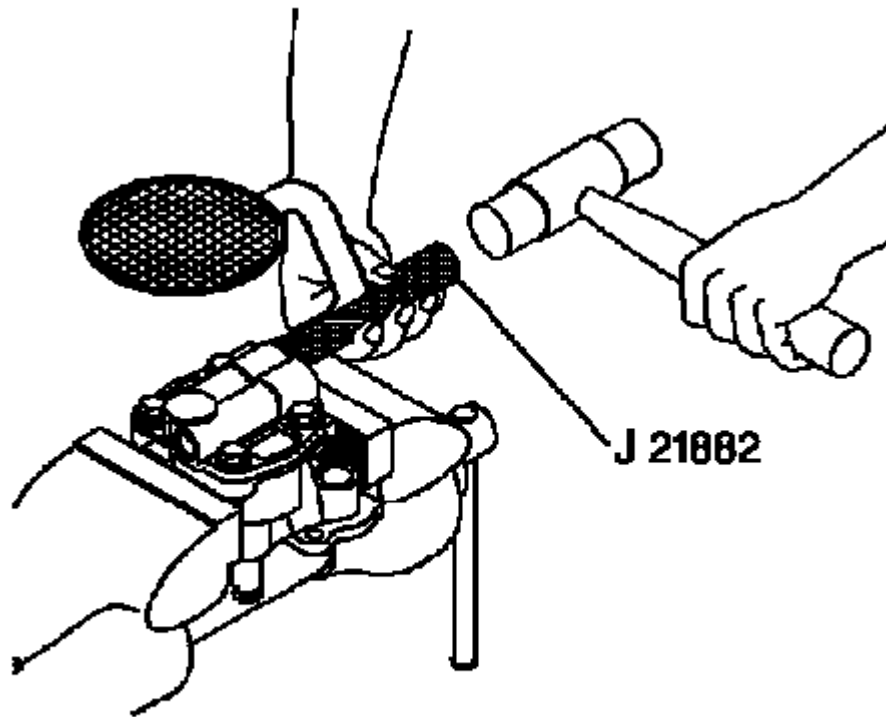


Fig. 612: Installing Oil Pump Screen Into Pump Body
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Install a NEW oil pump driveshaft retainer during assembly.

9. Install the oil pump driveshaft and the NEW oil pump driveshaft retainer.

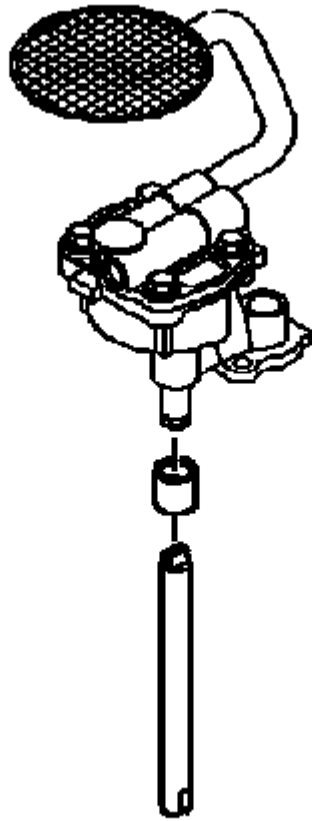


Fig. 613: View Of Oil Pump Driveshaft & Oil Pump Driveshaft Retainer
Courtesy of GENERAL MOTORS CORP.

Valve Rocker Arm Cover Cleaning and Inspection

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Clean the valve rocker arm cover in cleaning solvent.
2. Dry the valve rocker arm cover with compressed air.
3. Inspect the valve rocker arm cover for the following:
 - Damage to the PCV valve grommet (1)
 - Damage to the bolt holes (2)

A damaged valve rocker arm cover may interfere with the valve rocker arms.

- Damage to the exterior of the valve rocker arm cover (3)
- Gouges or damage to the sealing surface (4)
- Damage to the oil fill tube grommet (5)

- Restrictions to the ventilation system passages

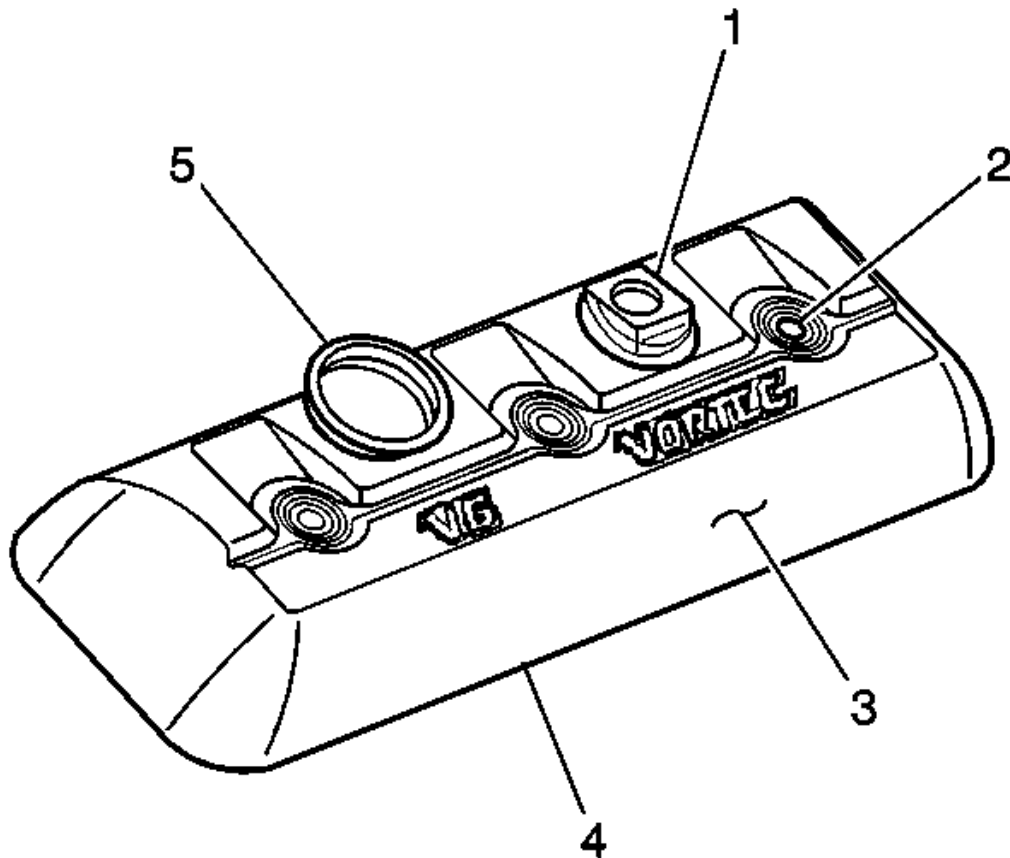


Fig. 614: Valve Rocker Arm Cover Cleaning & Inspection Areas
Courtesy of GENERAL MOTORS CORP.

Oil Pan Cleaning and Inspection

1. Remove the oil pan baffle bolts and the oil pan baffle.

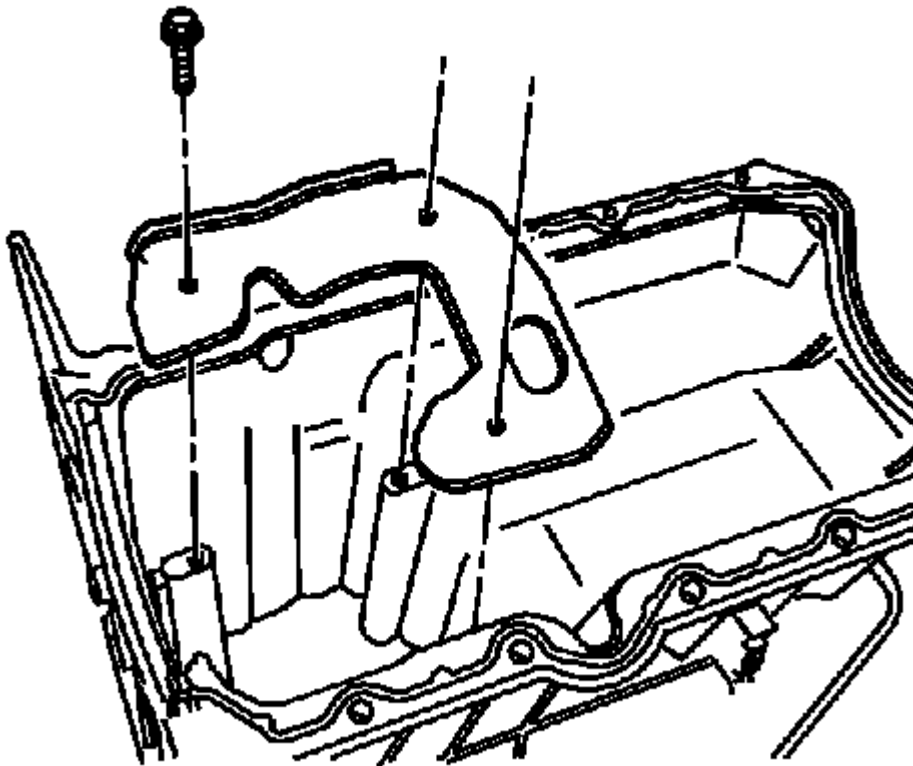


Fig. 615: Removing Oil Pan Baffle Bolts & Oil Pan Baffle
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

2. Clean the oil pan and oil pan baffle in cleaning solvent.
3. Dry the oil pan and oil pan baffle with compressed air.
4. Inspect the oil pan for the following:
 - Gouges or damage to the oil pan sealing surfaces (1)
 - Damage to the threaded holes (2)
 - Damaged oil pan drain hole threads (3)
 - Damage to the oil pan baffle
 - Damage to the exterior of the oil pan

A damaged oil pan may interfere with the proper position of the oil pump screen, or may not distribute oil properly in the oil pan sump area.

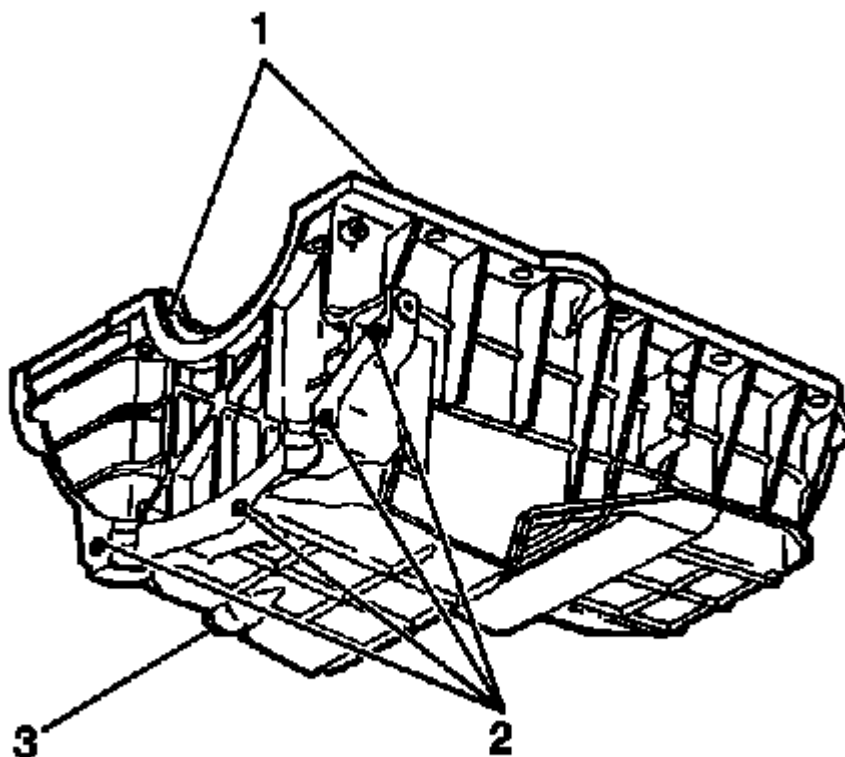


Fig. 616: Oil Pan Cleaning & Inspection Areas
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

5. Install the oil pan baffle and the bolts.

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

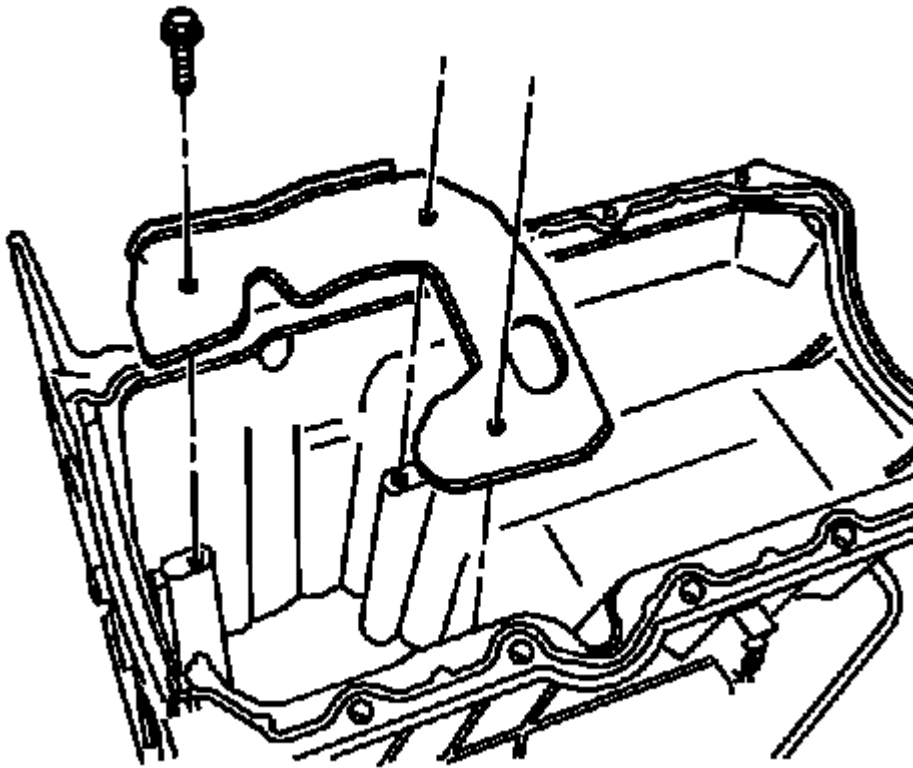


Fig. 617: Installing Oil Pan Baffle & Bolts
Courtesy of GENERAL MOTORS CORP.

Intake Manifold Disassemble (LU3)

1. Remove the nuts, the studs, and the accelerator control cable bracket.

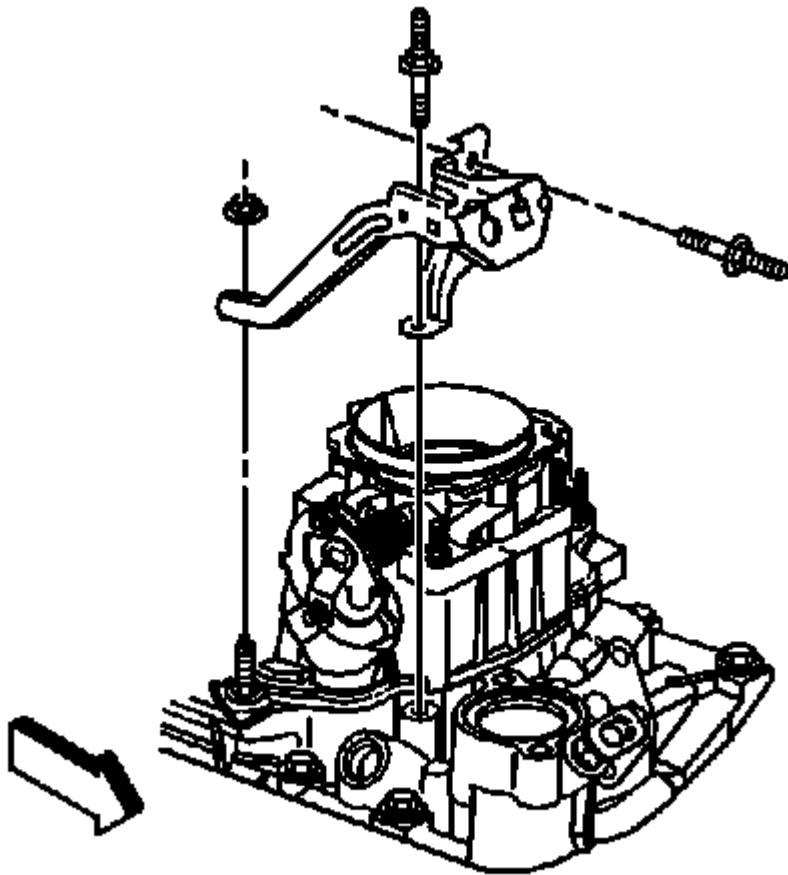


Fig. 618: Removing Accelerator Control Cable Bracket
Courtesy of GENERAL MOTORS CORP.

2. Remove the throttle body attaching studs.

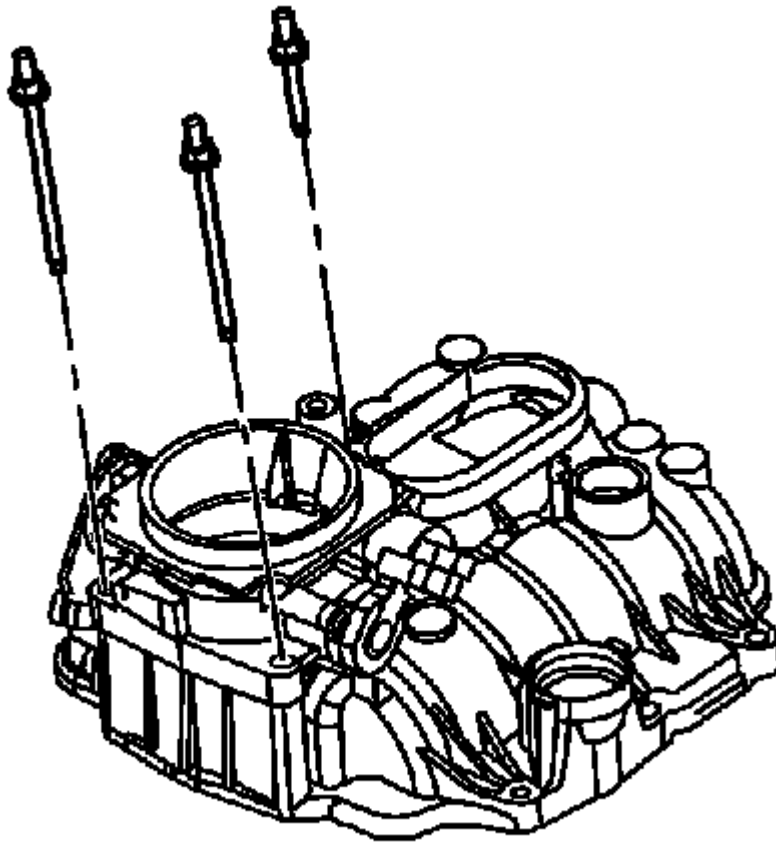


Fig. 619: View Of Throttle Body & Attaching Studs
Courtesy of GENERAL MOTORS CORP.

3. Remove the throttle body.
4. Remove the throttle body to upper intake manifold gasket.

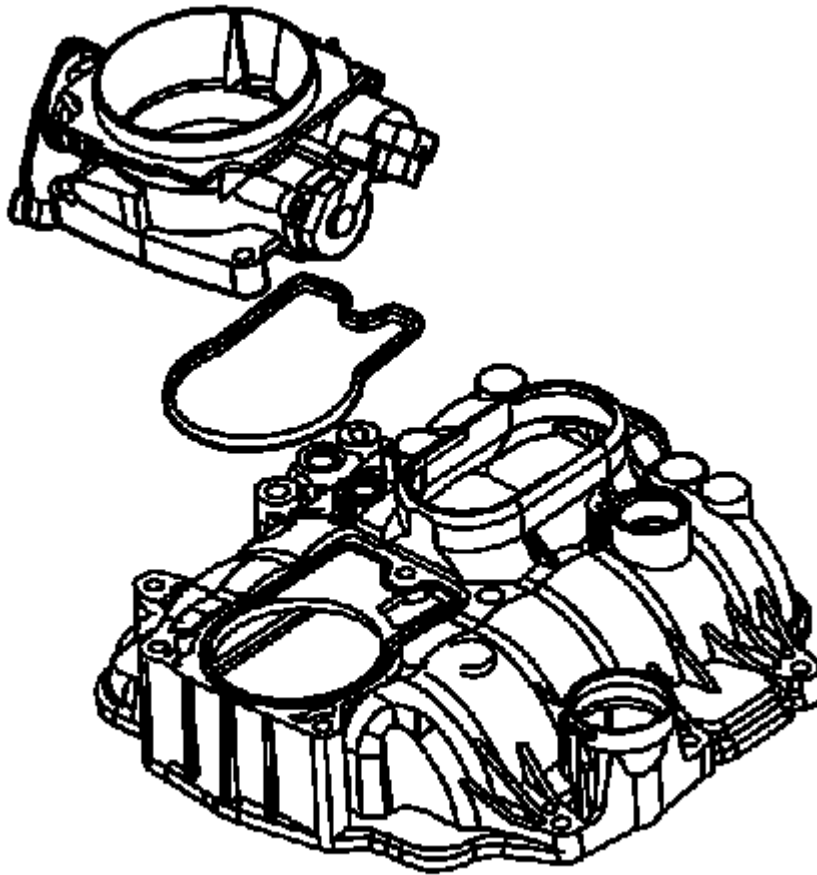


Fig. 620: View Of Throttle Body & Gasket
Courtesy of GENERAL MOTORS CORP.

5. Discard the throttle body to upper intake manifold gasket.
6. Remove the water outlet studs.
7. Remove the water outlet (1 or 2).

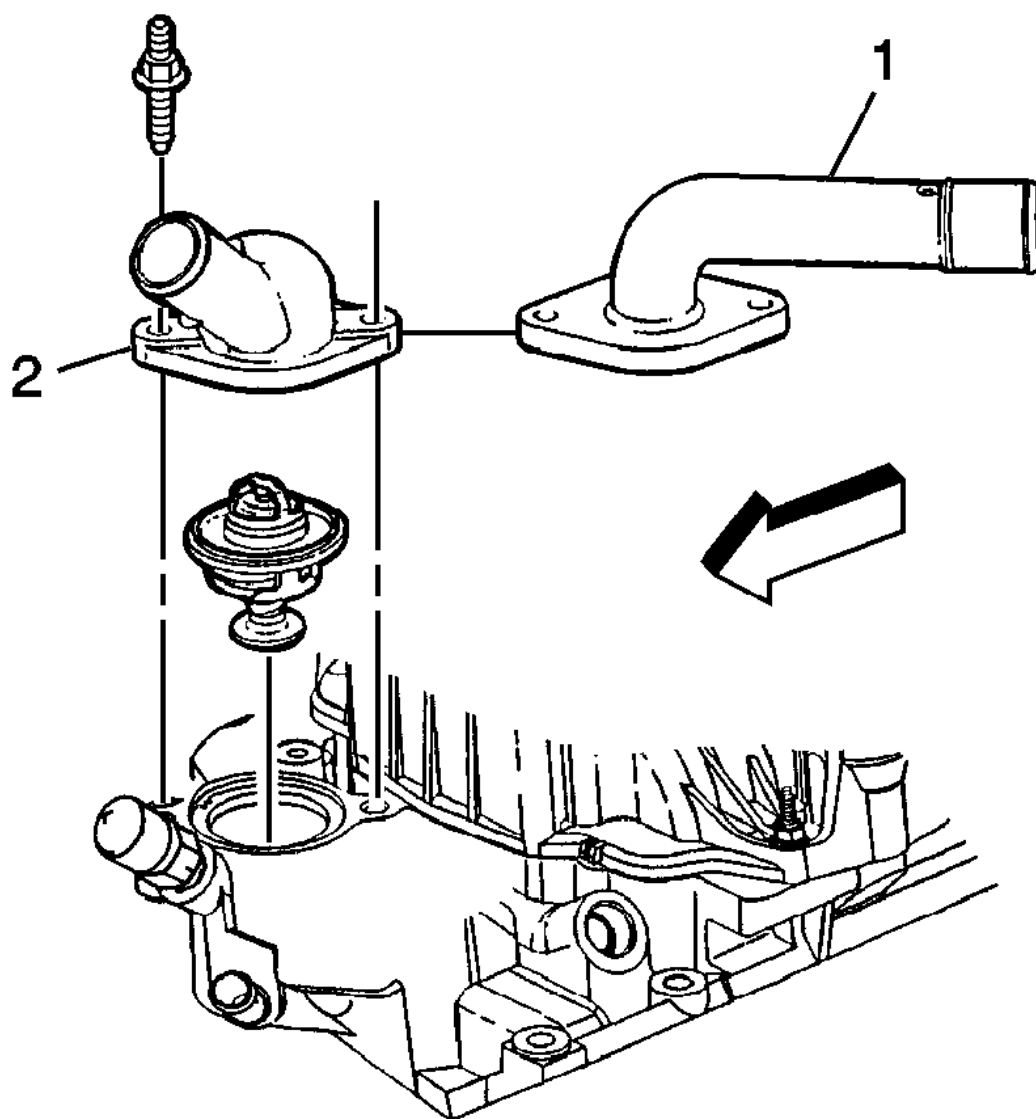


Fig. 621: Removing Water Outlet
 Courtesy of GENERAL MOTORS CORP.

8. Remove the engine coolant thermostat.
9. Remove the engine coolant temperature (ECT) sensor plug (1) or the ECT sensor (2) from the front of the lower intake manifold, if equipped.

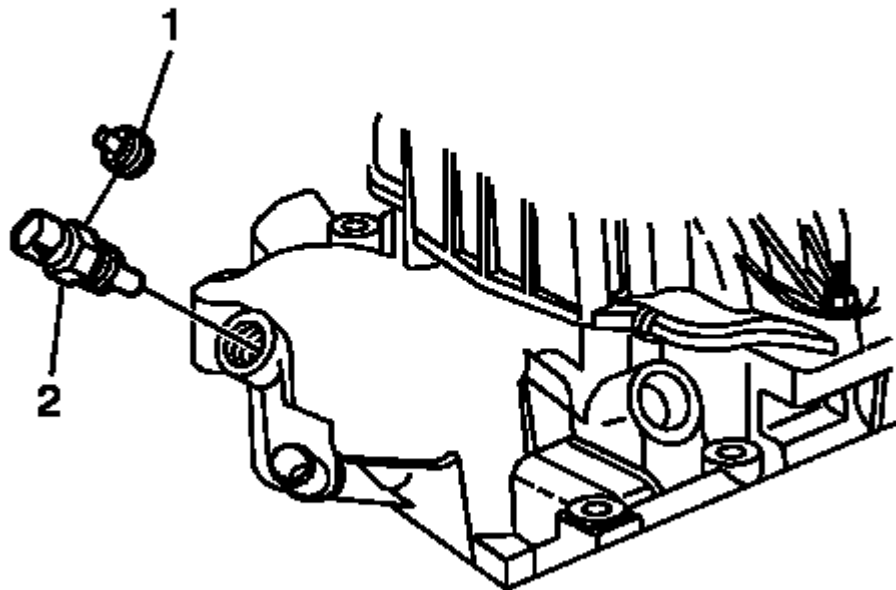


Fig. 622: ECT Sensor & Plug
Courtesy of GENERAL MOTORS CORP.

10. Remove the studs and the ignition coil.

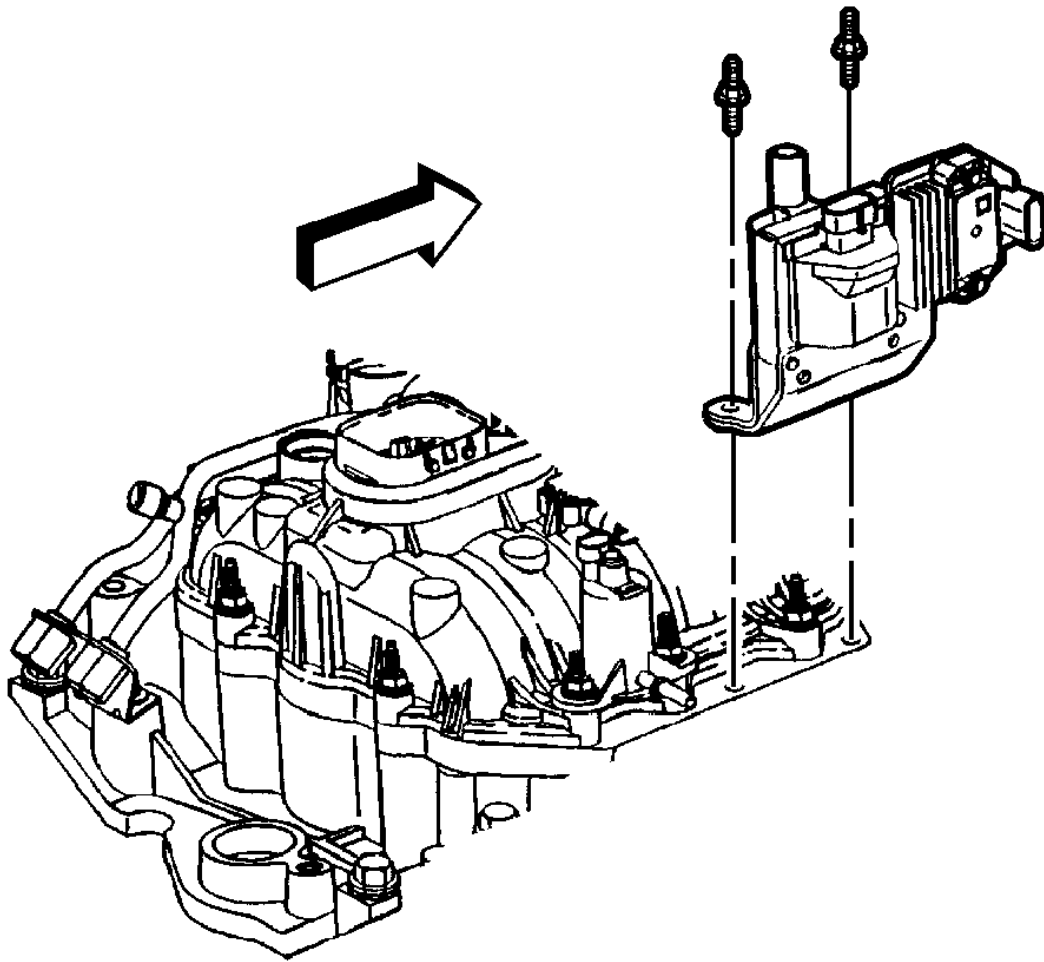


Fig. 623: Removing Ignition Coil & Studs
Courtesy of GENERAL MOTORS CORP.

11. Remove the manifold absolute pressure (MAP) sensor.

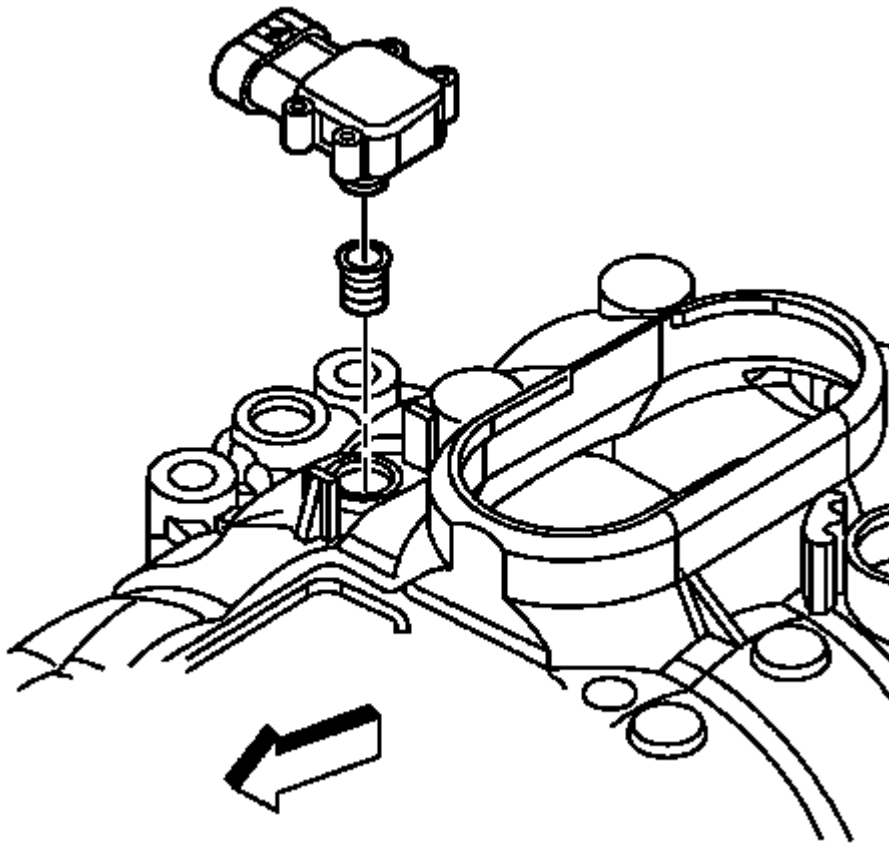


Fig. 624: Removing MAP Sensor
Courtesy of GENERAL MOTORS CORP.

12. Remove the MAP sensor seal from the MAP sensor.
13. Discard the MAP sensor seal.
14. Remove the fuel pipe bolt (4).
15. Remove the fuel pipe retainer nuts (1).
16. Remove the fuel pipe retainer (2).
17. Remove the fuel pipe (3).
18. Remove and discard the fuel seal retainers (5).
19. Remove and discard the fuel seals (6), yellow O-rings.
20. Remove and discard the spacer rings (7), flat washers.
21. Remove and discard the fuel seals (8), black O-rings.

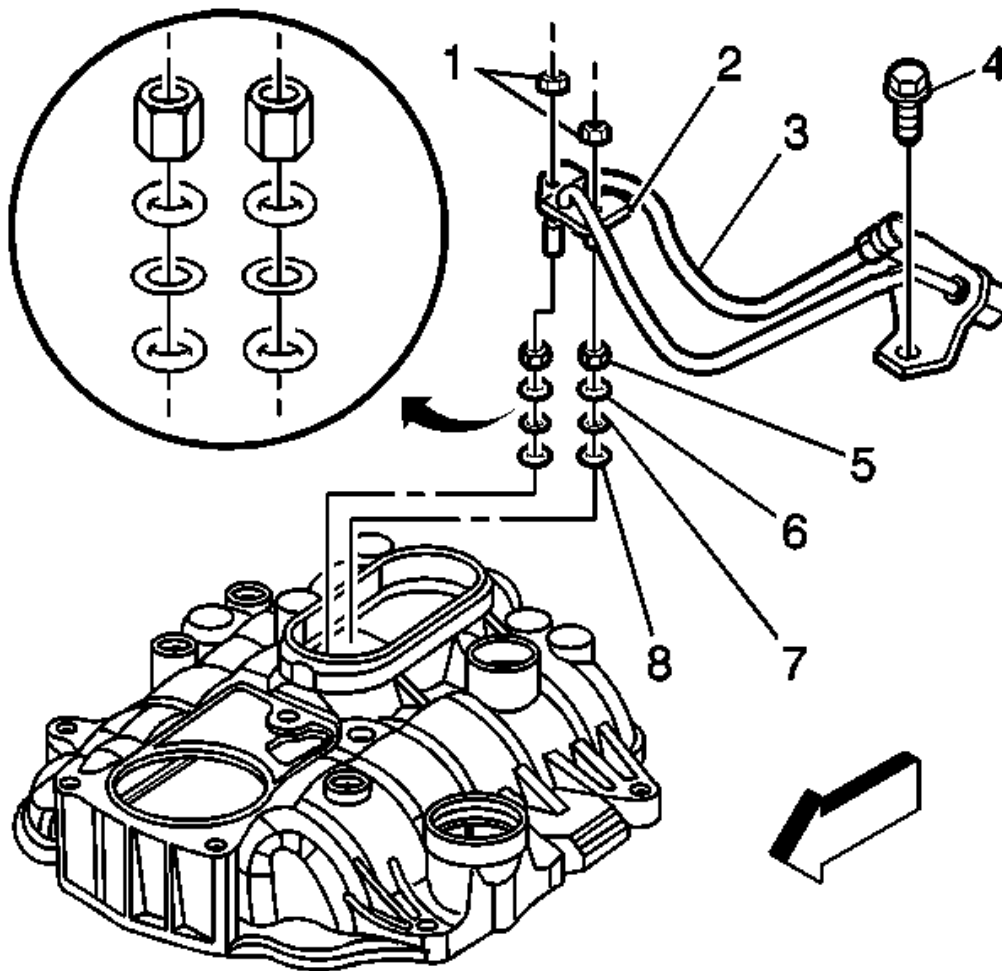


Fig. 625: Fuel Pipes & Components
Courtesy of GENERAL MOTORS CORP.

22. Remove the studs and the evaporative emission (EVAP) canister purge solenoid valve.

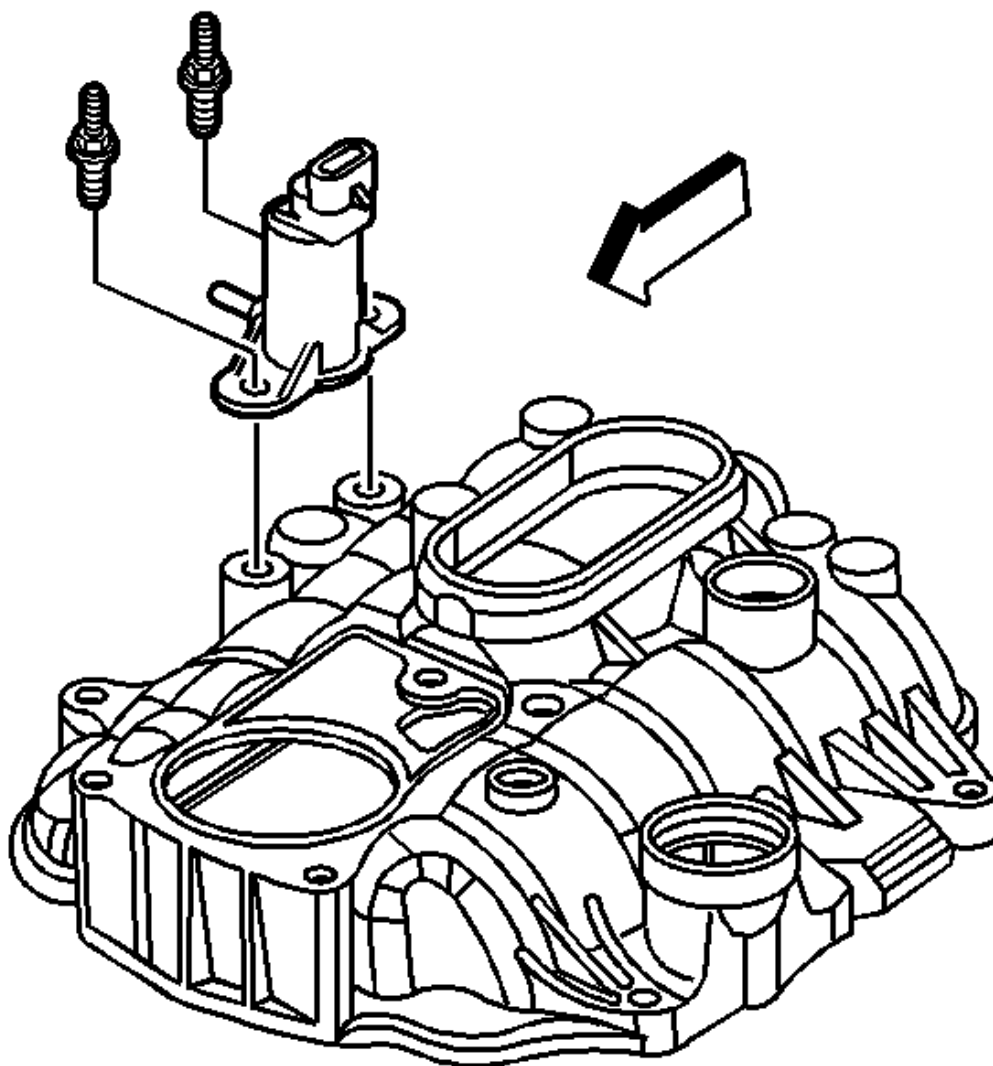


Fig. 626: Removing EVAP Canister Purge Solenoid Valve
Courtesy of GENERAL MOTORS CORP.

23. Remove the nut and the engine wiring harness bracket.
24. Remove the upper intake manifold attaching studs.
25. Remove the upper intake manifold.

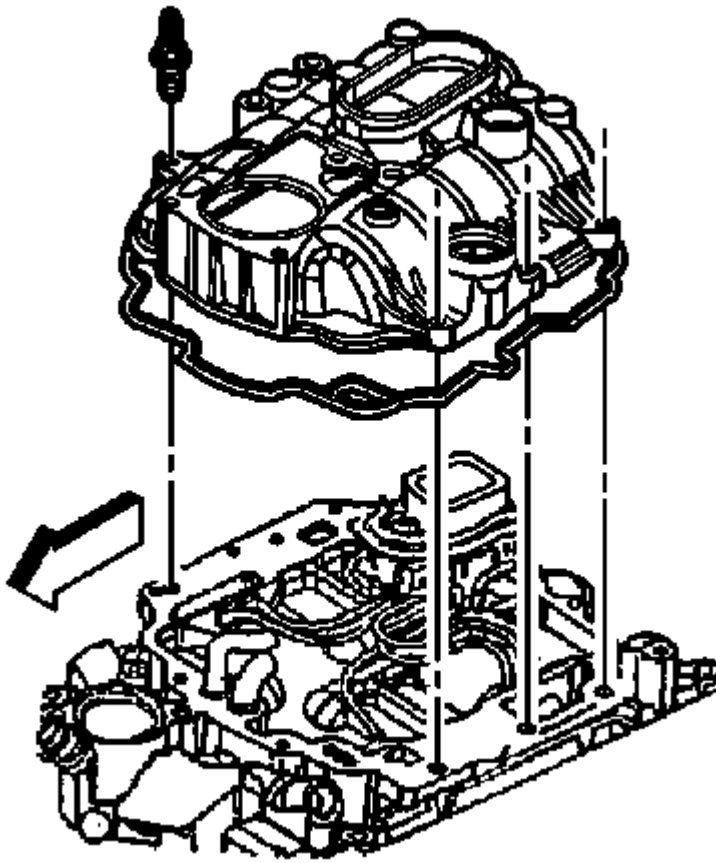


Fig. 627: Removing Upper Intake Manifold
Courtesy of GENERAL MOTORS CORP.

26. Remove the upper intake manifold to lower intake manifold gasket.
27. Discard the upper intake manifold to lower intake manifold gasket.

IMPORTANT: During the removal of the fuel injector assembly, the retainers that hold the injectors into the intake manifold may become worn. This is OK. Upon installation of the upper intake manifold, the injectors will be held fully seated, thus keeping them from backing out of the lower intake manifold.

28. Remove the fuel meter body seal and discard.
29. Remove the 6 injectors from the lower intake manifold bores.

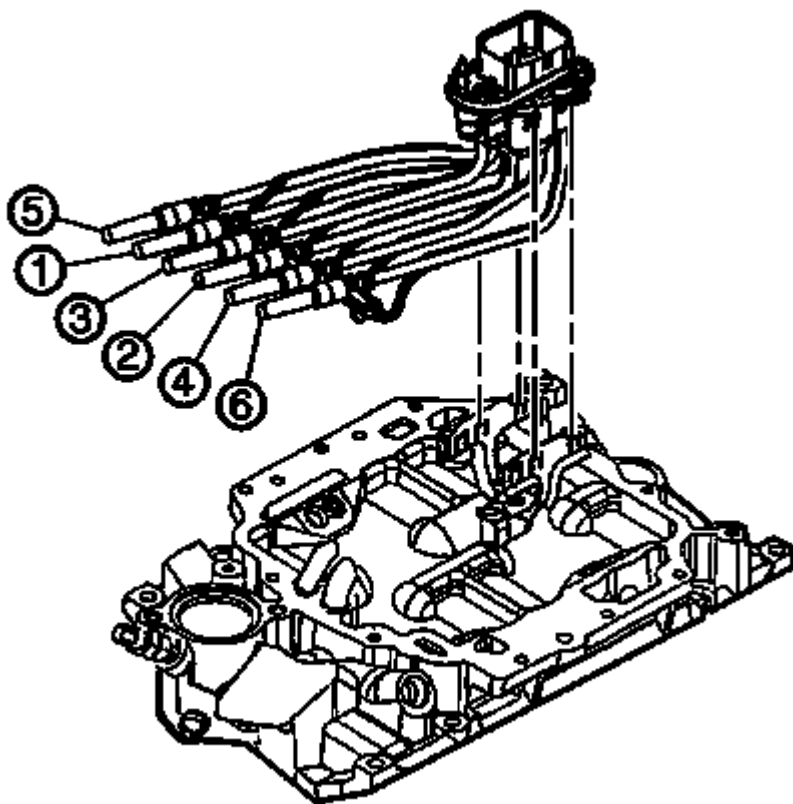


Fig. 628: Removing Injectors From Lower Intake Manifold Bores
Courtesy of GENERAL MOTORS CORP.

30. Remove the fuel meter body.
31. Remove the bolt and the fuel meter body bracket.

Intake Manifold Cleaning and Inspection

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Clean the upper intake manifold in cleaning solvent.
2. Dry the upper intake manifold with compressed air.

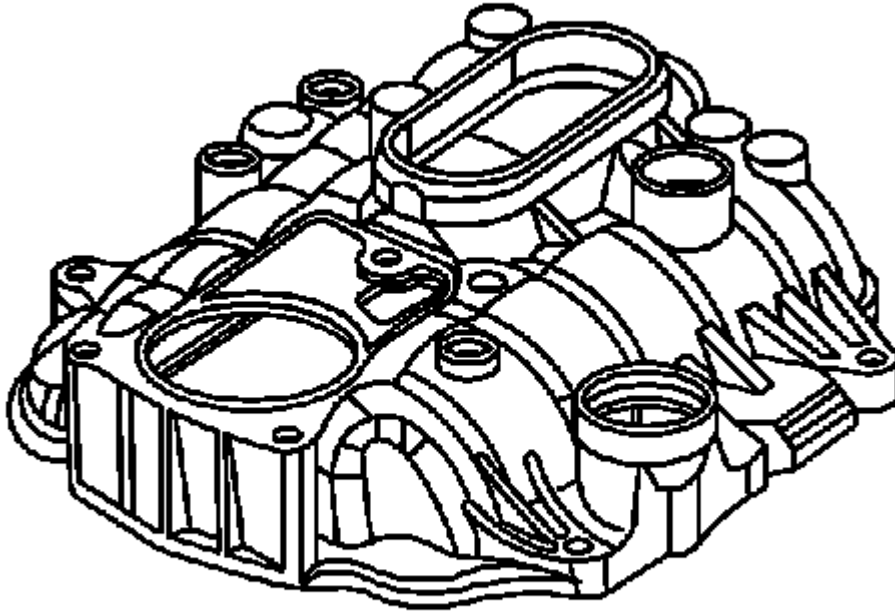


Fig. 629: Upper Intake Manifold
Courtesy of GENERAL MOTORS CORP.

3. Clean the lower intake manifold in cleaning solvent.
4. Dry the lower intake manifold with compressed air.

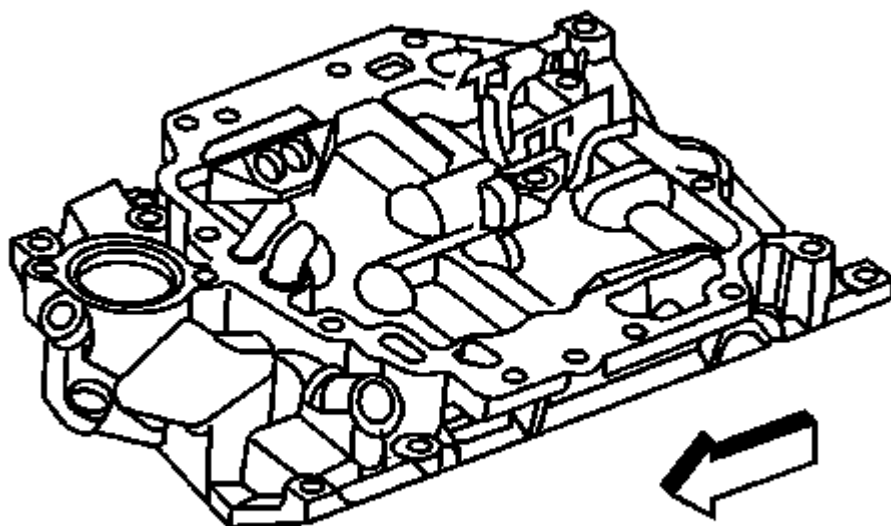


Fig. 630: Lower Intake Manifold
Courtesy of GENERAL MOTORS CORP.

5. Inspect the upper intake manifold for the following:
 - Cracks or other damage to the exterior (1)
 - Cracking or damage in the gasket grooves (2) and (3)
 - Damage to the throttle body mounting surface (4)
 - Loose or damaged bolt hole thread inserts (5)

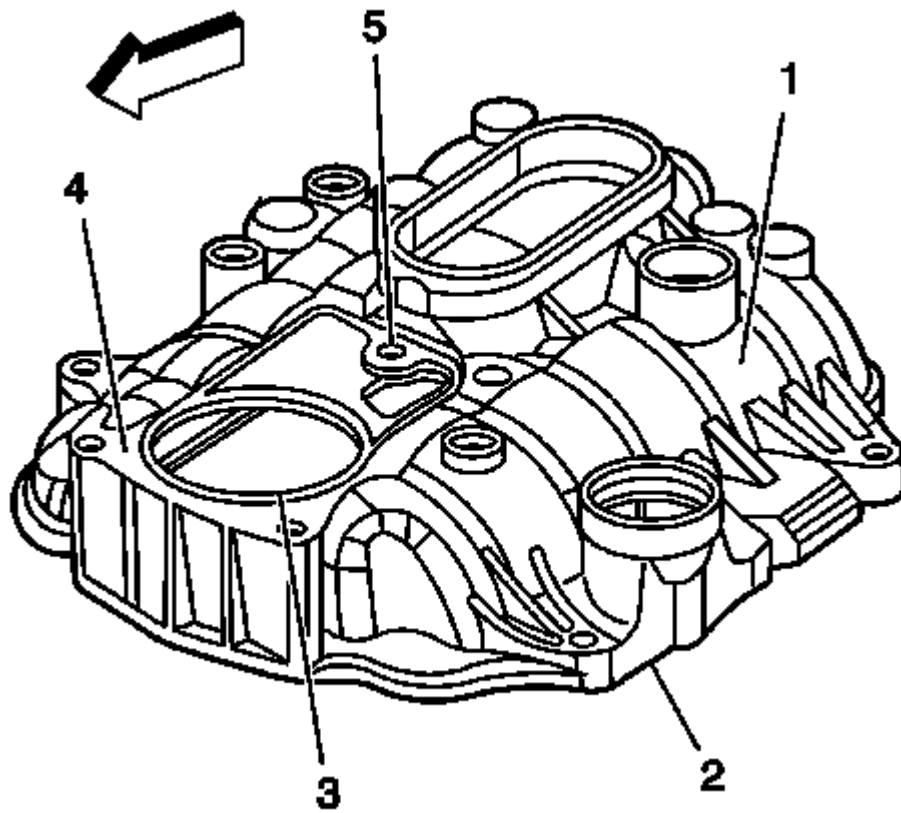


Fig. 631: Upper Intake Manifold Damage
Courtesy of GENERAL MOTORS CORP.

6. Inspect the lower intake manifold for the following:
- Damage to the gasket sealing surfaces (1) and (2)
 - Restricted cooling system passages (3)
 - Cracks or damage
 - Damage to the threaded bolt holes

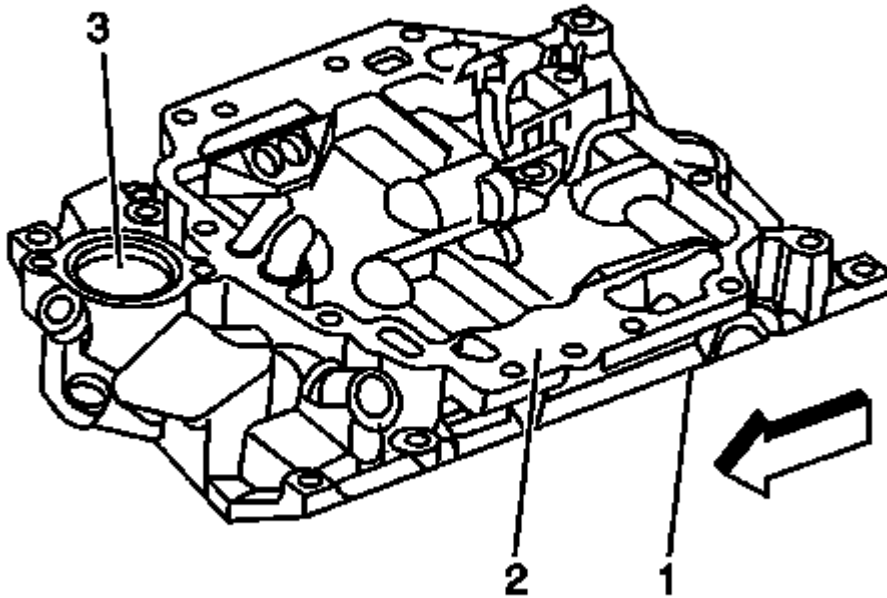


Fig. 632: Lower Intake Manifold Damage
Courtesy of GENERAL MOTORS CORP.

Intake Manifold Assemble (LU3)

IMPORTANT: During the removal of the fuel injector assembly, the retainers that hold the injectors into the intake manifold may become worn. This is OK. Upon installation of the upper intake manifold, the injectors will be held fully seated, thus keeping them from backing out of the lower intake manifold.

1. If reusing the fastener, apply threadlock GM P/N 12345382 (Canadian P/N 10953489) or equivalent, to the threads of the fuel meter body bracket bolt.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the fuel meter body bracket and bolt.

Tighten: Tighten the fuel meter bracket bolt to 10 N.m (89 lb in).

IMPORTANT: All injector lines must face forward as the fuel meter body is snapped into the bracket. Also, the number three fuel tube must be positioned behind the number one fuel tube to eliminate interference with the upper intake

manifold when installed.

3. Install the fuel meter body into the fuel meter body bracket.
4. Install the 6 injectors into the proper lower intake manifold bores in proper sequence (3, 5, 1, 2, 4, 6).

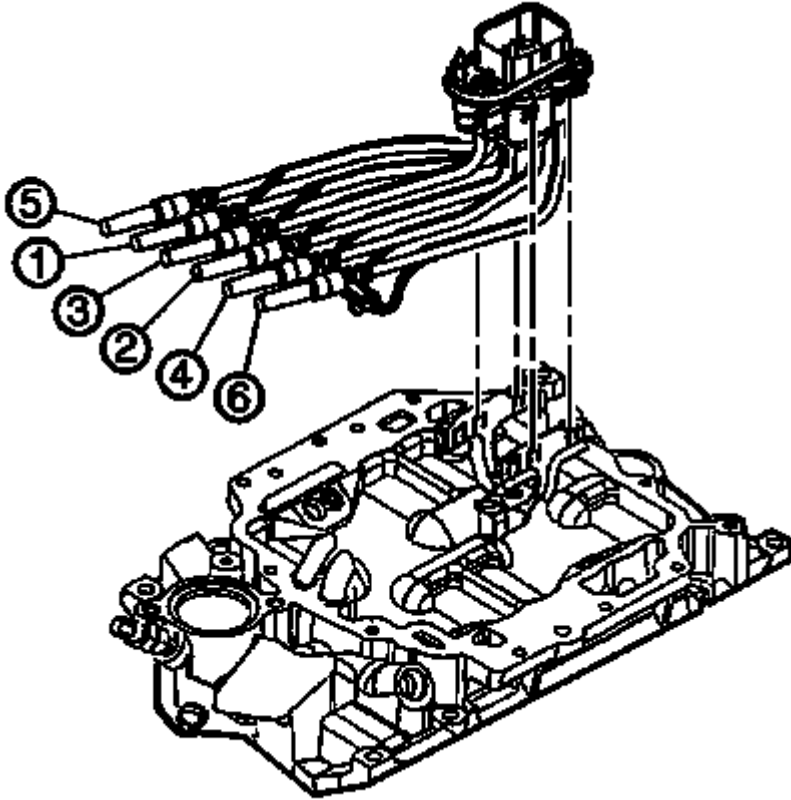


Fig. 633: Installing Injectors Into Lower Intake Manifold Bores
Courtesy of GENERAL MOTORS CORP.

5. Inspect the injectors in order to ensure that they are firmly seated and locked in the lower intake manifold bores.
6. Ensure that the electrical connections of the injectors are positioned so that they do not interfere with each other, and are pointing towards the center of the intake manifold. Rotate the electrical connector inboard if necessary. Also, ensure there is no tension on the injector wires.
7. Install a NEW upper intake manifold to lower intake manifold gasket into the groove of the upper intake manifold.
8. Install the upper intake manifold onto the lower intake manifold.

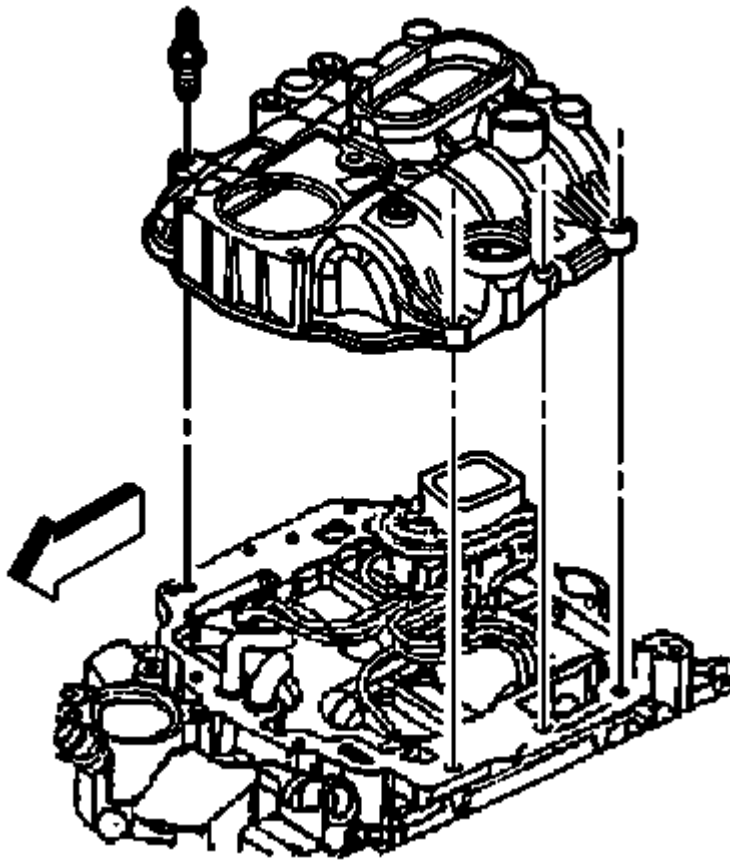


Fig. 634: Installing Upper Intake Manifold
Courtesy of GENERAL MOTORS CORP.

9. If reusing the fasteners, apply threadlock GM P/N 12345382 (Canadian P/N 10953489) or equivalent, to the threads of the upper intake manifold attaching studs.
10. Install the upper intake manifold attaching studs.

Tighten:

1. Tighten the upper intake manifold attaching studs on the first pass to 5 N.m (44 lb in).
 2. Tighten the upper intake manifold attaching studs on the final pass to 9 N.m (80 lb in).
11. If reusing the fasteners, apply threadlock GM P/N 12345382 (Canadian P/N 10953489) or equivalent, to the threads of the evaporative emission (EVAP) canister purge solenoid valve studs.
 12. Install the EVAP canister purge solenoid valve and studs.

Tighten: Tighten the EVAP canister purge solenoid valve studs to 10 N.m (89 lb in).

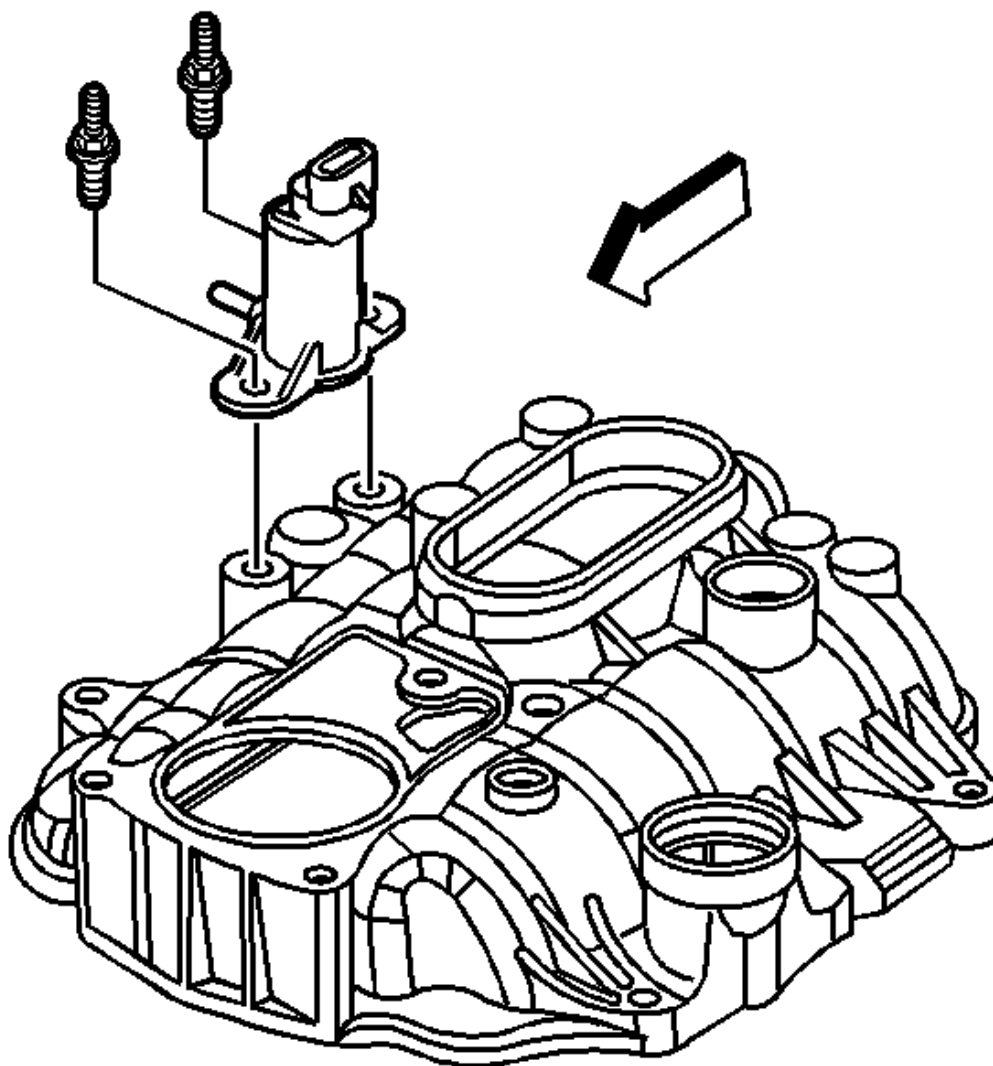


Fig. 635: Installing EVAP Canister Purge Solenoid Valve
Courtesy of GENERAL MOTORS CORP.

13. Install the engine wiring harness bracket and nut.

Tighten: Tighten the engine wiring harness bracket nut to 12 N.m (106 lb in).

14. Install the NEW fuel seals (8), black O-rings, into the fuel meter body.
15. Install the NEW spacer rings (7), flat washers, into the fuel meter body.
16. Install the NEW fuel seals (6), yellow O-rings, into the fuel meter body.

Fig. 636: Fuel Pipe & Components
Courtesy of GENERAL MOTORS CORP.

23. Install a NEW manifold absolute pressure (MAP) sensor seal onto the MAP sensor.
24. Apply a small amount, approximately 1 drop, of clean engine oil to the MAP sensor seal.
25. Install the MAP sensor into the upper intake manifold.

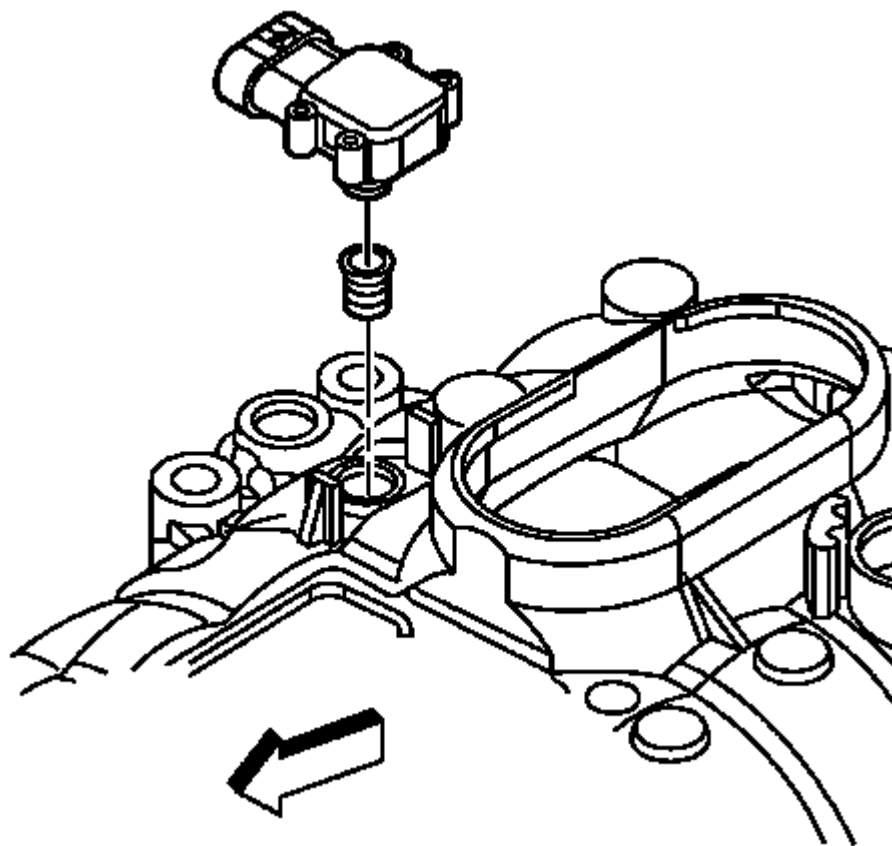


Fig. 637: Installing MAP Sensor
Courtesy of GENERAL MOTORS CORP.

26. Install the ignition coil and studs.

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

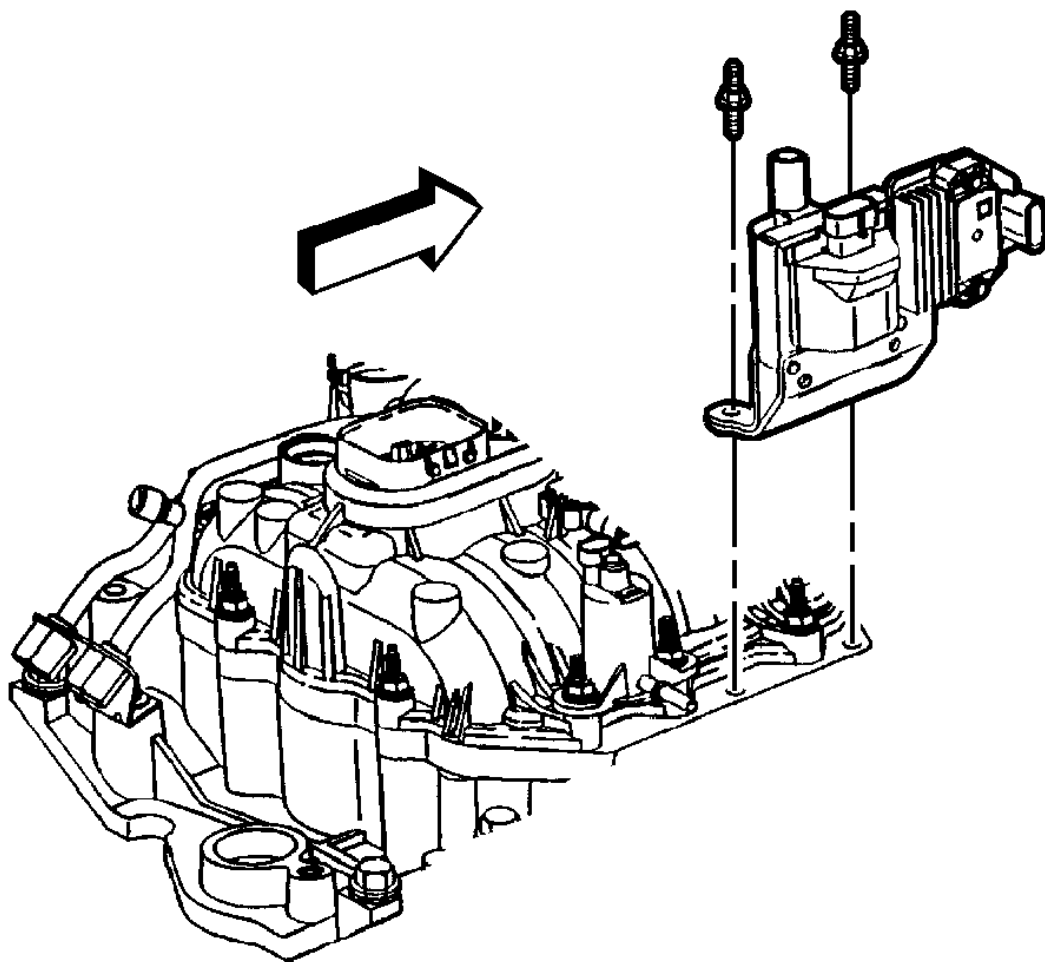


Fig. 638: Installing Ignition Coils & Studs
Courtesy of GENERAL MOTORS CORP.

27. If reusing the engine coolant temperature (ECT) sensor plug (1) or the ECT sensor (2), if equipped, apply sealant GM P/N 12346004 (Canadian P/N 10953480) or equivalent, to the threads of the ECT sensor plug (1) or the ECT sensor (2).

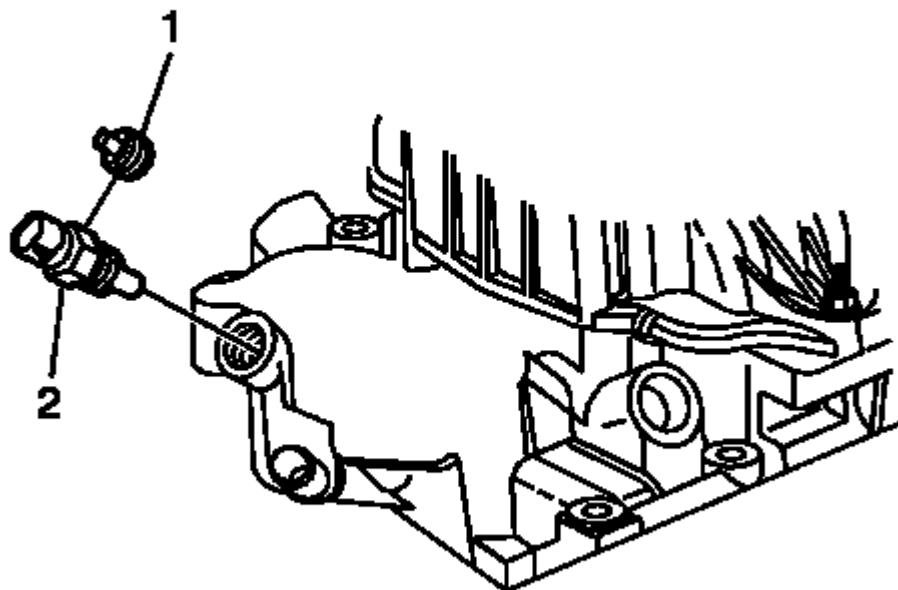


Fig. 639: ECT Sensor & Plug

Courtesy of GENERAL MOTORS CORP.

28. Install the ECT sensor or plug, if equipped, into the front of the lower intake manifold.

Tighten: Tighten the ECT sensor or plug to 20 N.m (15 lb ft).

29. Install the engine coolant thermostat.
30. Install the water outlet (1 or 2).

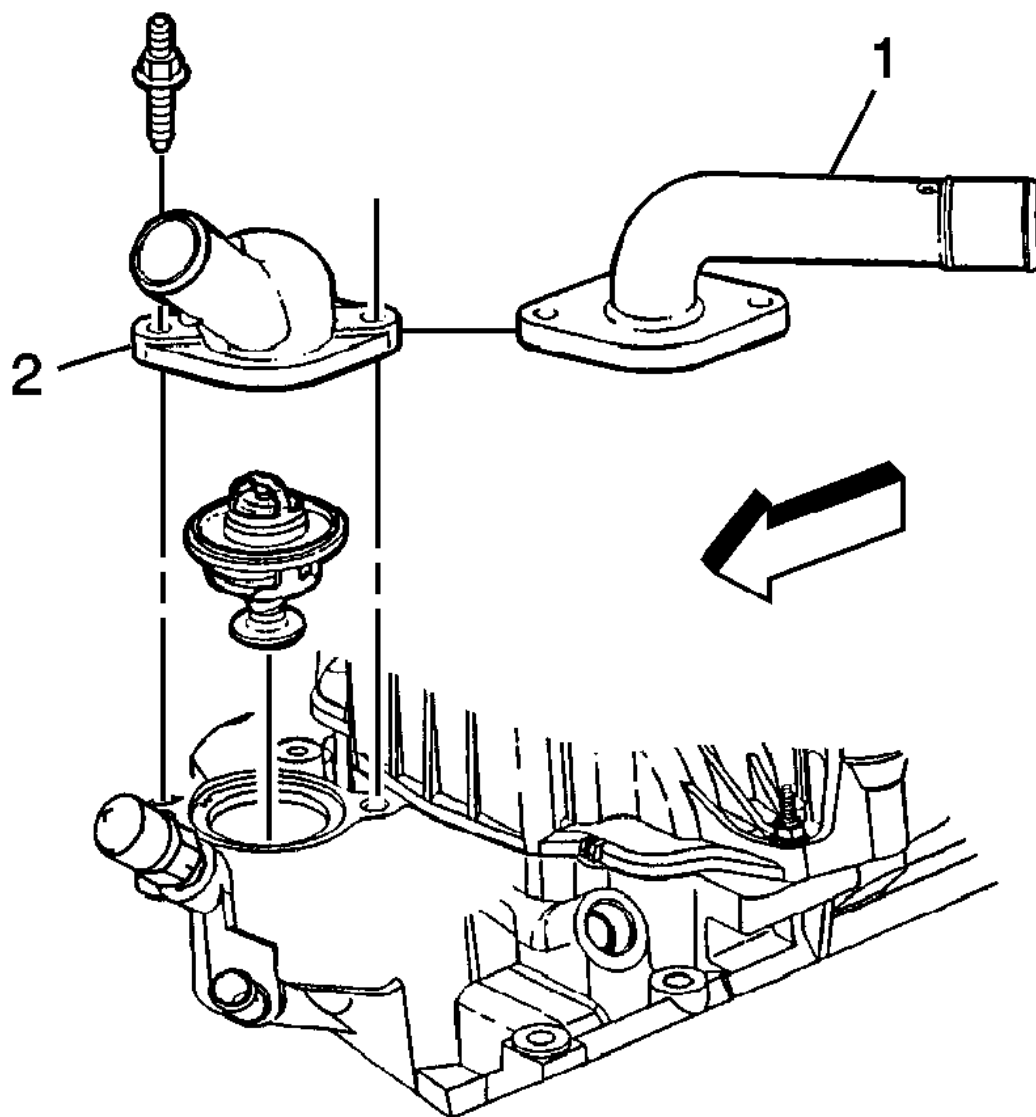


Fig. 640: Installing Water Outlet
Courtesy of GENERAL MOTORS CORP.

31. Install the water outlet studs.

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

32. Install a NEW throttle body gasket into the groove in the upper intake manifold.

33. Install the throttle body onto the upper intake manifold.

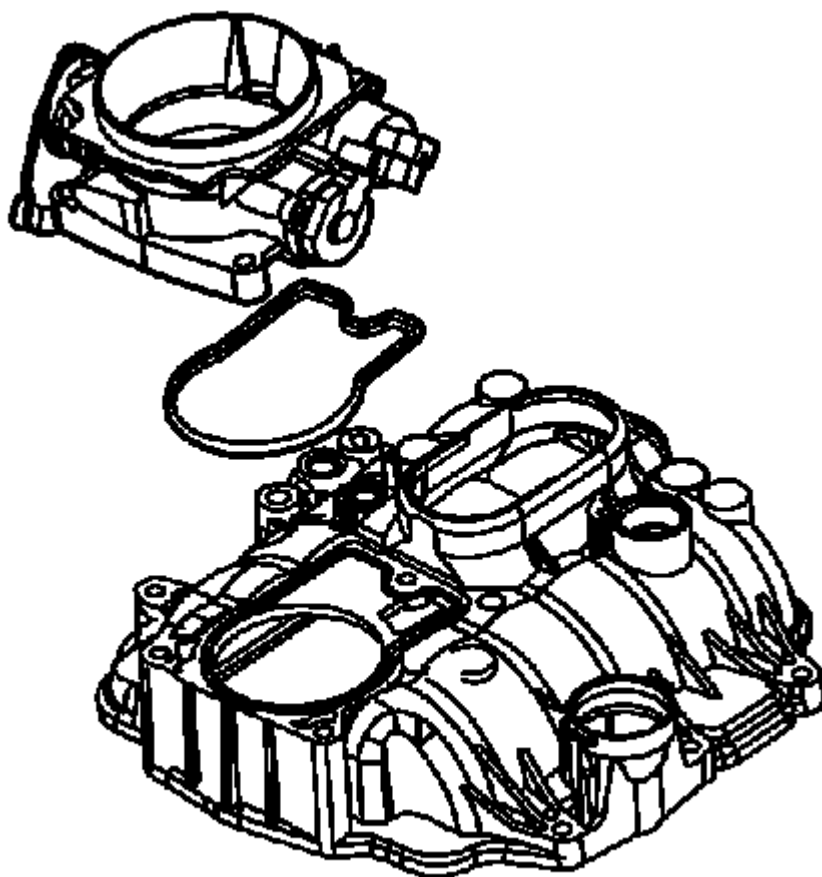


Fig. 641: View Of Throttle Body & Gasket
Courtesy of GENERAL MOTORS CORP.

34. If reusing the fasteners, apply threadlock GM P/N 12345382 (Canadian P/N 10953489) or equivalent, to the threads of the throttle body attaching studs.
35. Install the throttle body attaching studs.

Tighten: Tighten the throttle body attaching studs to 9 N.m (80 lb in).

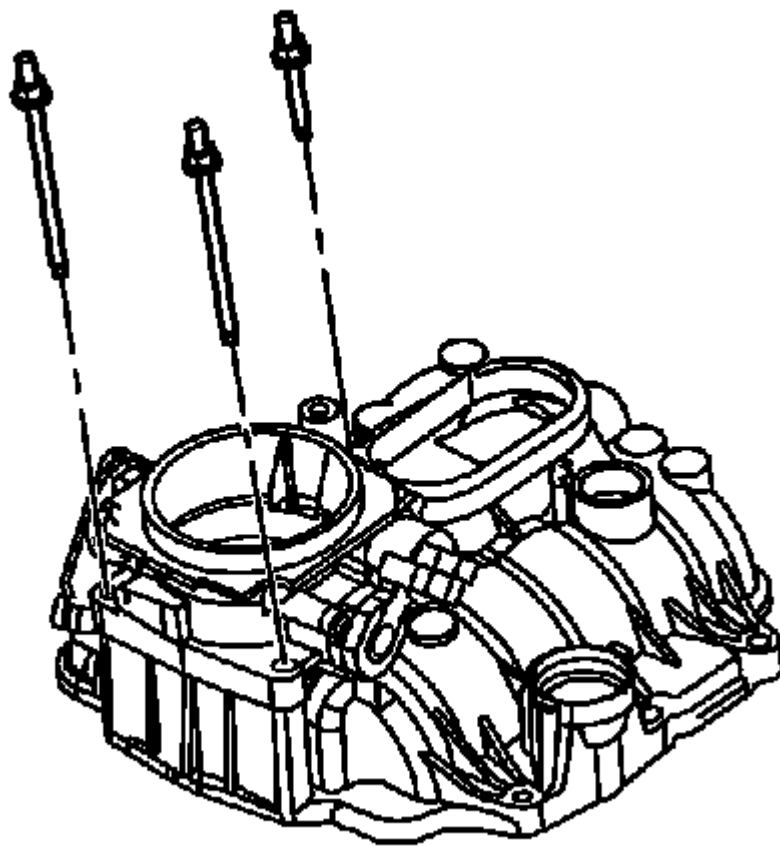


Fig. 642: View Of Throttle Body & Attaching Studs
Courtesy of GENERAL MOTORS CORP.

36. Install the accelerator control cable bracket, the studs, and the nuts.

Tighten:

1. Tighten the accelerator control cable bracket stud to the intake manifold to 6 N.m (53 lb in).
2. Tighten the accelerator control cable bracket nuts to 12 N.m (106 lb in).
3. Tighten the accelerator control cable bracket stud to the throttle body to 12 N.m (106 lb in).

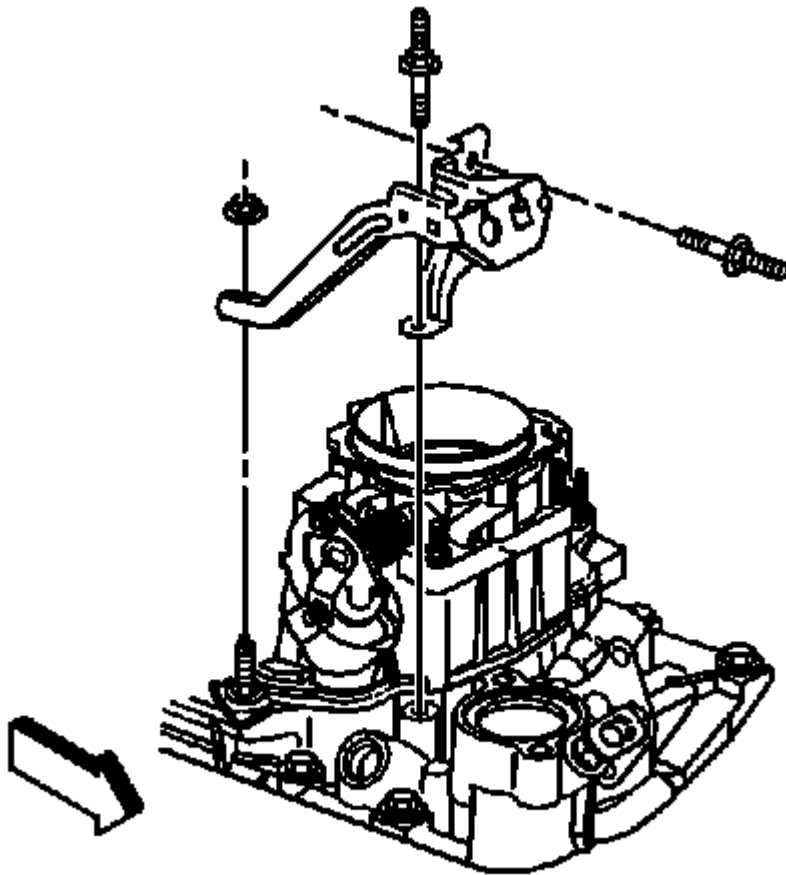


Fig. 643: Installing Accelerator Control Cable Bracket
Courtesy of GENERAL MOTORS CORP.

Exhaust Manifold Cleaning and Inspection

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Clean the exhaust manifolds in cleaning solvent.
2. Dry the components with compressed air.
3. Inspect the exhaust manifolds for the following:
 - Damage to the gasket sealing surfaces (1)
 - Damage to the threaded holes (2)
 - Restrictions within exhaust passages
 - Broken or damaged exhaust manifold heat shields (3), if applicable
 - Broken or damaged exhaust manifold

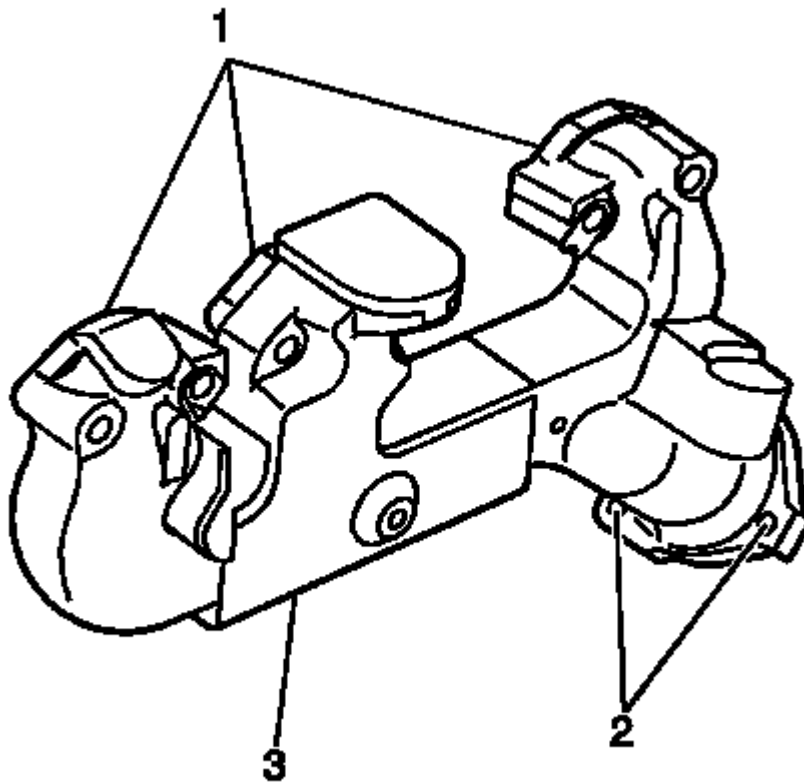


Fig. 644: Exhaust Manifold Inspection Areas
Courtesy of GENERAL MOTORS CORP.

4. Measure the alignment or surface flatness of the exhaust manifold flanges using a straight edge and a feeler gage. Refer to **Engine Mechanical Specifications**.

If the surface flatness is not within the specifications, the exhaust manifold is warped and must be replaced.

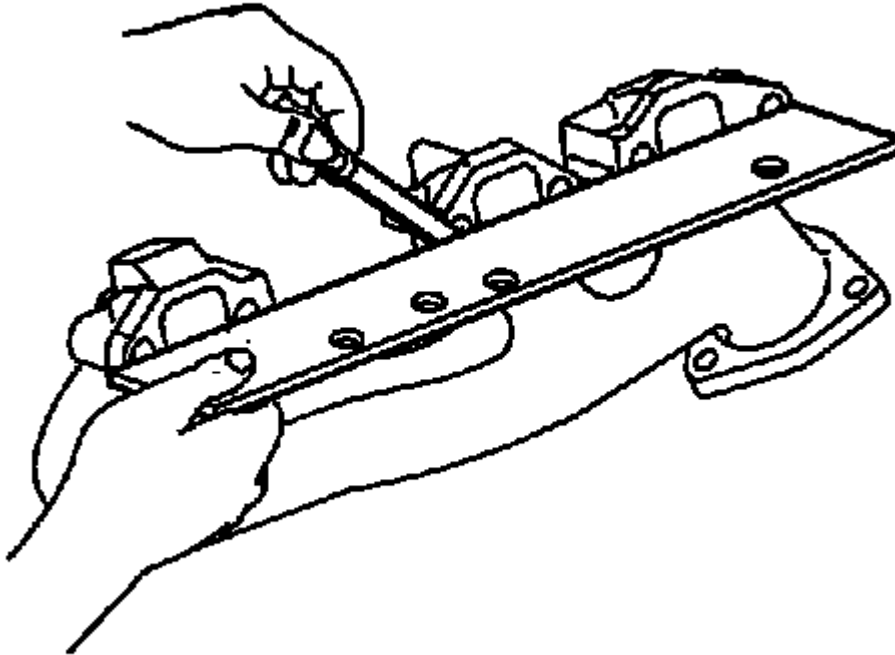


Fig. 645: Measuring Exhaust Manifold Flanges Alignment
Courtesy of GENERAL MOTORS CORP.

Water Pump Cleaning and Inspection

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Remove the old gasket material from the water pump sealing surfaces.
2. Clean all the dirt and any debris from the water pump.
3. Inspect the water pump for the following:
 - Leakage or damage to the housing cover or gasket (1)
 - Excessive scratches or gouging to the gasket sealing surfaces (2)
 - Leakage from the water pump vent hole (3)

A stain around the vent hole is acceptable. If leakage occurred (dripping) with the engine operating and the cooling system pressurized, then replace the water pump.

- Damaged bolt hole threads (4)

- Excessive side-to-side movement of the water pump shaft (5)
- Leakage around the water inlet pipe (6)
- Leakage around the heater hose pipe (7)
- Restrictions within the internal coolant passages

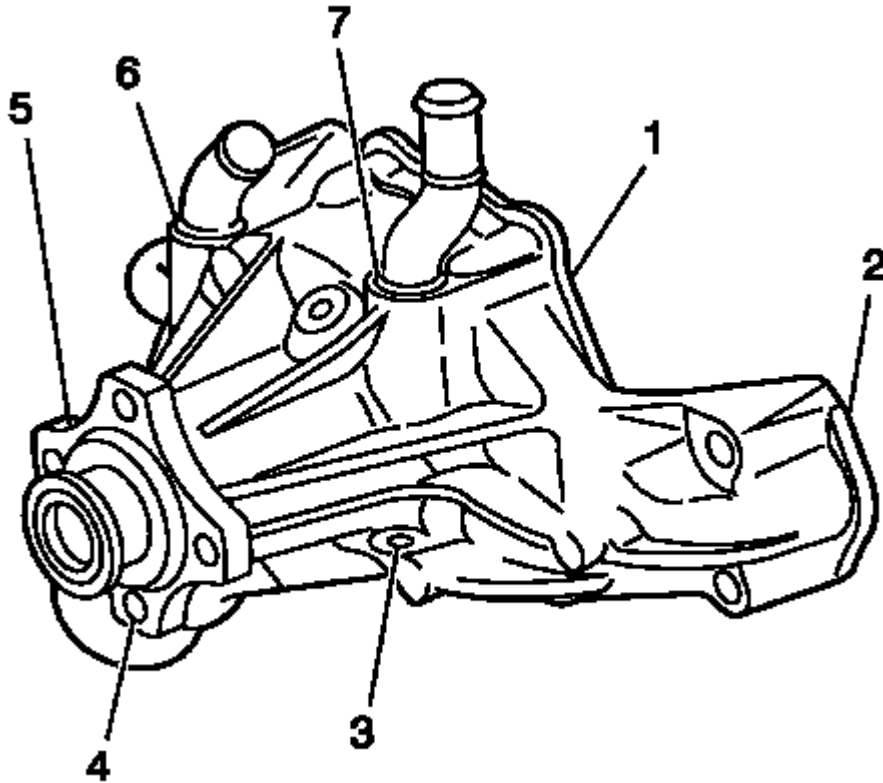


Fig. 646: Water Pump Inspection Areas
Courtesy of GENERAL MOTORS CORP.

Thread Repair

General purpose thread repair kits are available commercially.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

IMPORTANT: 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.

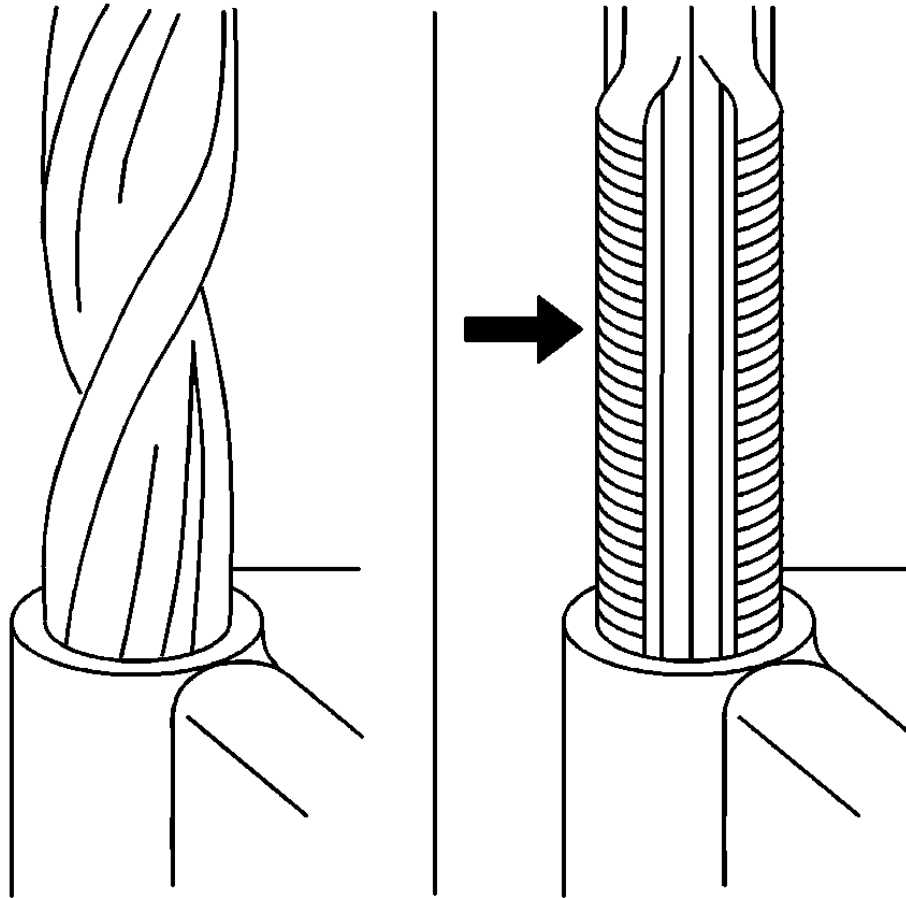


Fig. 647: Drilling & Tapping Damaged Threads
Courtesy of GENERAL MOTORS CORP.

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.
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.

IMPORTANT: 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.

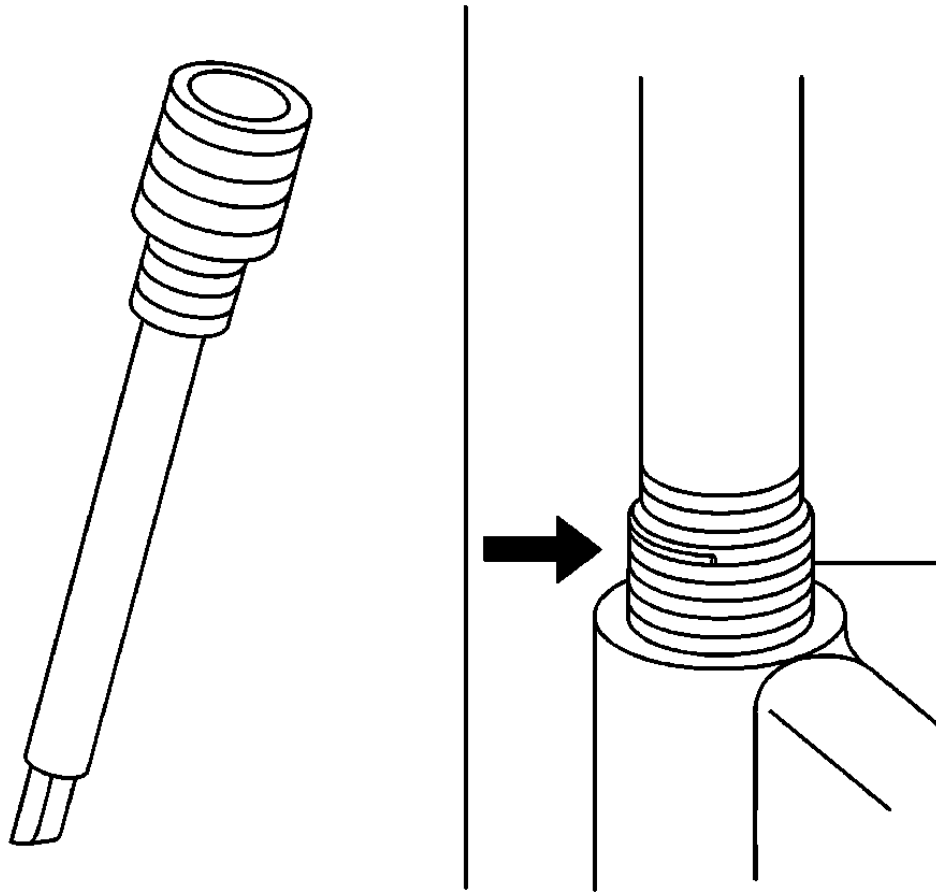


Fig. 648: Installing Thread Insert
Courtesy of GENERAL MOTORS CORP.

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 the components.
- Use the proper tools to measure the components when checking for excessive wear. Components not within the manufacturer's specification must be repaired or replaced.
- When the components are re-installed into an engine, return the components to the original location, position, and direction.
- During assembly, lubricate all the moving parts with clean engine oil, unless otherwise specified. The engine oil will provide the initial lubrication when the engine is first started.

Engine Prelubing

Tools Required

J 45299 Engine Preluber. See Special Tools and Equipment.

IMPORTANT: A constant and 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 and fill with clean engine oil.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the oil filter.

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

3. Locate the engine block left oil gallery plug and remove.

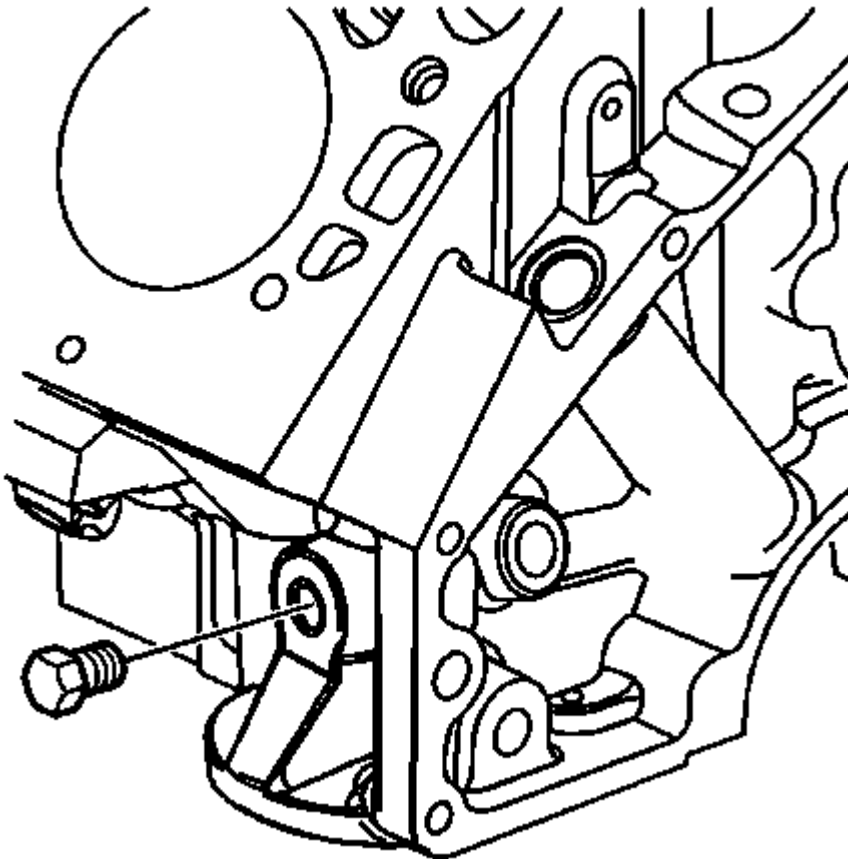


Fig. 649: View Of Engine Block Left Oil Gallery Plug
Courtesy of GENERAL MOTORS CORP.

4. Install the M16 x 1.5 adapter P/N 509375.
5. Install the flexible hose to the adapter and open the valve.
6. Pump the handle on the **J 45299** in order to flow a minimum of 1-1.9 liters (1-2 quarts) engine oil. Observe the flow of engine oil through the flexible hose and into the engine assembly.

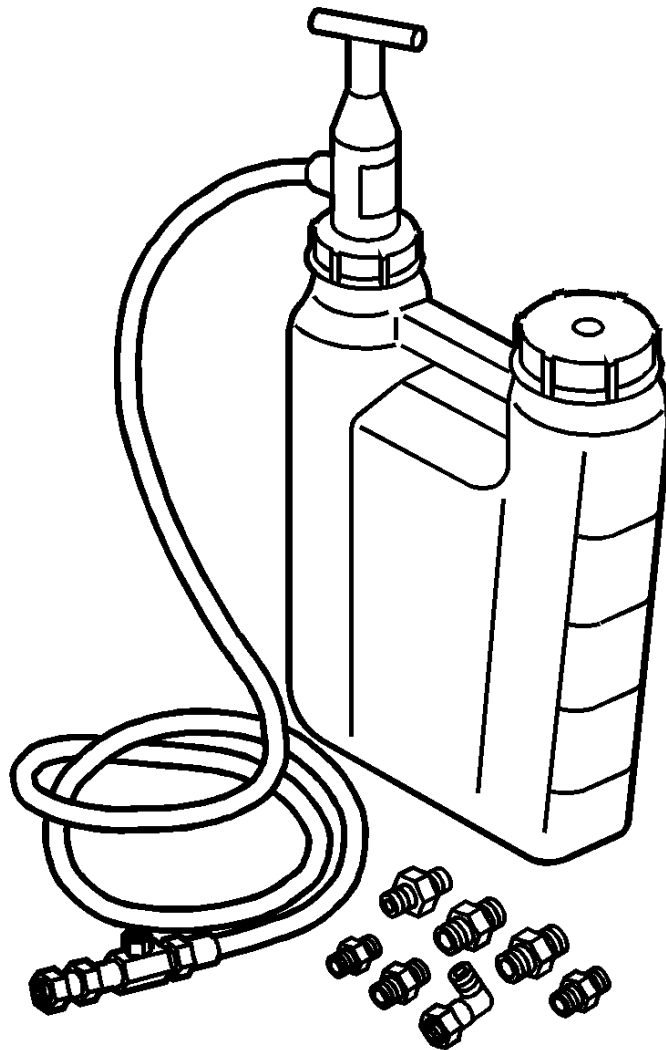


Fig. 650: Identifying Engine Preluber J 45299
Courtesy of GENERAL MOTORS CORP.

7. Close the valve and remove the flexible hose and adapter from the engine.
8. Install the gallery plug to the engine.

Tighten: Tighten the oil gallery plug to 60 N.m (44 lb ft).

9. Top-off the engine oil to the proper level.

Engine Block Plug Installation

Tools Required

J 41712 Oil Pressure Switch Socket. See Special Tools and Equipment.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Install a NEW oil filter bypass valve.
 1. Install the oil filter bypass valve into the oil gallery bore until slightly below flush with the surface of the engine block.
 2. Using a pointed punch, stake the engine block area around the oil filter bypass valve.

Stake in 3 locations 120 degrees apart.

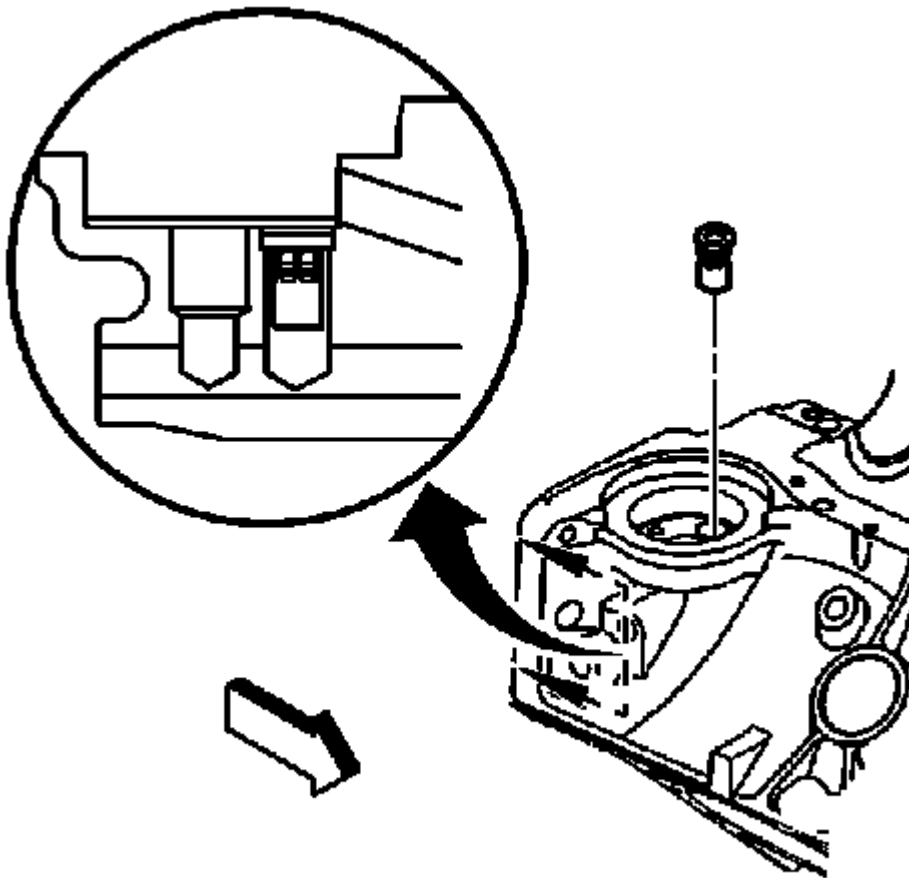


Fig. 651: Installing Oil Filter Bypass Valve
Courtesy of GENERAL MOTORS CORP.

2. Apply sealant GM P/N 12346004 (Canadian P/N 10953480) or equivalent, to the outside diameter of the NEW front engine oil gallery plugs.

3. Install the NEW front engine block oil gallery plugs.

A properly installed front engine oil gallery plug must be installed slightly below flush with the front face of the engine block.

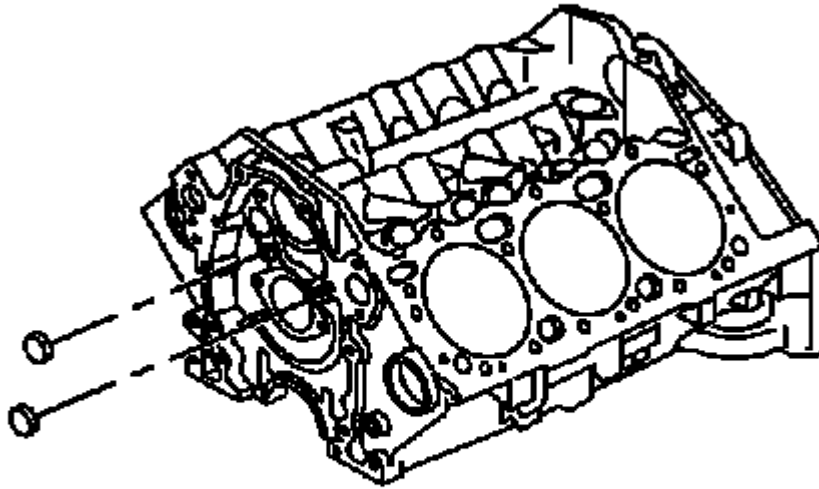


Fig. 652: Installing Front Engine Block Oil Gallery Plugs
Courtesy of GENERAL MOTORS CORP.

4. Apply threadlock GM P/N 12345382 (Canadian P/N 10953489) or equivalent, to the outside diameter of the NEW engine block core hole plugs.
5. Install the NEW engine block core hole plugs.

A properly installed engine block core hole plug must be installed flush or below the bottom of the chamfer (1) of the engine block core hole.

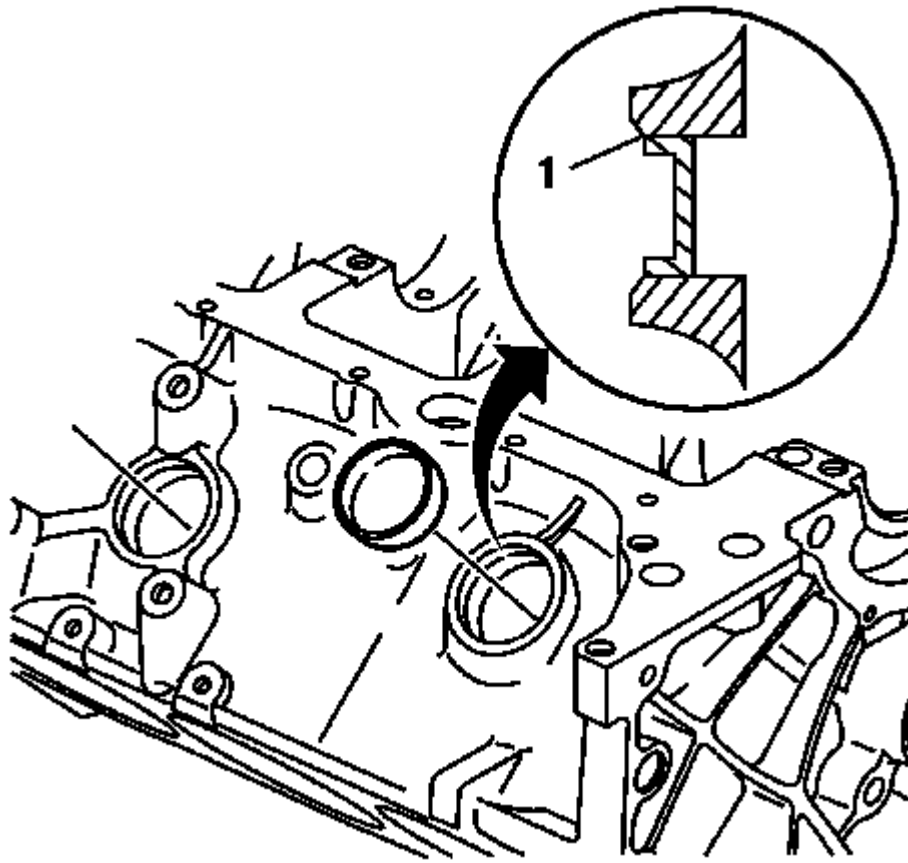


Fig. 653: Engine Block Core Hole Chamfer
Courtesy of GENERAL MOTORS CORP.

6. Install the crankshaft rear oil seal housing locator spring type S pin, if required.

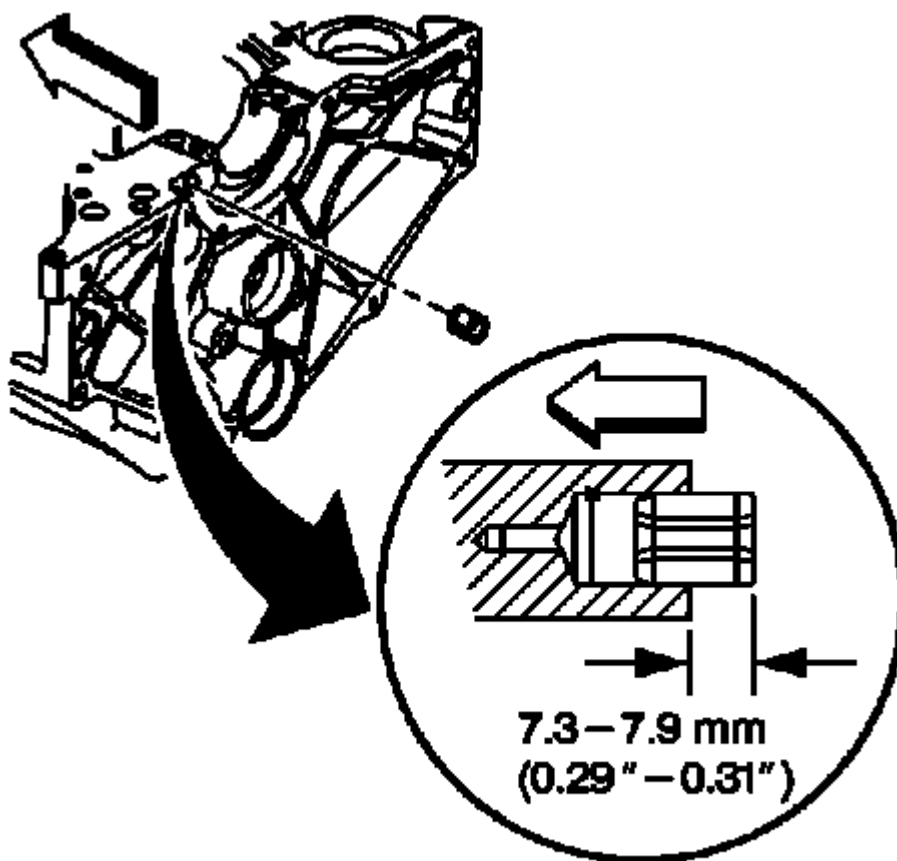


Fig. 654: Installing Crankshaft Rear Oil Seal Housing Locator Spring
Courtesy of GENERAL MOTORS CORP.

7. Apply sealant GM P/N 12346004 (Canadian P/N 10953480) or equivalent, to the outside diameter of the NEW expansion cup plug.
8. Install the NEW expansion cup plug into the balance shaft rear bearing hole.

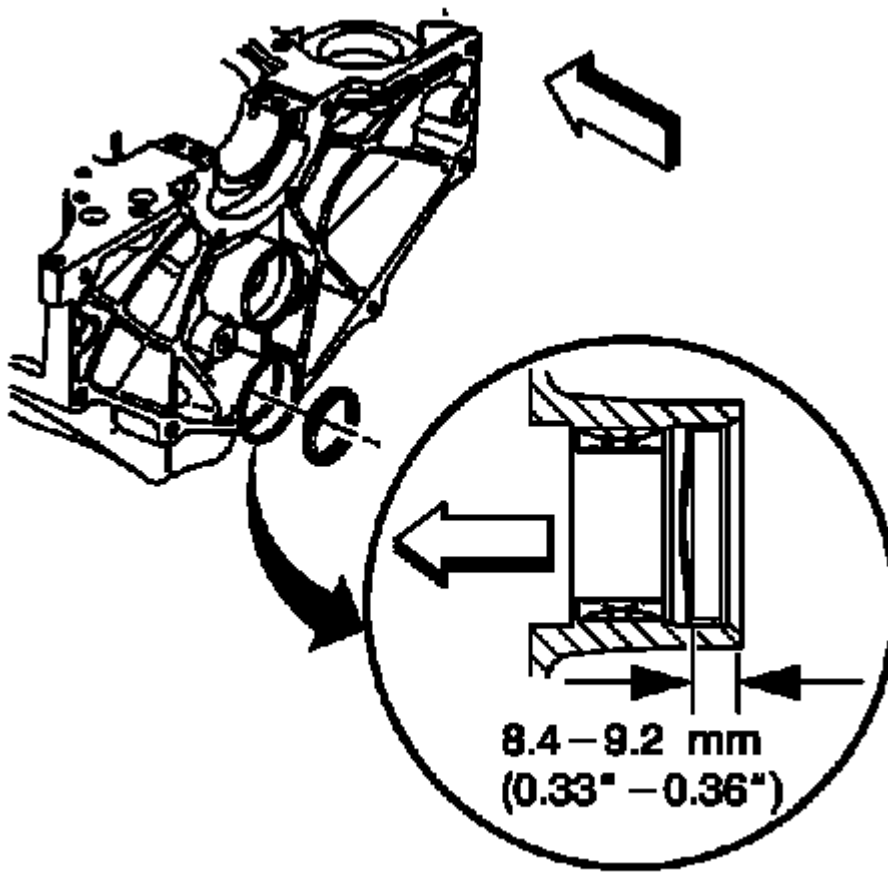


Fig. 655: Installing Expansion Cup Plug Into Balance Shaft Rear Bearing Bore
Courtesy of GENERAL MOTORS CORP.

9. Apply sealant GM P/N 12346004 (Canadian P/N 10953480) or equivalent, to the outside diameter of the NEW expansion cup plug.
10. Install the NEW expansion cup plug into the camshaft rear bearing hole.

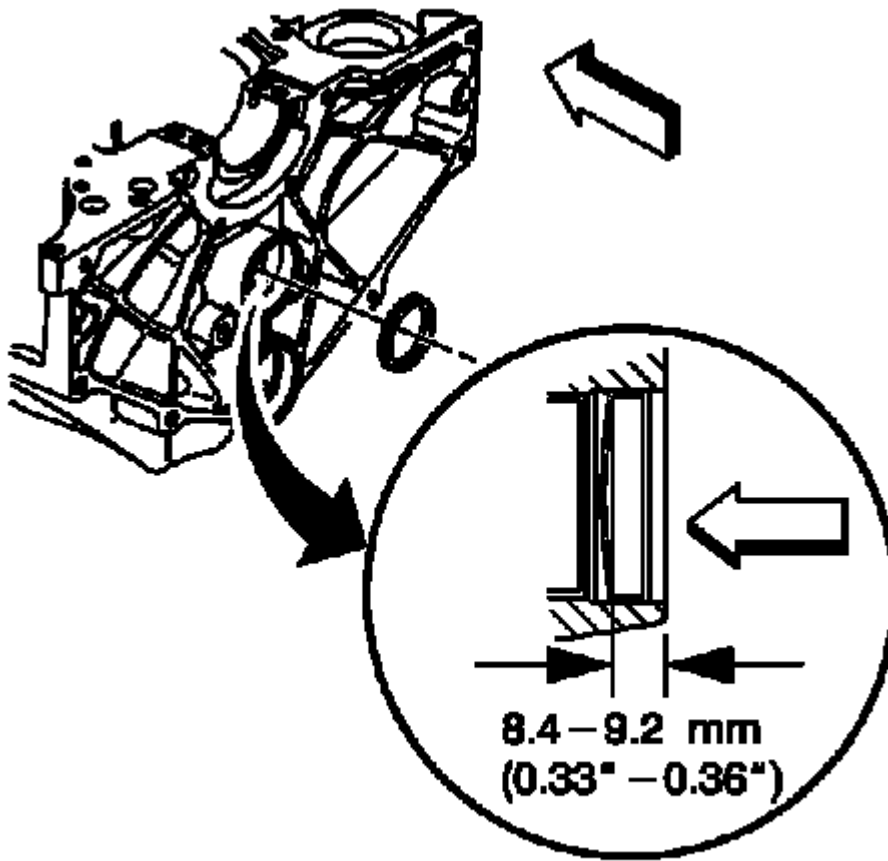


Fig. 656: Installing Expansion Cup Plug Into Camshaft Rear Bearing Hole
Courtesy of GENERAL MOTORS CORP.

11. Apply sealant GM P/N 12346004 (Canadian P/N 10953480) or equivalent, to the threads of the engine block right rear oil gallery plug, the engine block left rear oil gallery plug, and the engine block left side oil gallery plug.

NOTE: Refer to Fastener Notice in Cautions and Notices.

12. Install the engine block right rear oil gallery plug, the engine block left rear oil gallery plug, and the engine block left side oil gallery plug.

Tighten:

- Tighten the engine block left side oil gallery plug and the engine block right rear oil gallery plug to 20 N.m (15 lb ft).
- Tighten the engine block left rear oil gallery plug to 30 N.m (22 lb ft).

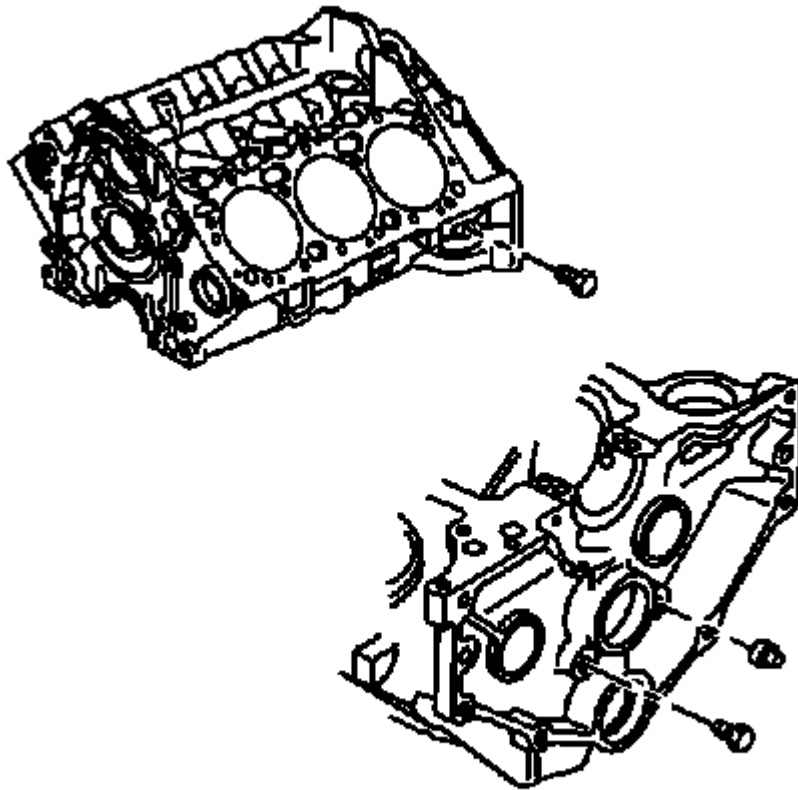


Fig. 657: Installing Engine Block Right Rear Oil gallery Plug
Courtesy of GENERAL MOTORS CORP.

13. Install the transmission locator dowel straight pins, if required.

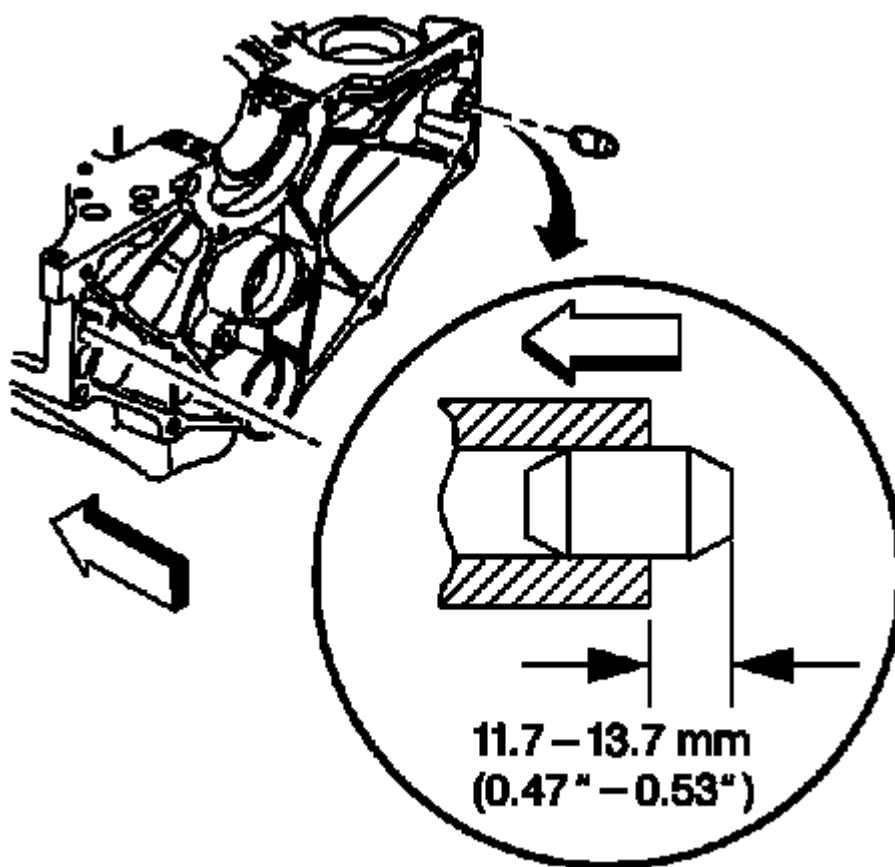


Fig. 658: Installing Transmission Locator Dowel Straight Pins
Courtesy of GENERAL MOTORS CORP.

14. Install the left side cylinder head locator dowel pins, if required.

The installation height should be 6.3-6.5 mm (0.248-0.256 in) (a).

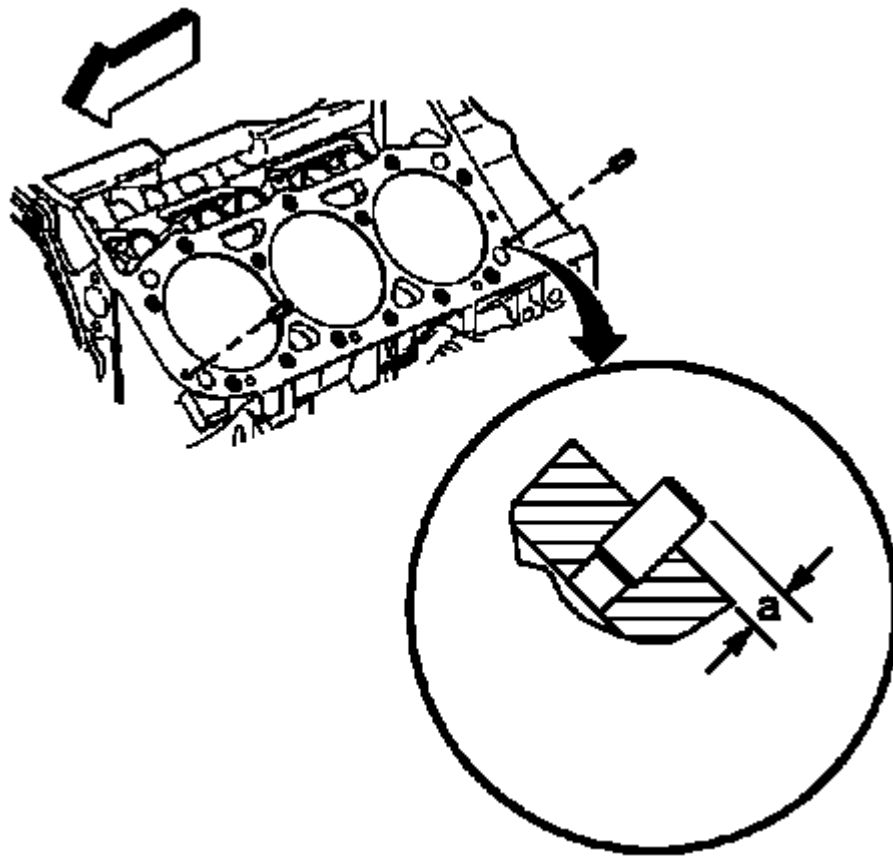


Fig. 659: Left Side Cylinder Head Locator Dowel Pins Proper Installation Position
Courtesy of GENERAL MOTORS CORP.

15. Install the right side cylinder head locator dowel pins, if required.

The installation height should be 6.3-6.5 mm (0.248-0.256 in) (a).

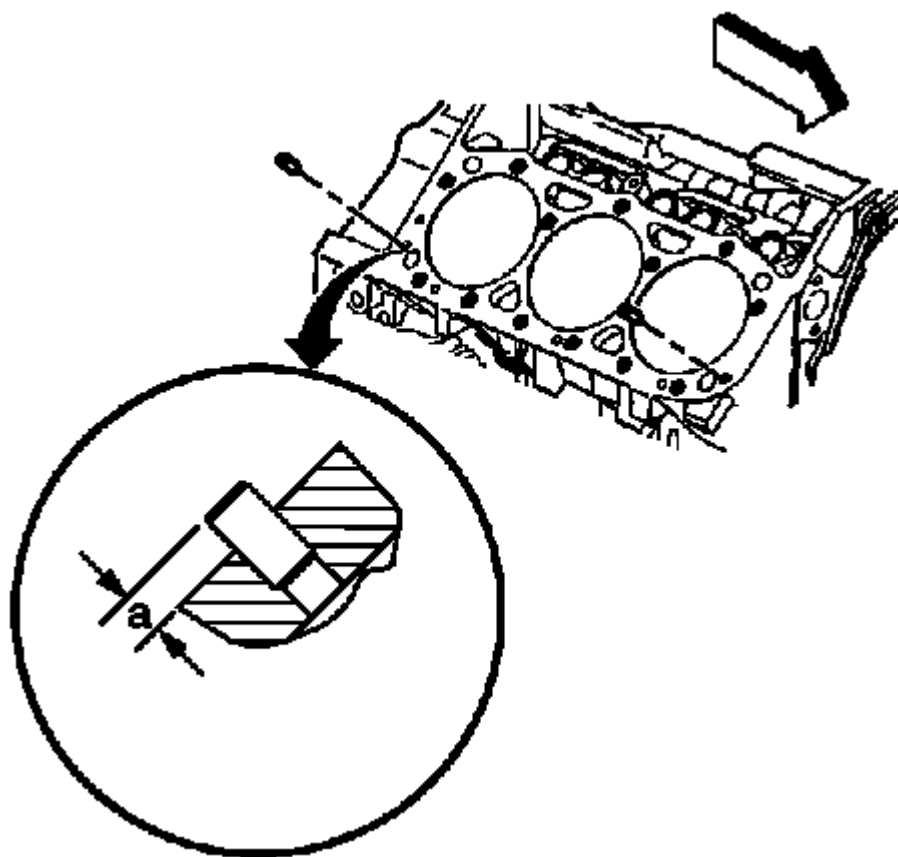


Fig. 660: Right Side Cylinder Head Locator Dowel Pins Proper Installation Position
Courtesy of GENERAL MOTORS CORP.

16. Apply sealant GM P/N 12346004 (Canadian P/N 10953480) or equivalent, to the threads of the engine block coolant drain hole plugs.
17. Install the engine block coolant drain hole plugs.

Tighten: Tighten the engine block coolant hole plugs to 20 N.m (15 lb ft).

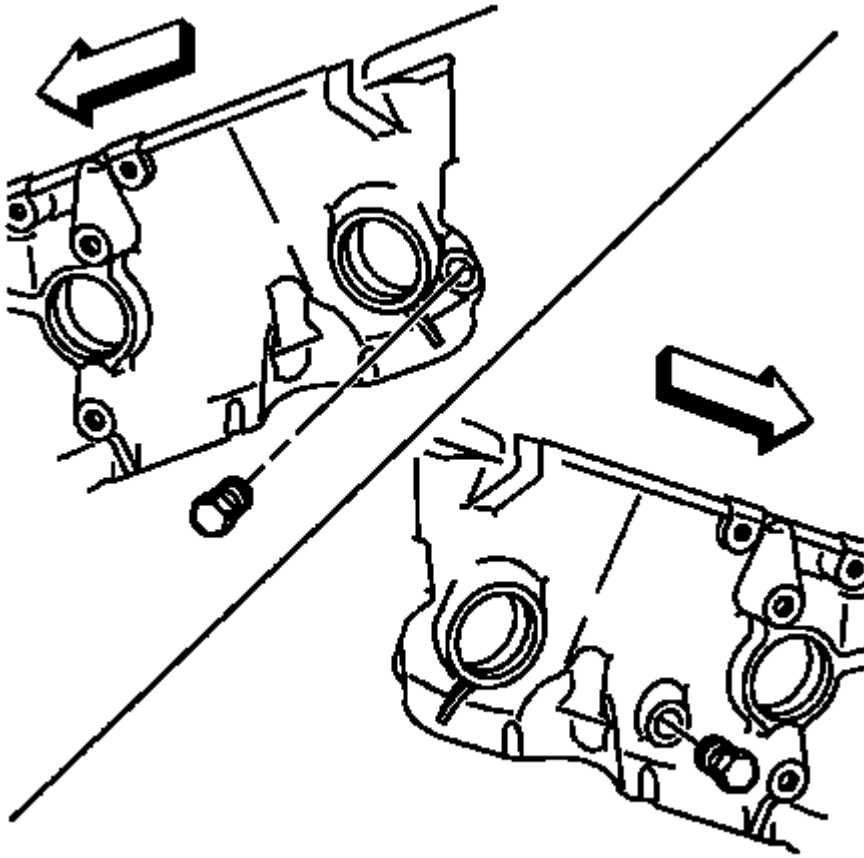


Fig. 661: Installing Engine Block Coolant Drain Hole Plugs
Courtesy of GENERAL MOTORS CORP.

18. If reusing the engine oil pressure sensor fitting, apply sealant GM P/N 12346004 (Canadian P/N 10953480) or equivalent, to the threads of the engine oil pressure sensor fitting.

IMPORTANT: Do not loosen the engine oil pressure fitting after the initial torque has been obtained.

19. Install the engine oil pressure sensor fitting.

Tighten: Tighten the engine oil pressure sensor fitting to 15 N.m (11 lb ft).

IMPORTANT: Do not rotate the engine oil pressure fitting clockwise more than 359 degrees after the initial torque has been obtained.

20. Rotate the engine oil pressure sensor fitting clockwise to the proper position (1), 50 degrees from the centerline (2).

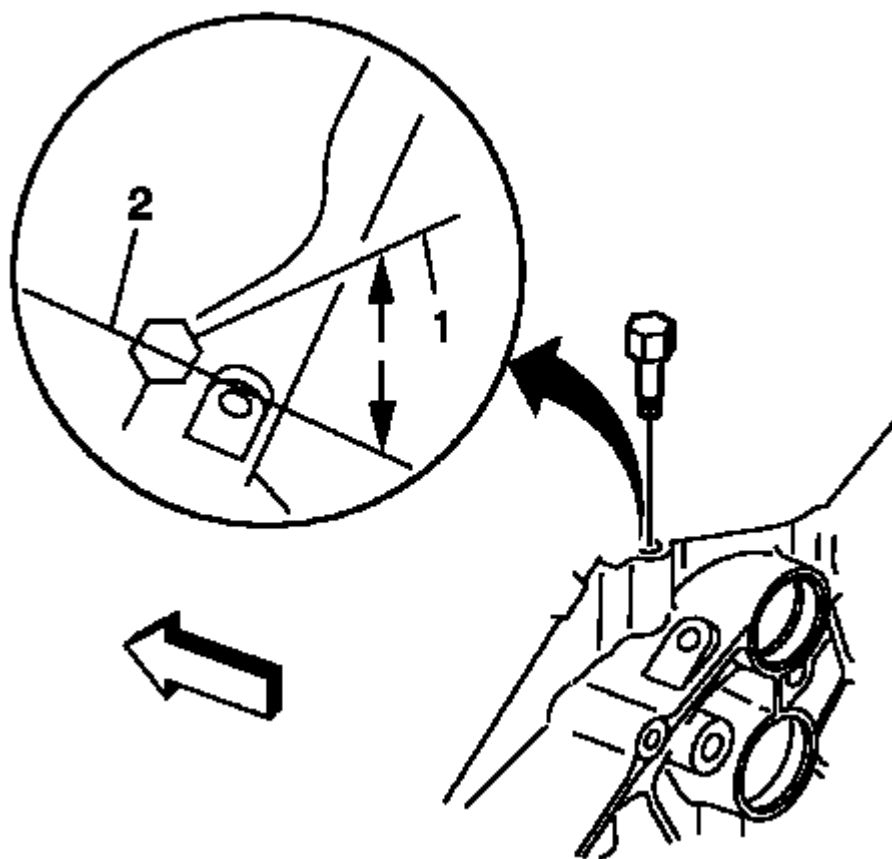


Fig. 662: Engine Oil Pressure Sensor Proper Installation Position
Courtesy of GENERAL MOTORS CORP.

21. If reusing the engine oil pressure gage sensor, apply sealant GM P/N 12346004 (Canadian P/N 10953480) or equivalent, to the threads of the engine oil pressure gage sensor.
22. Install the engine oil pressure gage sensor using the **J 41712**.

Tighten: Tighten the engine oil pressure gage sensor to 30 N.m (22 lb ft).

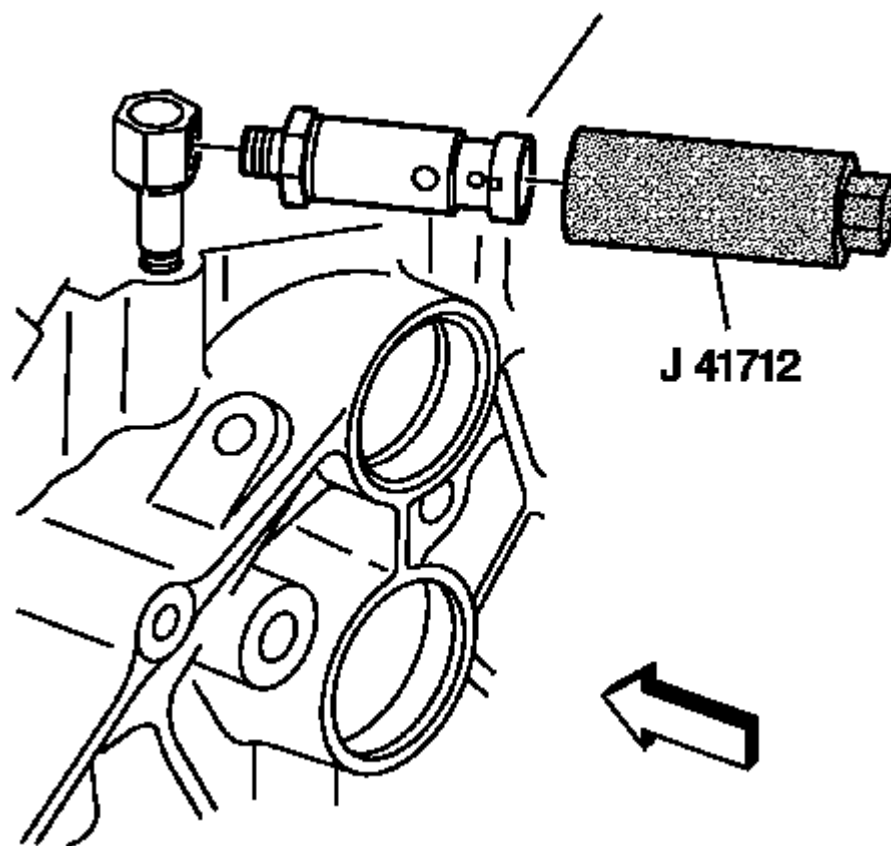


Fig. 663: J 41712

Courtesy of GENERAL MOTORS CORP.

23. Install the knock sensor (2).
24. Install the knock sensor retaining bolt (1).

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

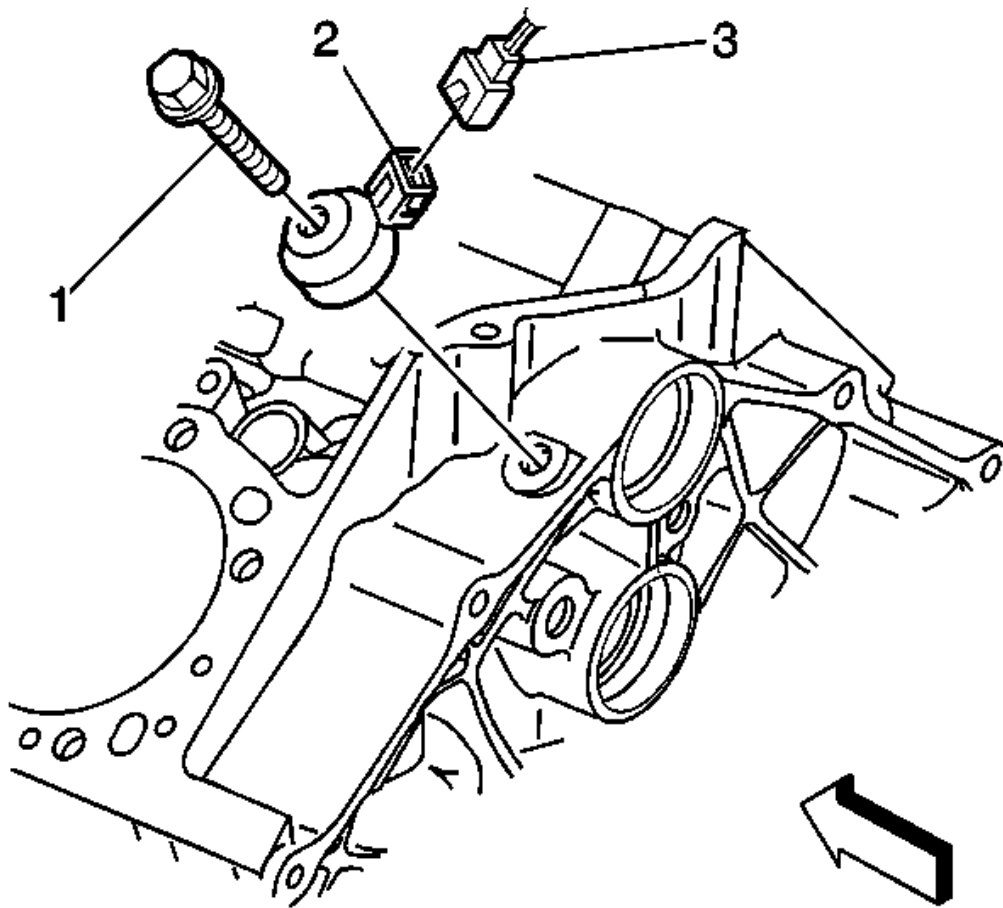


Fig. 664: Locating Knock Sensor & Retaining Bolt
Courtesy of GENERAL MOTORS CORP.

Crankshaft and Bearings Installation

Tools Required

J 45059 Angle Meter. See **Special Tools and Equipment**.

1. Install the crankshaft bearings into the engine block.

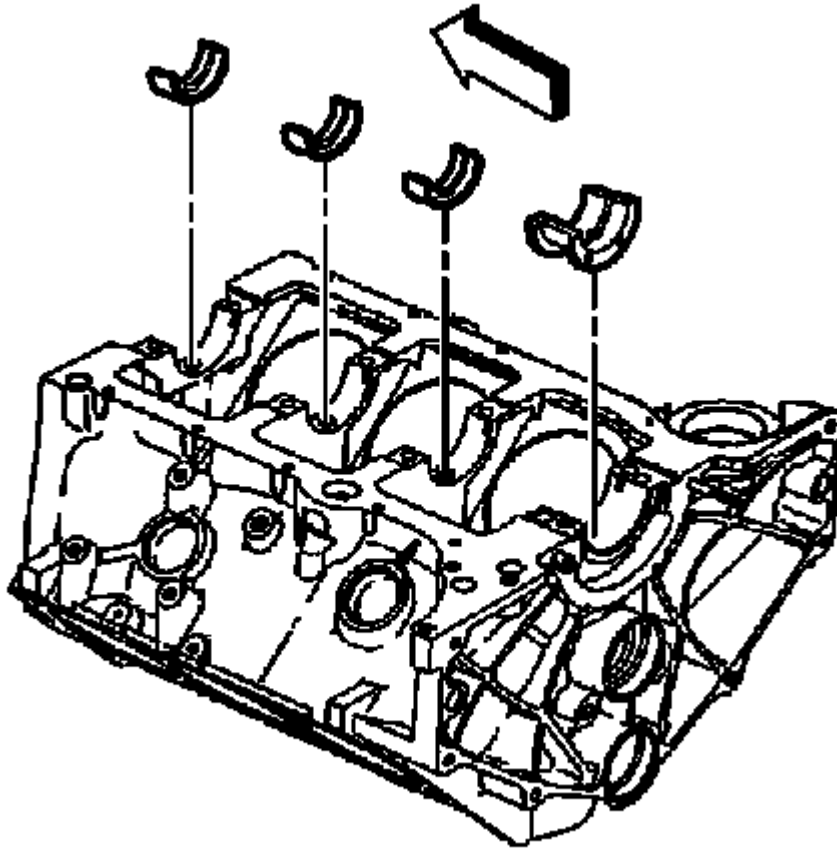


Fig. 665: View Of Crankshaft Bearings At Engine Block
Courtesy of GENERAL MOTORS CORP.

2. Apply clean engine oil to the crankshaft bearings.
3. Apply clean engine oil to the crankshaft bearing journals.
4. Install the crankshaft.

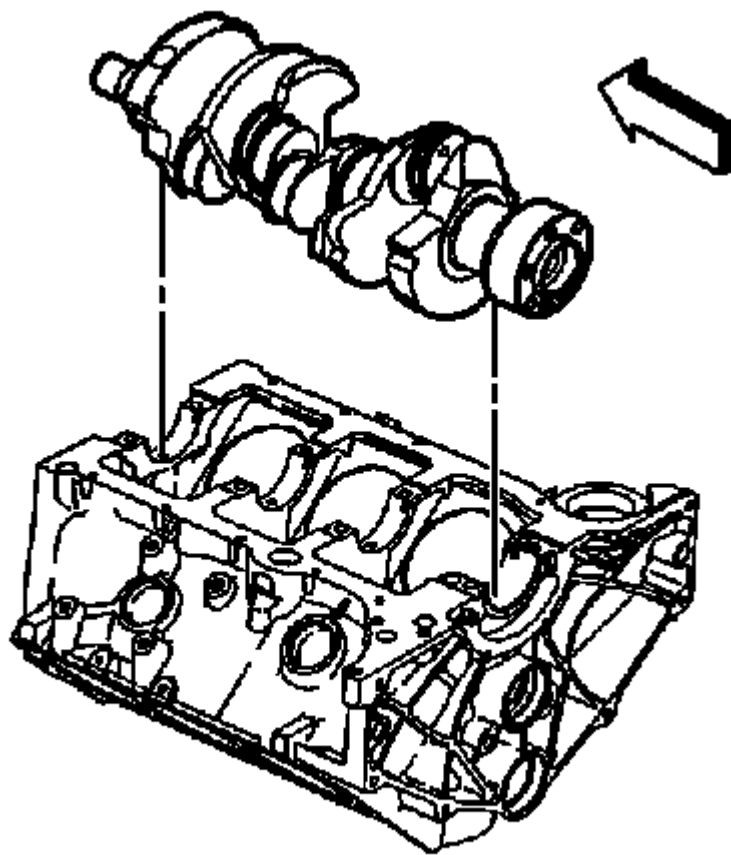


Fig. 666: Installing Crankshaft
Courtesy of GENERAL MOTORS CORP.

5. Install the crankshaft bearings into the crankshaft bearing caps.

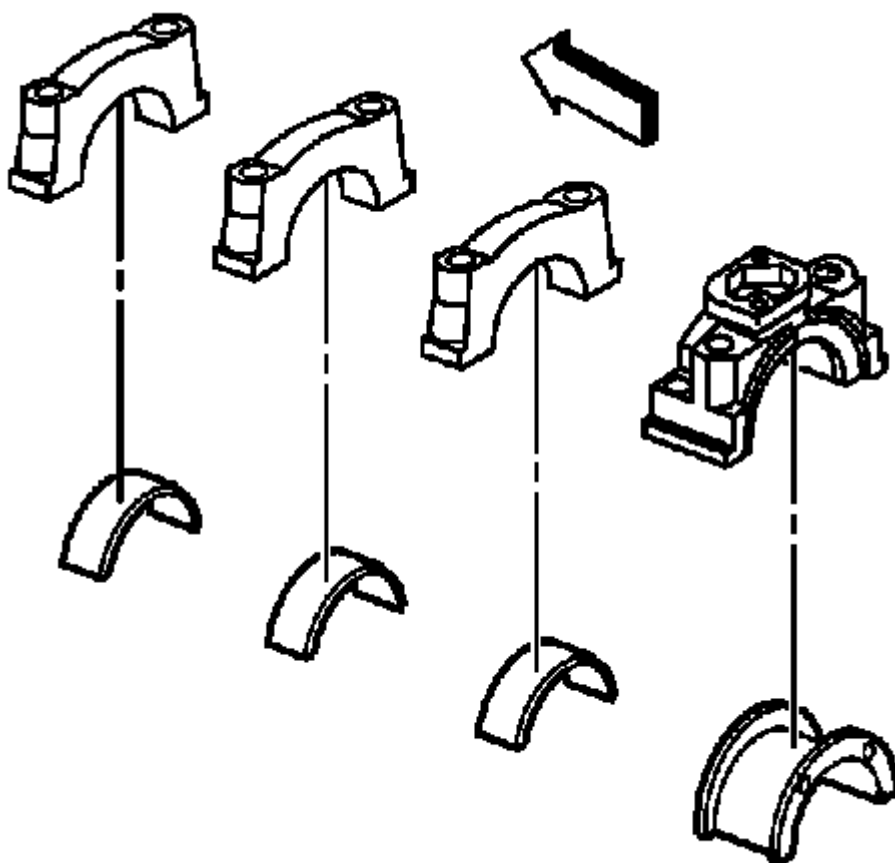


Fig. 667: Installing Crankshaft Bearings Into Crankshaft Bearing Caps
Courtesy of GENERAL MOTORS CORP.

6. Apply clean engine oil to the crankshaft bearings.
7. Install the crankshaft bearing caps in the original position and with the arrow on the crankshaft bearing caps in the direction of the front of the engine block.
8. Install the NEW crankshaft bearing cap bolts until snug.

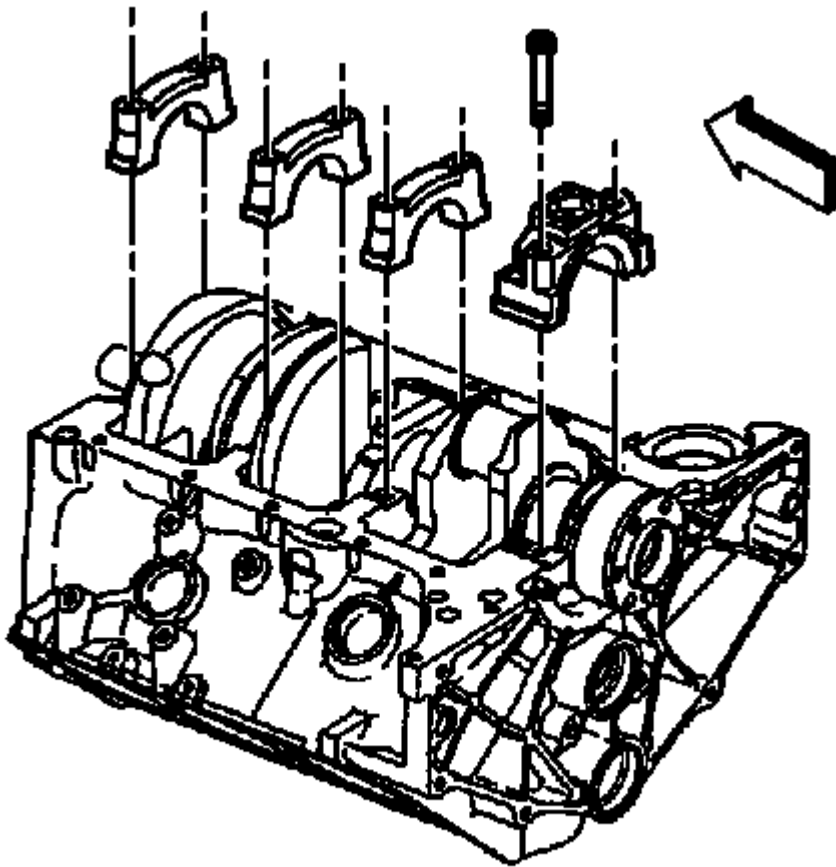


Fig. 668: Installing Crankshaft Bearing Caps & Bolt
Courtesy of GENERAL MOTORS CORP.

9. Thrust the crankshaft rearward in order to set and align the crankshaft thrust bearings and the crankshaft bearing caps.
10. Thrust the crankshaft forward in order to align the rear faces of the crankshaft thrust bearings.

NOTE: Refer to Fastener Notice in Cautions and Notices.

11. Tighten the crankshaft bearing cap bolts.

Tighten:

1. Tighten the crankshaft bearing cap bolts on the first pass to 20 N.m (15 lb ft).
 2. Tighten the crankshaft bearing cap bolts on the final pass an additional 73 degrees using the **J 45059**.
12. Measure the crankshaft end play.
 1. Firmly thrust the crankshaft rearward, and then forward.

This will align the crankshaft rear bearing thrust surfaces.

2. With the crankshaft pushed forward, insert a feeler gage between the crankshaft and the crankshaft rear bearing thrust surface to measure the clearance.

Specification: Crankshaft end play 0.05-0.20 mm (0.002-0.008 in)

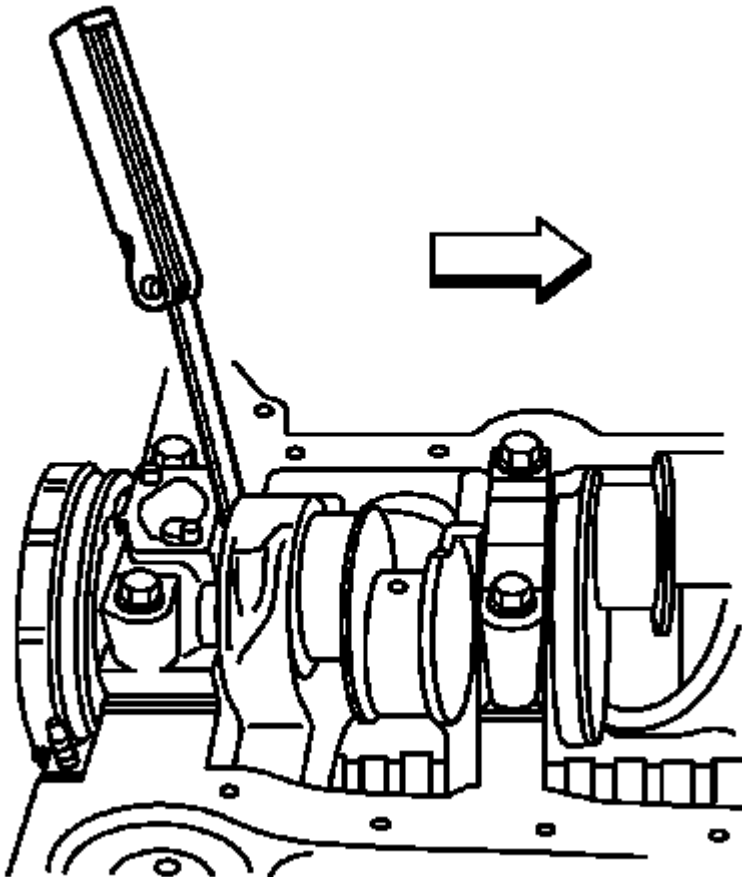


Fig. 669: Measuring Crankshaft End Play
Courtesy of GENERAL MOTORS CORP.

13. Rotate the crankshaft in order to check for binding.

A bent crankshaft or lack of proper crankshaft bearing clearance may cause binding.

14. If the crankshaft does not turn freely, loosen the crankshaft bearing cap bolts on 1 crankshaft bearing cap at a time in order to determine the location of the binding.

A lack of proper crankshaft bearing clearance may be caused by the following:

- Burrs on the crankshaft bearing cap

- Foreign material between the crankshaft bearing and the engine block
- Foreign material between the crankshaft bearing and the crankshaft bearing cap
- Damaged crankshaft bearing
- Improper size crankshaft bearing

Crankshaft Rear Oil Seal and Housing Installation**Tools Required**

J 35621-B Rear Main Seal Installer. See **Special Tools and Equipment**.

NOTE: Refer to Fastener Notice in Cautions and Notices.

1. Install the crankshaft rear oil seal housing retainer stud.

Tighten: Tighten the crankshaft rear oil seal housing retainer stud to 6 N.m (53 lb in).

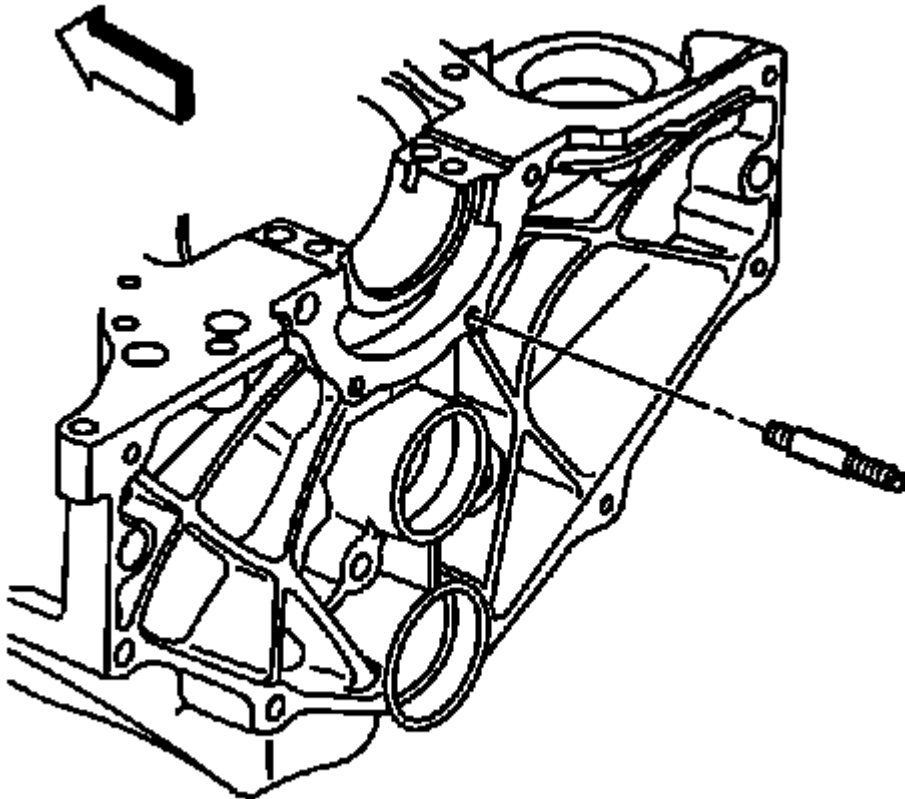


Fig. 670: Installing Crankshaft Rear Oil Seal Housing Retainer Stud
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Always use a NEW crankshaft rear oil seal housing gasket when installing the crankshaft rear oil seal housing.

2. Install the NEW crankshaft rear oil seal housing gasket.

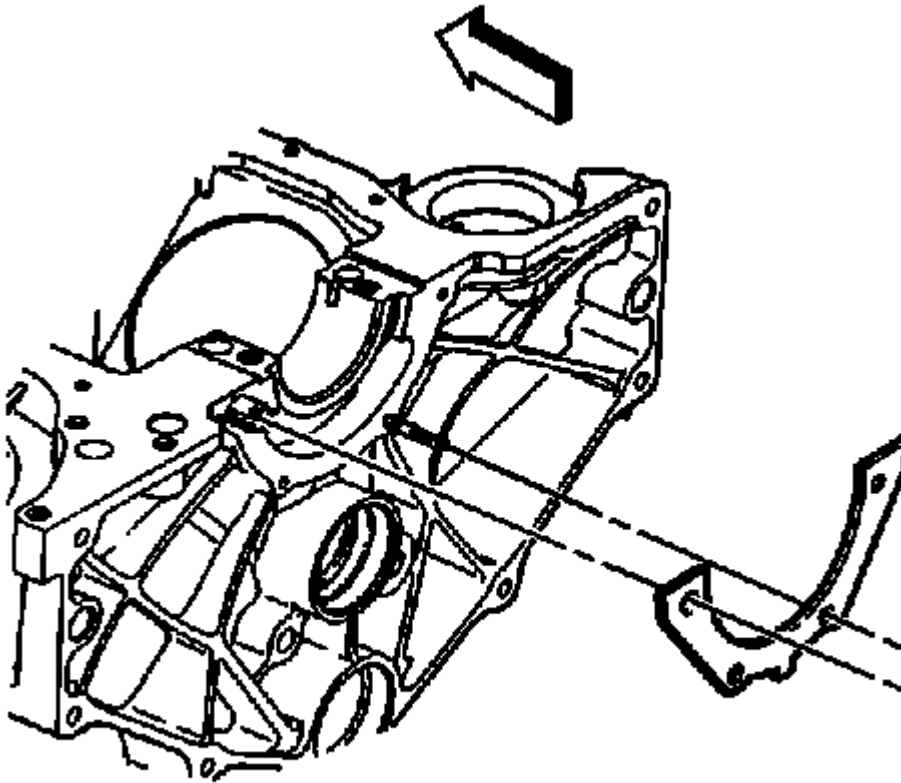


Fig. 671: Installing Crankshaft Rear Oil Seal Housing Gasket
Courtesy of GENERAL MOTORS CORP.

3. Install the crankshaft rear oil housing onto the crankshaft rear oil seal housing retainer stud.
4. Install the crankshaft rear oil seal housing nut and bolts.

Tighten: Tighten the crankshaft rear oil seal housing nut and bolts to 12 N.m (106 lb in).

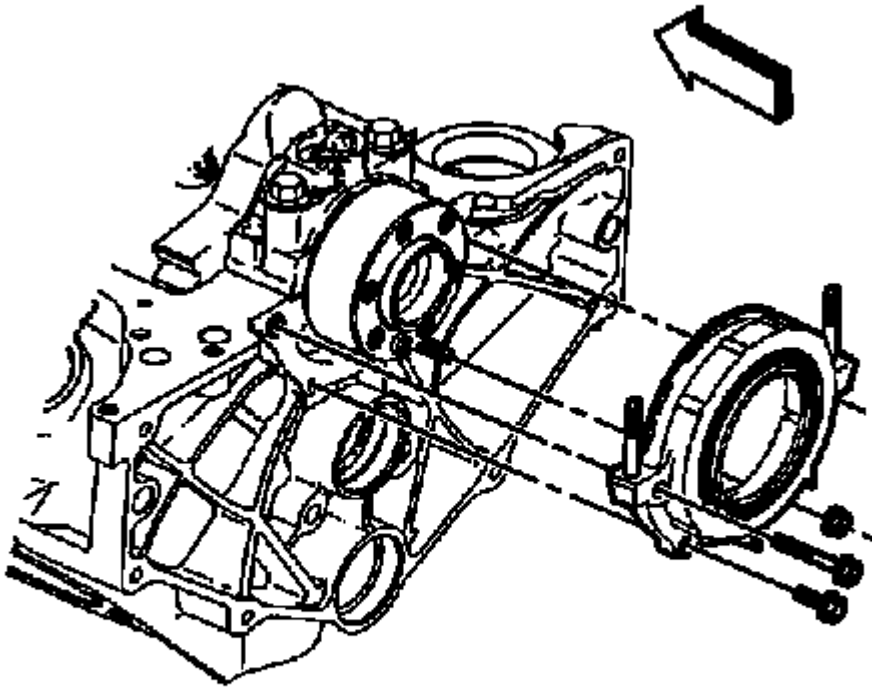


Fig. 672: Installing Crankshaft Rear Oil Seal Housing, Nut & Bolts
Courtesy of GENERAL MOTORS CORP.

5. Apply a small amount (2 to 3 drops) of clean engine oil to the bore of the crankshaft rear oil seal housing.
6. Apply a small amount (2 to 3 drops) of clean engine oil to the outside diameter of the engine flywheel pilot flange.
7. Apply a small amount (1 drop) of clean engine oil to the outside diameter of the flywheel locator pin.
8. Apply a small amount (2 to 3 drops) of clean engine oil to the outside diameter of the crankshaft seal surface.
9. Inspect the **J 35621-B** flange for imperfections that may damage the crankshaft rear oil seal.

Minor imperfections may be removed with a fine grade emery cloth.

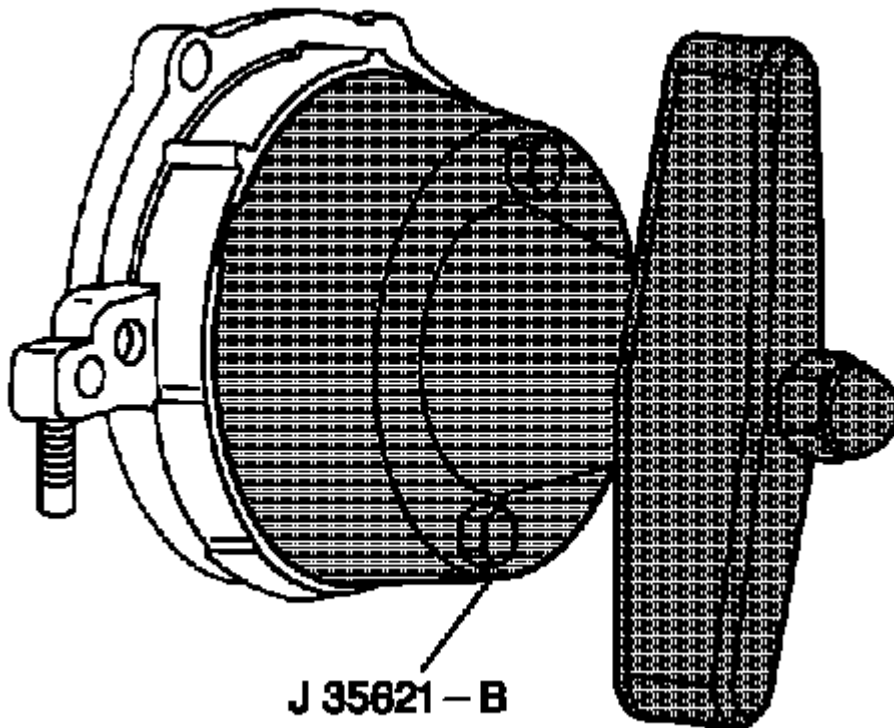


Fig. 673: J 35621-B

Courtesy of GENERAL MOTORS CORP.

IMPORTANT: DO NOT allow oil or any other lubricants to contact the inner seal lip surface of the crankshaft rear oil seal.

10. Remove the sleeve from the crankshaft rear oil seal.
11. Apply a small amount (2 to 3 drops) of clean engine oil to the outside diameter of the crankshaft rear oil seal.
12. Install the crankshaft rear oil seal onto the **J 35621-B**.
13. Install the **J 35621-B** onto the rear of the crankshaft and hand tighten the tool bolts until snug.

NOTE: Proper alignment of the crankshaft rear oil seal is critical. Install the crankshaft rear oil seal near to flush and square to the crankshaft rear oil seal housing. Failing to do so may cause the crankshaft rear oil seal or the crankshaft rear oil seal installation tool to fail.

14. Install the crankshaft rear oil seal onto the crankshaft and into the crankshaft rear oil seal housing.
 1. Turn the **J 35621-B** wing nut clockwise until the crankshaft rear oil seal is installed near to flush

and square to the crankshaft rear oil seal housing.

Increased resistance will be felt when the crankshaft rear oil seal has reached the bottom of the crankshaft rear oil seal housing bore.

2. Turn the **J 35621-B** wing nut counterclockwise to release the **J 35621-B** from the crankshaft rear oil seal.
15. Remove the **J 35621-B** from the crankshaft.
16. Wipe off any excess engine oil with a clean rag.

Piston, Connecting Rod, and Bearing Installation

Tools Required

- **J 5239** Connecting Rod Bolt Guide Set. See **Special Tools and Equipment**.
- **J 8037** Ring Compressor. See **Special Tools and Equipment**.
- **J 8087** Cylinder Bore Gage
- **J 45059** Angle Meter. See **Special Tools and Equipment**.

Piston Selection

IMPORTANT: Measurements of all components should be taken with the components at normal room temperature.

For proper piston fit, the engine block cylinder bores should not have excessive wear or taper.

A used piston and piston pin set may be reinstalled if, after cleaning and inspection, the piston and piston pin are within specifications.

1. Use the **J 8087** in order to measure the cylinder bore diameter. Measure at a point 64 mm (2.5 in) from the top of the cylinder bore and 90 degrees to the crankshaft centerline.

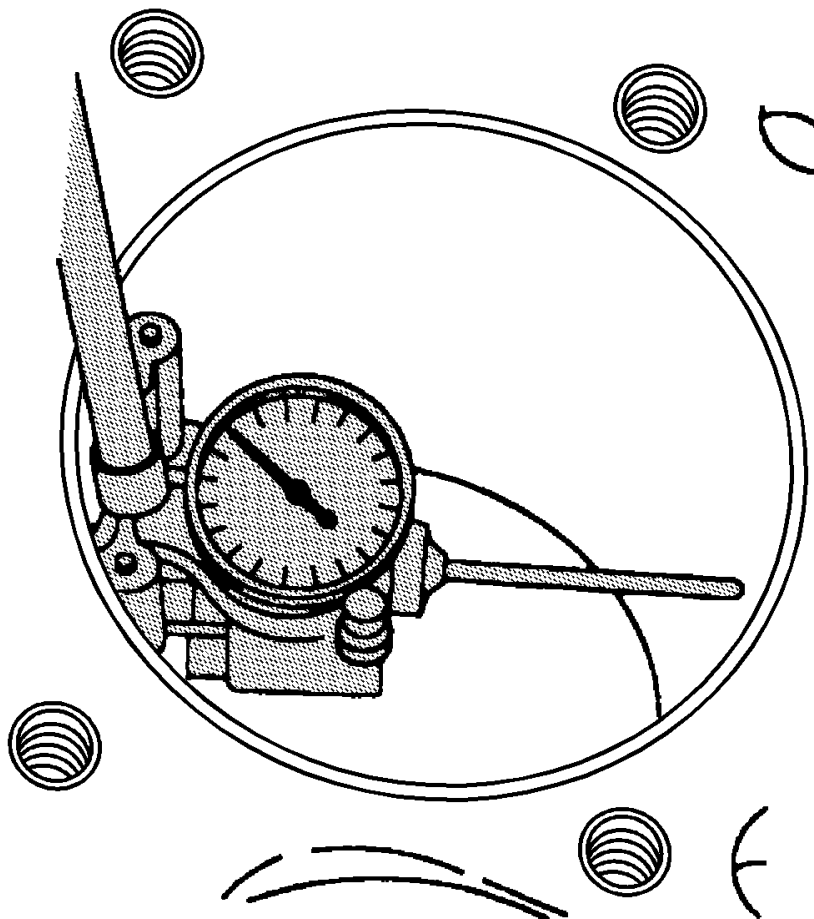


Fig. 674: Measuring Cylinder Bore
Courtesy of GENERAL MOTORS CORP.

2. Measure the J 8087 with a micrometer and record the reading.

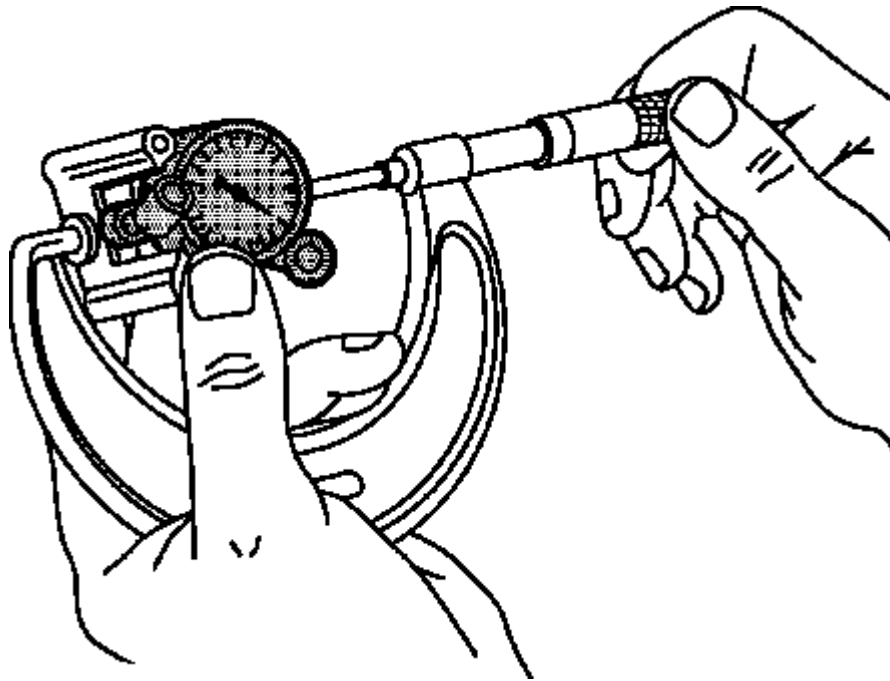


Fig. 675: Measuring Bore Gauge With Micrometer
Courtesy of GENERAL MOTORS CORP.

3. With a micrometer or caliper at a right angle to the piston pin bore, measure the piston 11 mm (0.433 in) from the bottom of the skirt.

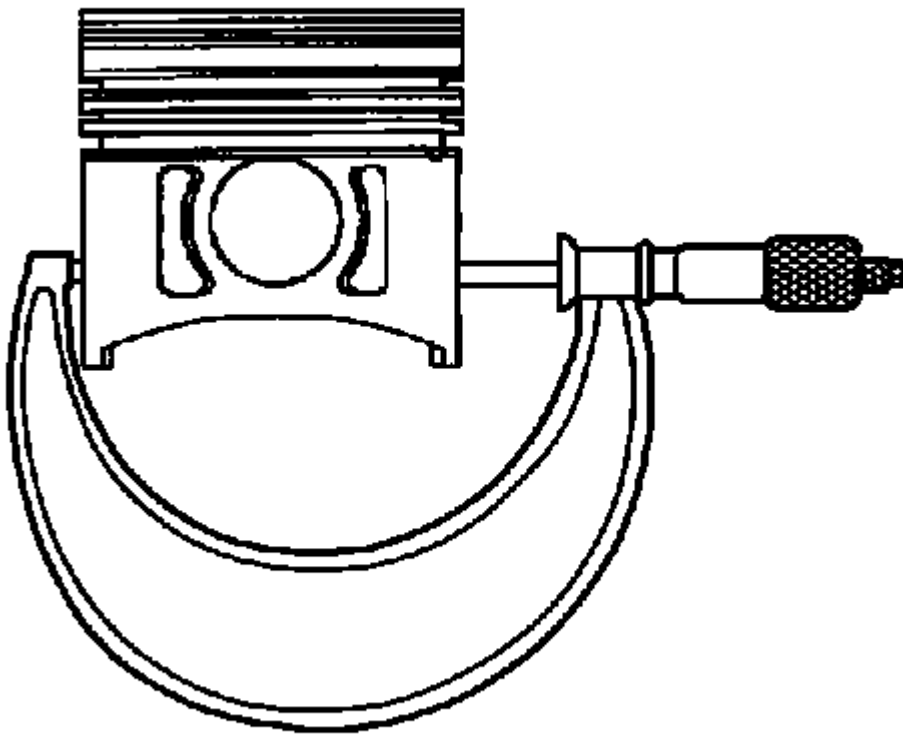


Fig. 676: Measuring Piston Outside Diameter Using Micrometer
Courtesy of GENERAL MOTORS CORP.

4. Subtract the piston diameter from the cylinder bore diameter in order to determine piston-to-bore clearance. Refer to **Engine Mechanical Specifications**.
5. If the proper clearance cannot be obtained, then select another piston and measure the clearances.

If the proper fit cannot be obtained, the cylinder bore may require honing or boring.

6. When the piston-to-cylinder bore clearance is within specifications, permanently mark the top of the piston for installation into the proper cylinder.

Installation Procedure

1. Apply clean engine oil to the following components:
 - The piston
 - The piston rings
 - The cylinder bore
 - The bearing surfaces

2. Install the **J 5239** onto the connecting rod bolts.

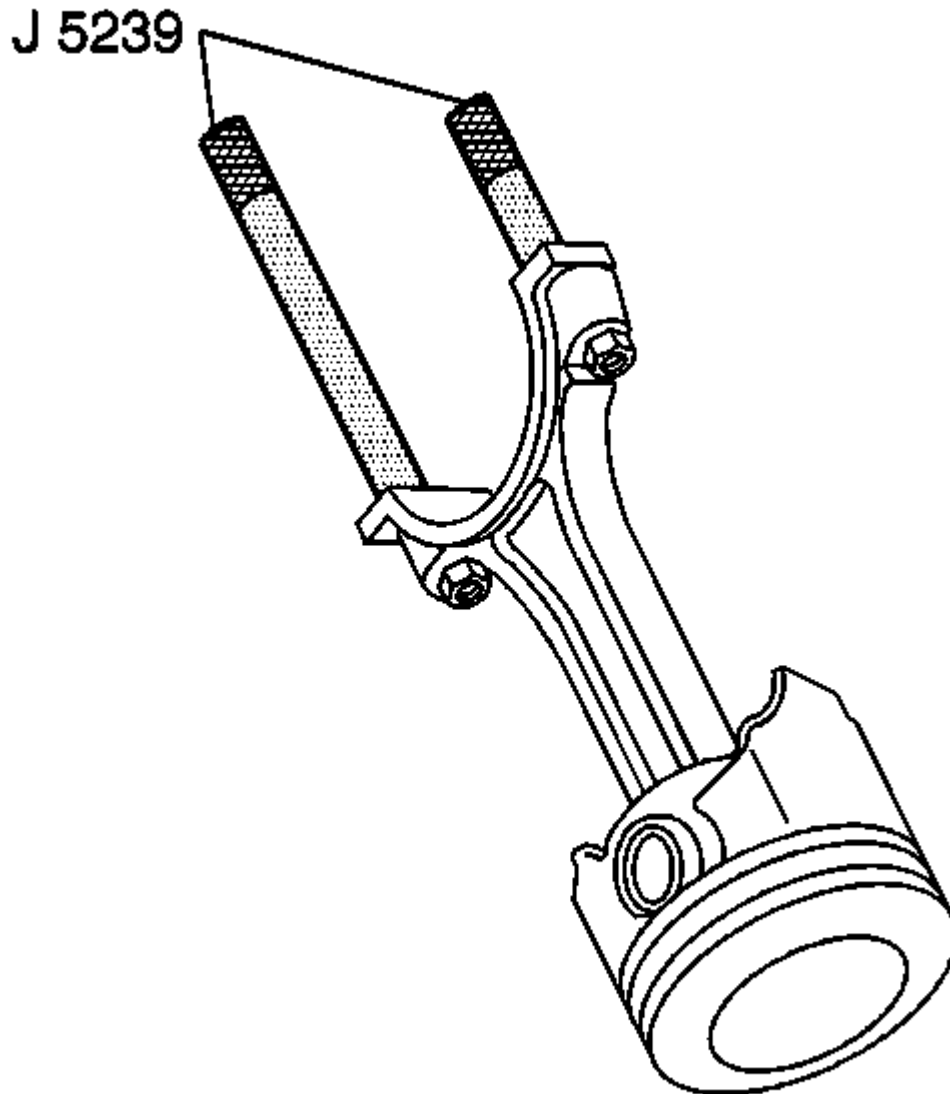


Fig. 677: Installing J 5239 Onto The Connecting Rod Bolts
Courtesy of GENERAL MOTORS CORP.

3. Install the **J 8037** onto the piston and compress the piston rings.

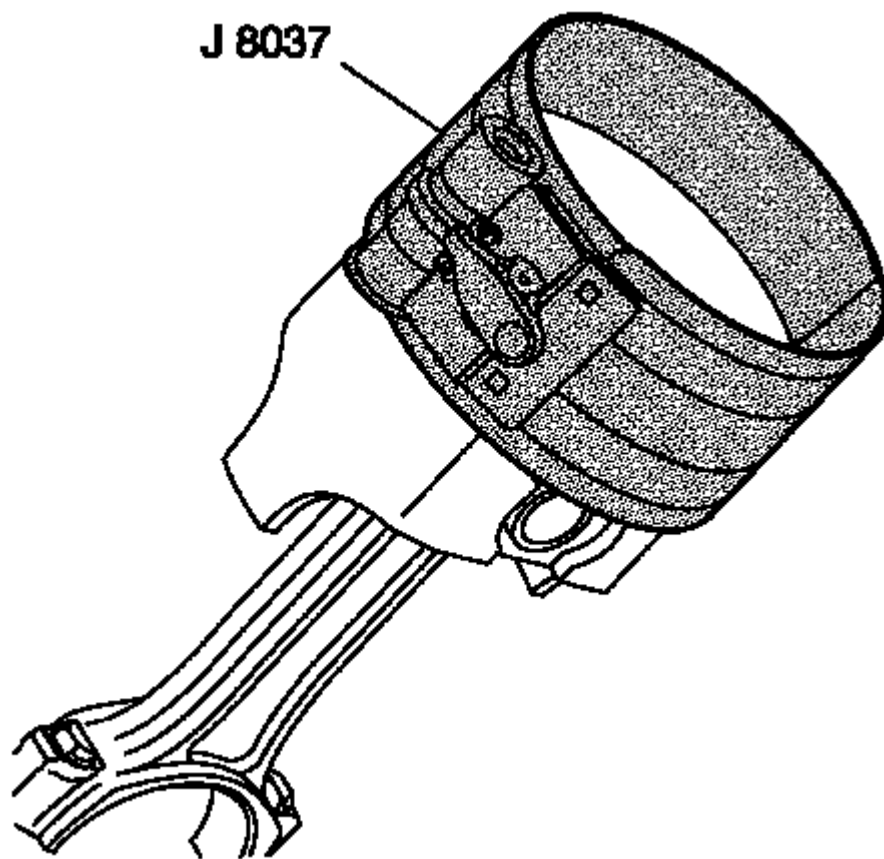


Fig. 678: Compressing The Piston Rings Using J 8037
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The mark on the top of the piston must face the front of the engine block. When assembled, the flanges on the connecting rod and connecting rod cap should face to the front of the engine block on the left bank, and to the rear of the engine block on the right bank.

4. Install the piston and connecting rod assembly, and the **J 8037** into the proper cylinder bore.

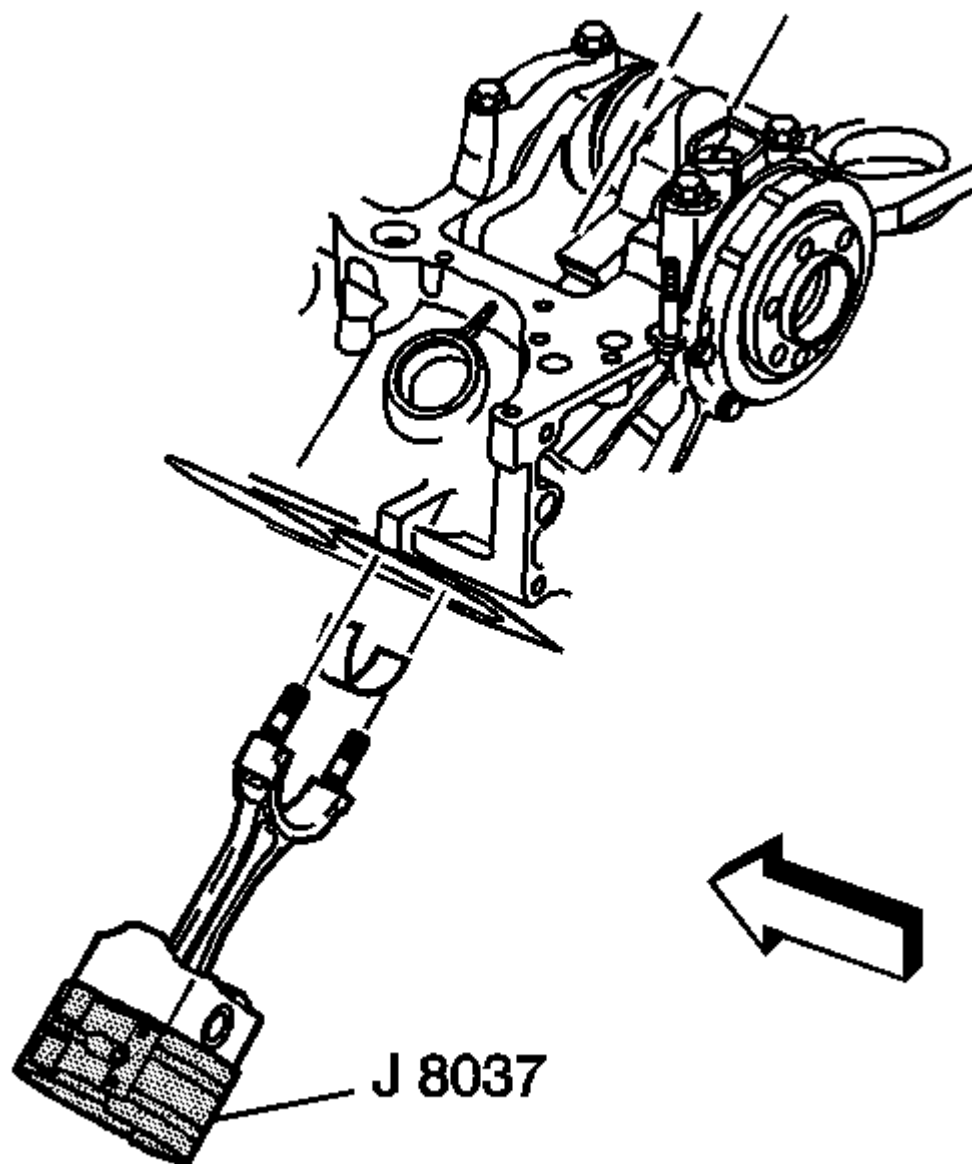


Fig. 679: Installing Piston & Connecting Rod Assembly
Courtesy of GENERAL MOTORS CORP.

5. Use the **J 8037** and the **J 5239** and lightly tap the top of the piston with a wooden hammer handle.
 1. Hold the **J 8037** firmly against the engine block until all of the piston rings have entered the cylinder bore.

2. Use the **J 5239** in order to guide the connecting rod onto the crankshaft journal.

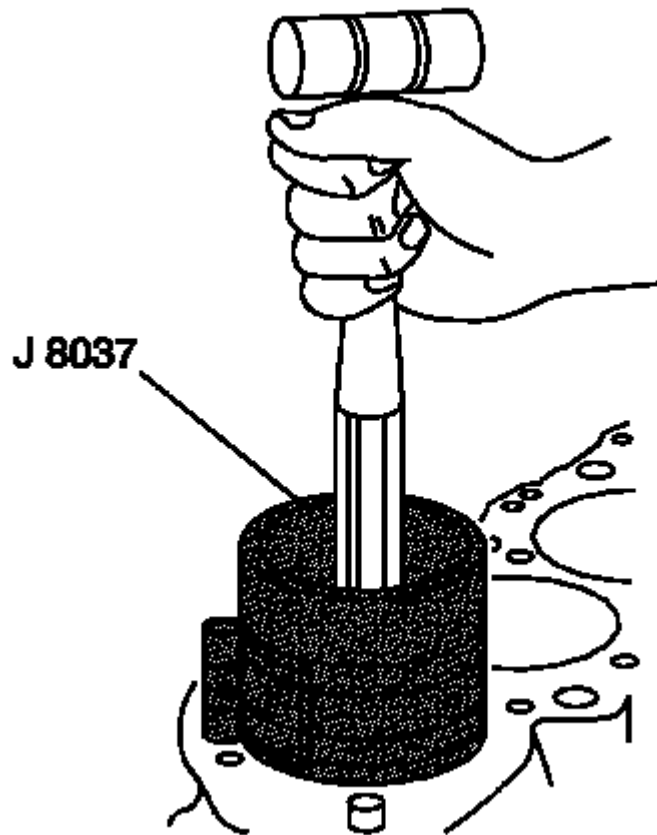


Fig. 680: Installing Piston & Connecting Rod Assembly Into Engine
Courtesy of GENERAL MOTORS CORP.

6. Remove the **J 5239**.

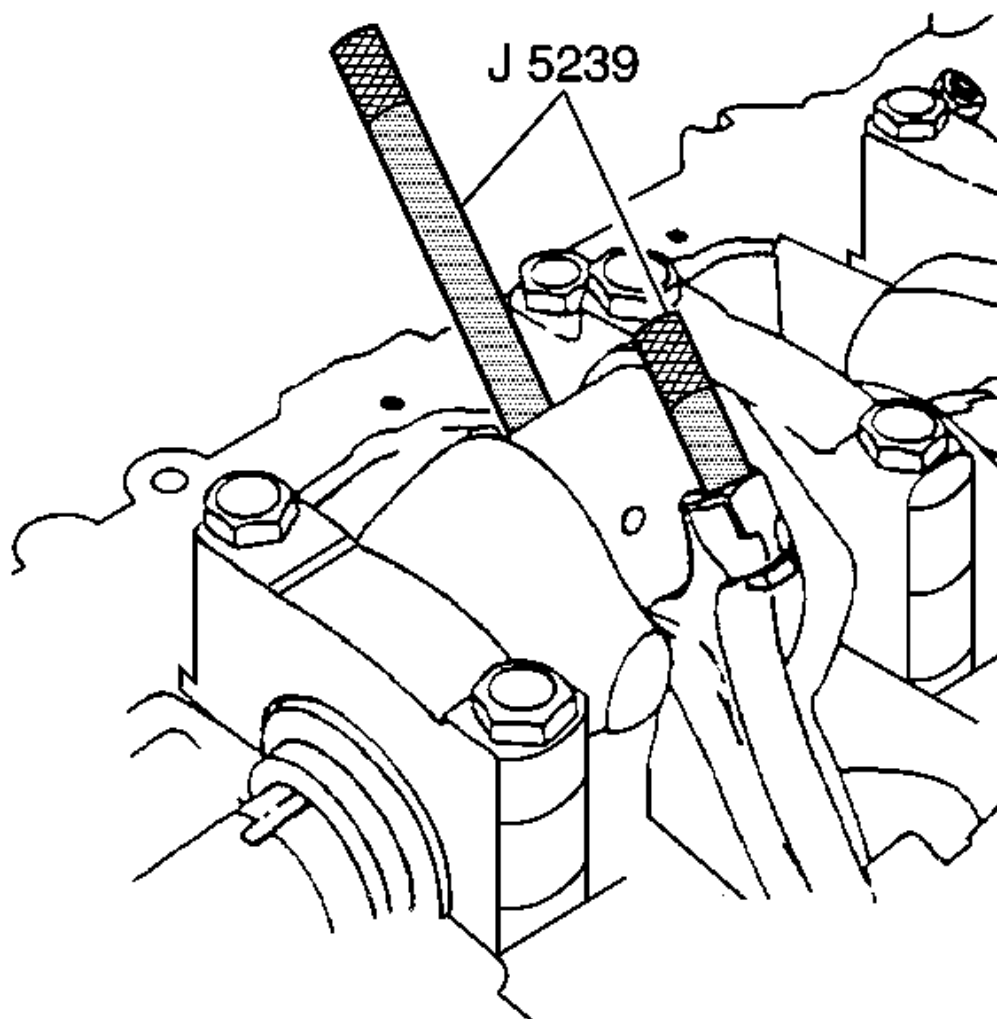


Fig. 681: Removing J 5239
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

7. Install the connecting rod caps, bearings, and nuts.

Tighten:

1. Tighten the nuts evenly on the first pass to 27 N.m (20 lb ft).
2. Use the **J 45059** in order to tighten the nuts on the final pass an additional 70 degrees.

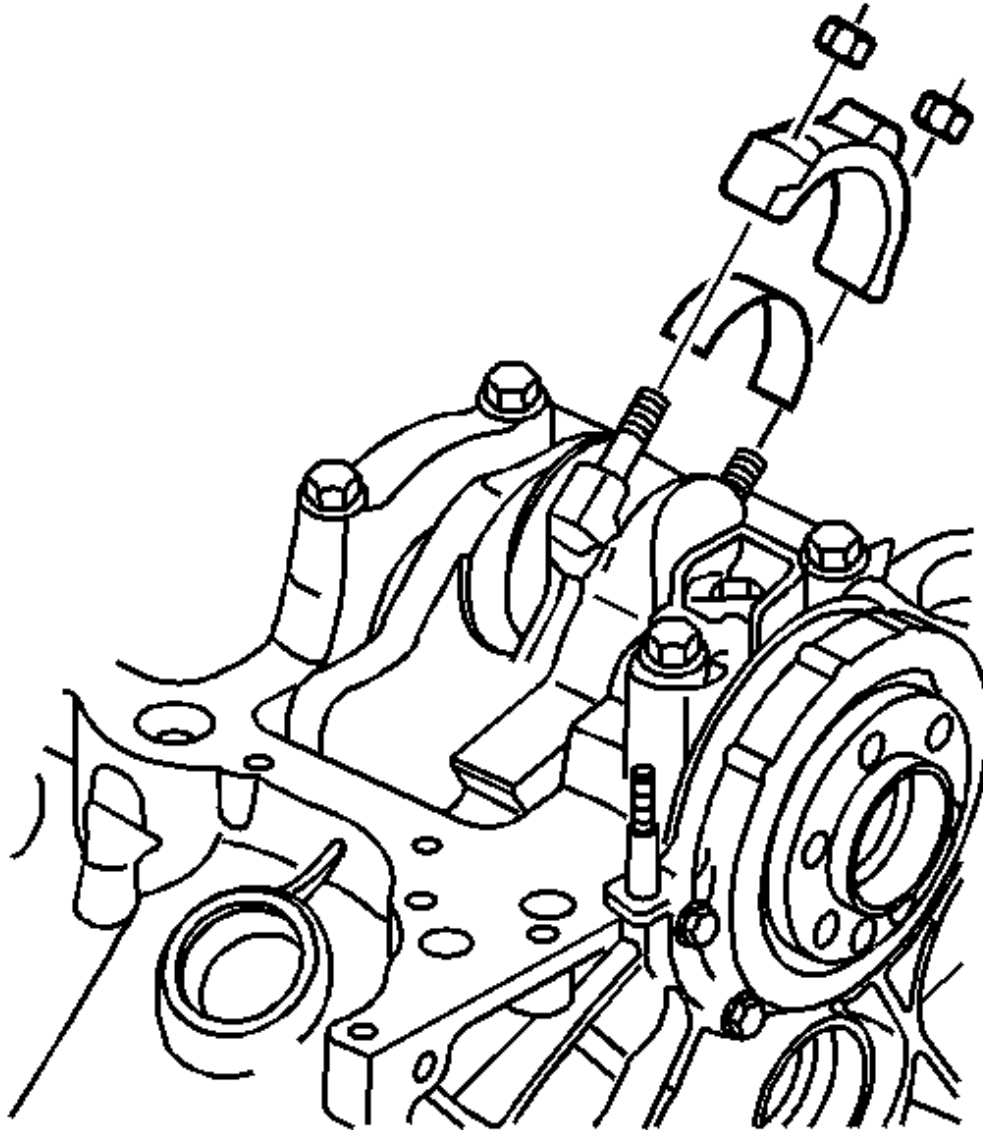


Fig. 682: Installing Connecting Rods Caps, Bearings & Nuts
Courtesy of GENERAL MOTORS CORP.

8. After the piston and connecting rod assemblies have been installed, lightly tap each connecting rod assembly, parallel to the crankpin, in order to ensure that the connecting rods have side clearance.
9. Use a feeler gage or a dial indicator to measure the connecting rod side clearance between the connecting rod caps. The connecting rod side clearance should be 0.15-0.44 mm (0.006-0.017 in).

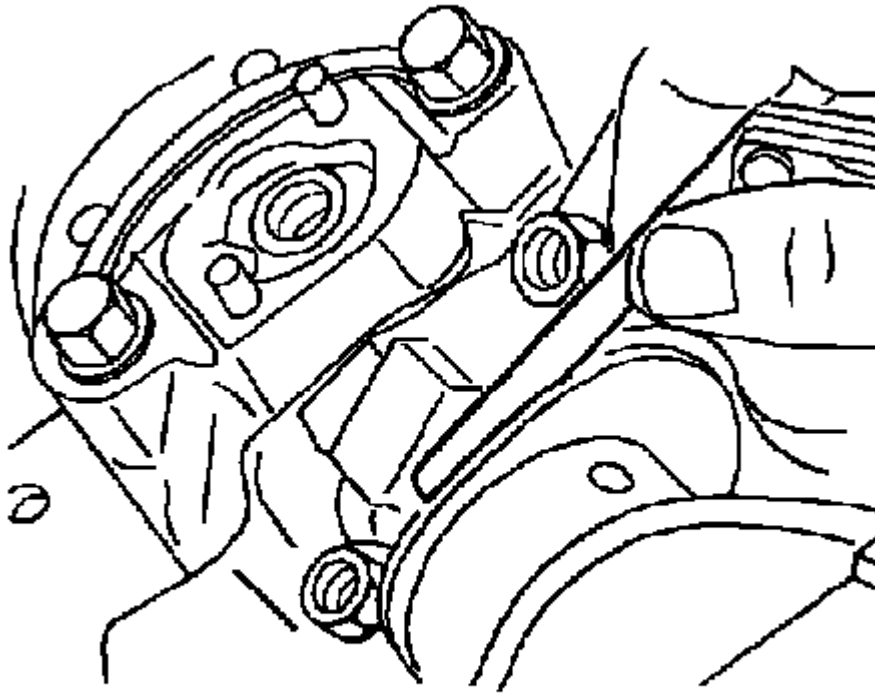


Fig. 683: Measuring Connecting Side Clearance
Courtesy of GENERAL MOTORS CORP.

Camshaft Installation

1. Apply clean engine oil GM P/N 12345610 (Canadian P/N 993193) or equivalent, or engine oil supplement GM P/N 1052367 (Canadian P/N 992367) or equivalent, to the following components:
 - The engine camshaft lobes
 - The camshaft bearing journals
 - The camshaft bearings
 - The distributor drive gear
2. Install three 5/16-18 x 4.0 inch bolts into the engine camshaft front bolt holes.

NOTE: 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.

3. Use the bolts as a handle in order to install the engine camshaft.
4. Remove the 3 bolts from the front of the engine camshaft.

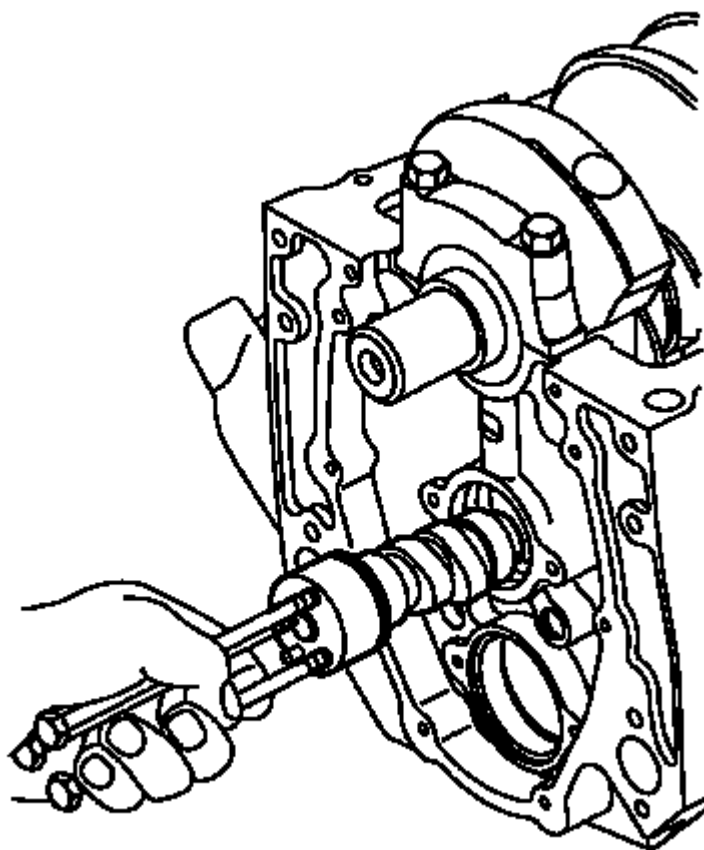


Fig. 684: Installing & Removing Engine Camshaft Front Bolts
Courtesy of GENERAL MOTORS CORP.

5. If reusing the fasteners, apply threadlock GM P/N 12345382 (Canadian P/N 10953489) or equivalent, to the threads of the camshaft retainer bolts.

NOTE: Refer to Fastener Notice in Cautions and Notices.

6. Install the camshaft retainer and bolts.

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

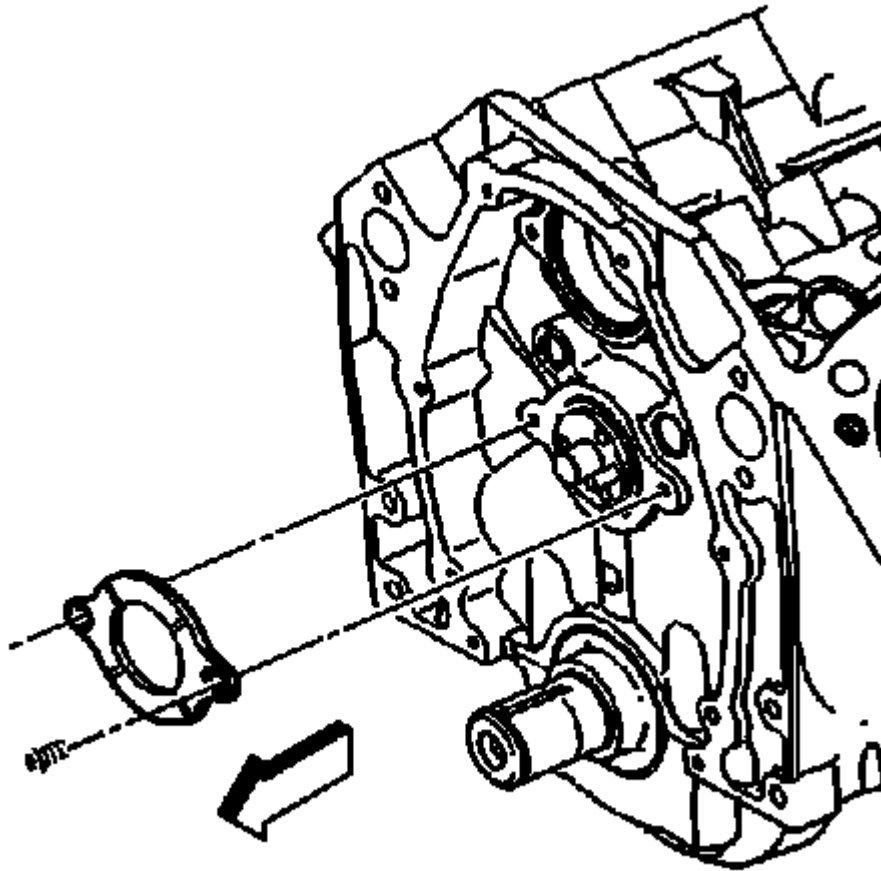


Fig. 685: View Of Camshaft Retainer & Bolts
Courtesy of GENERAL MOTORS CORP.

Balance Shaft Installation

Tools Required

- J 8092 Universal Driver Handle
- J 36996 Balance Shaft Installer. See Special Tools and Equipment.
- J 45059 Angle Meter. See Special Tools and Equipment.

IMPORTANT: The balance shaft and the balance shaft front bearing are serviced only as an assembly. Do not remove the balance shaft front bearing from the balance shaft.

1. Apply clean engine oil GM P/N 12345610 (Canadian P/N 993193) or equivalent, to the balance shaft front bearing.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

2. Use the **J 36996** and the **J 8092** in order to install the balance shaft.

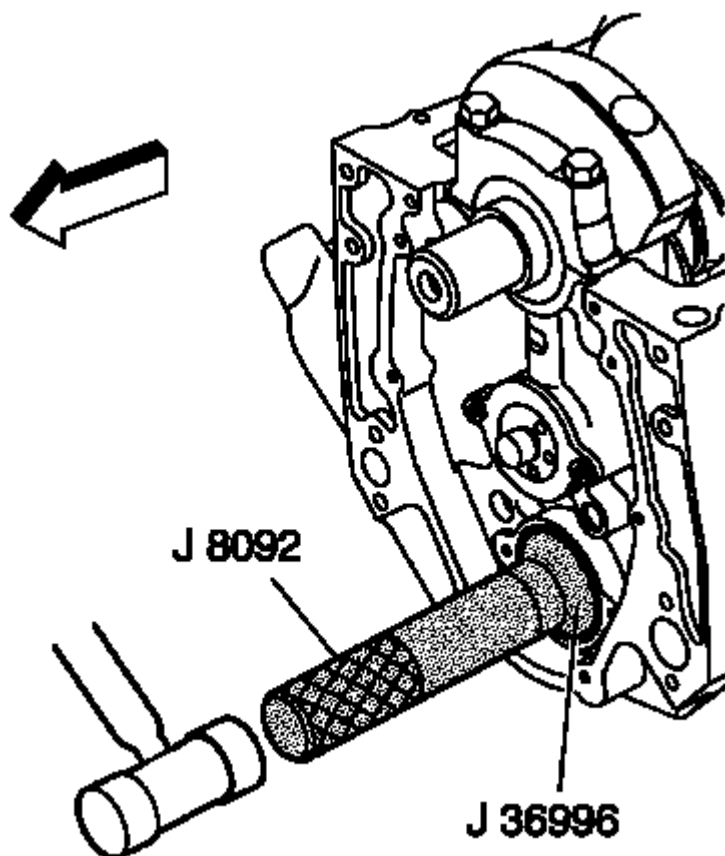


Fig. 686: Installing Balance Shaft
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install the balance shaft retainer and bolts.

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

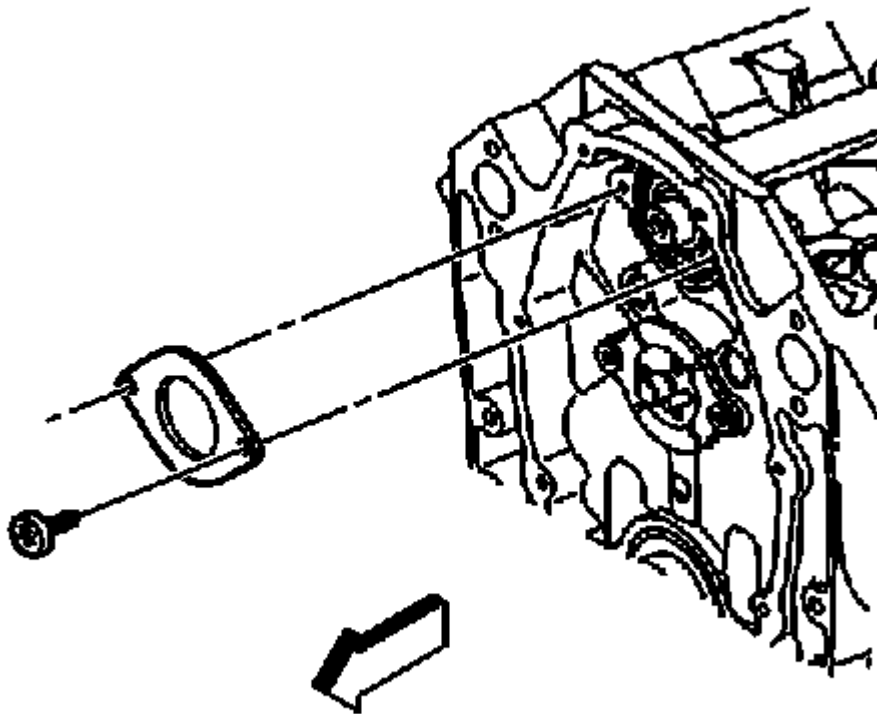


Fig. 687: View of Balance Shaft Retainer & Bolts
Courtesy of GENERAL MOTORS CORP.

4. Install the balance shaft driven gear onto the balance shaft.

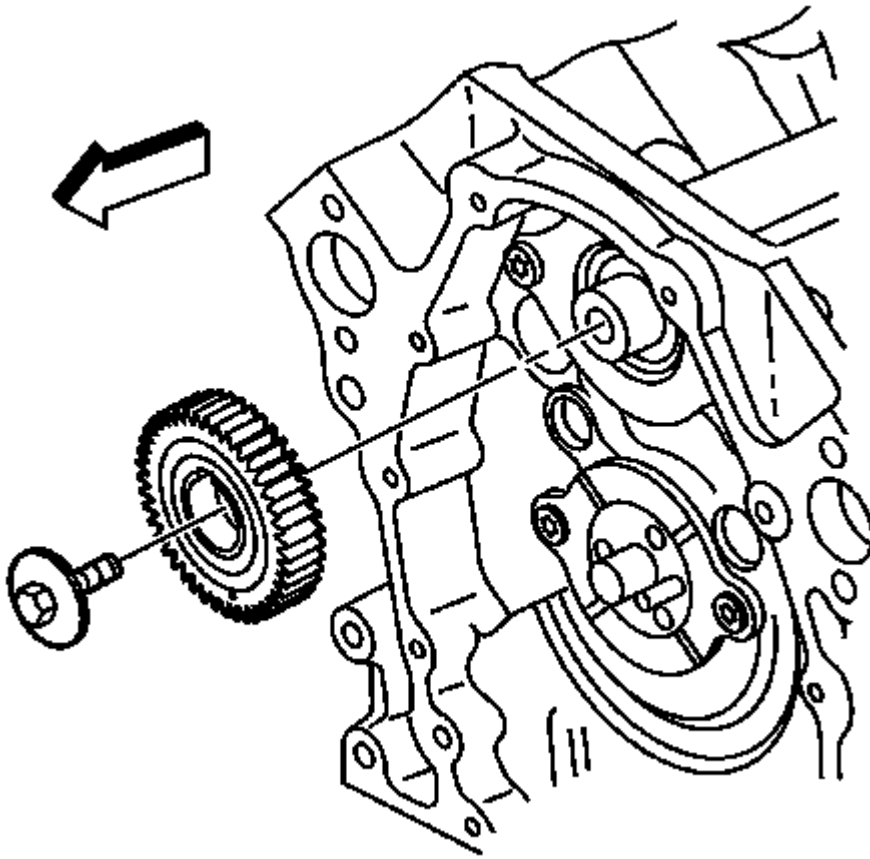


Fig. 688: Locating Balance Shaft Driven Gear
 Courtesy of GENERAL MOTORS CORP.

5. If reusing the fastener, apply threadlock GM P/N 12345382 (Canadian P/N 10953489) or equivalent, to the threads of the balance shaft driven gear bolt.
6. Install the balance shaft driven gear bolt.
 1. Use a wrench to secure the balance shaft.

Place the wrench onto the balance shaft near to the balance shaft front bearing.

2. Install the balance shaft driven gear bolt.

Tighten:

1. Tighten the balance shaft driven gear bolt on the first pass to 20 N.m (15 lb ft).
 2. Tighten the balance shaft driven gear bolt on the final pass using the **J 45059** an additional 35 degrees.
7. Remove the wrench from the balance shaft.
 8. Rotate the balance shaft by hand in order to ensure that there is clearance between the balance shaft and the valve lifter pushrod guide. If the balance shaft does not rotate freely, check to ensure that the retaining ring on the balance shaft front bearing is seated on the case.

IMPORTANT: DO NOT install the camshaft sprocket bolts at this time.

9. Install the balance shaft drive gear.

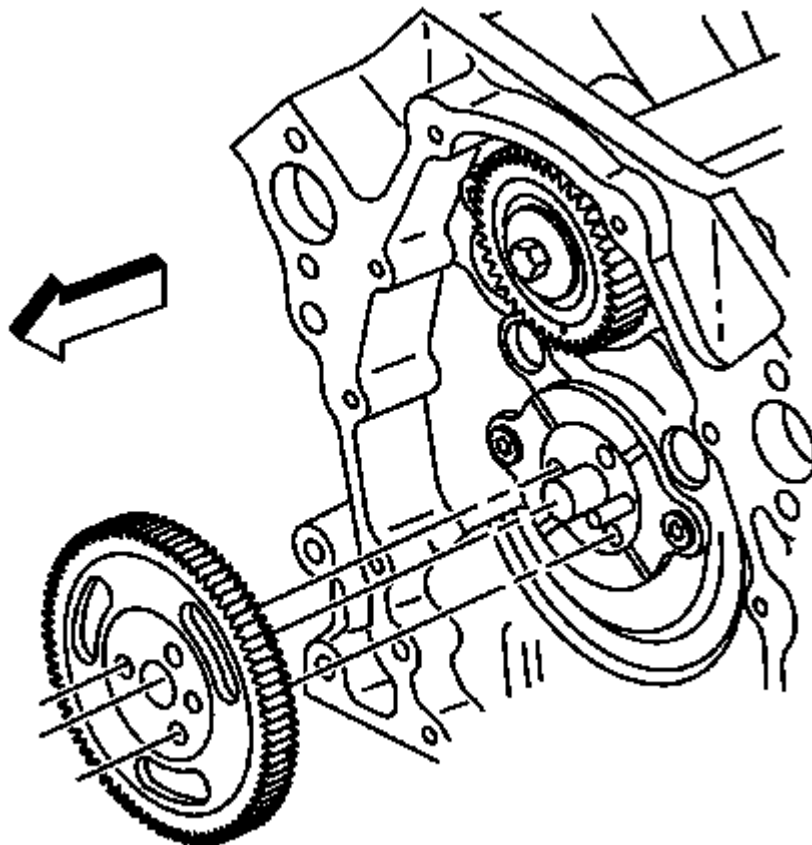


Fig. 689: View Of Balance Shaft Drive Gear
Courtesy of GENERAL MOTORS CORP.

10. Rotate the engine camshaft so that the timing mark on the balance shaft drive gear is in the 12 o'clock position.

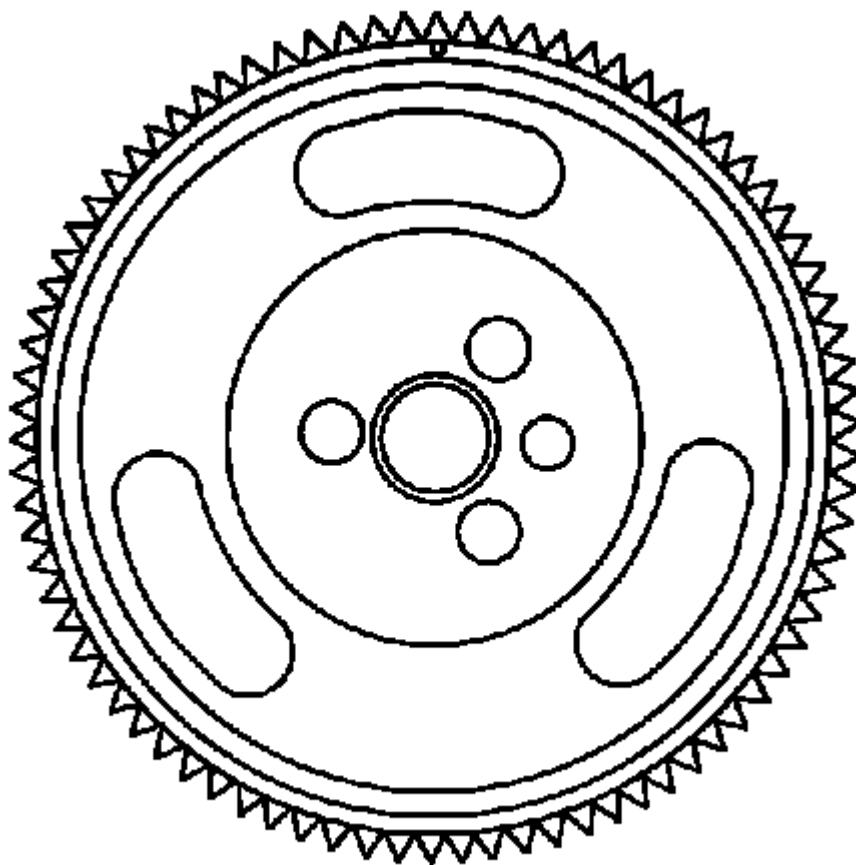


Fig. 690: Engine Camshaft Timing Mark
Courtesy of GENERAL MOTORS CORP.

11. Remove the balance shaft drive gear.

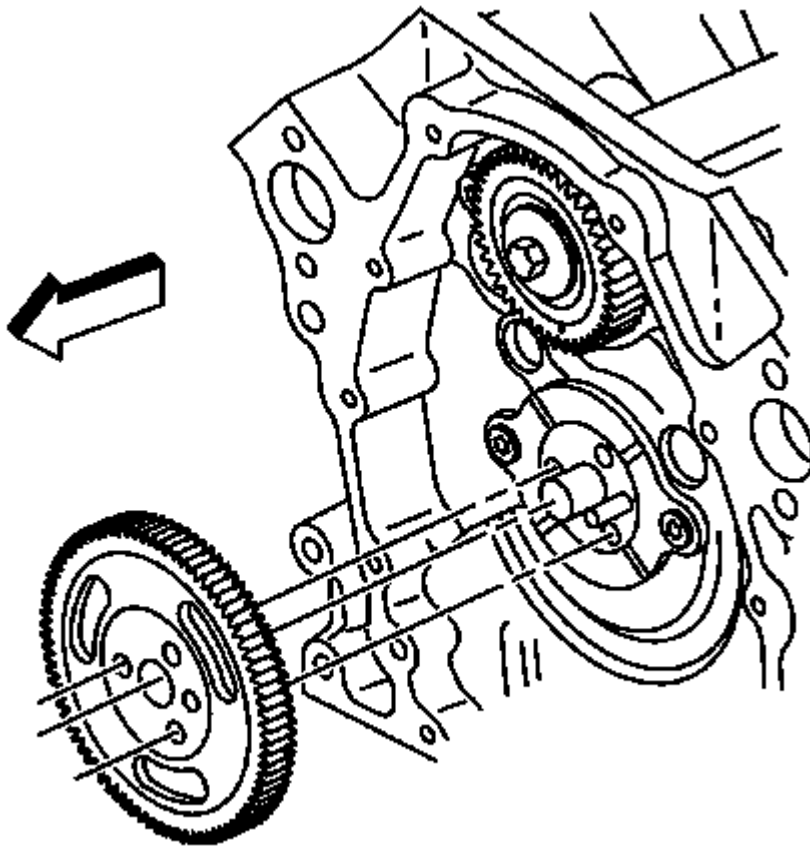


Fig. 691: View Of Balance Shaft Drive Gear
Courtesy of GENERAL MOTORS CORP.

12. Rotate the balance shaft so that the timing mark on the balance shaft driven gear is in the 6 o'clock position.

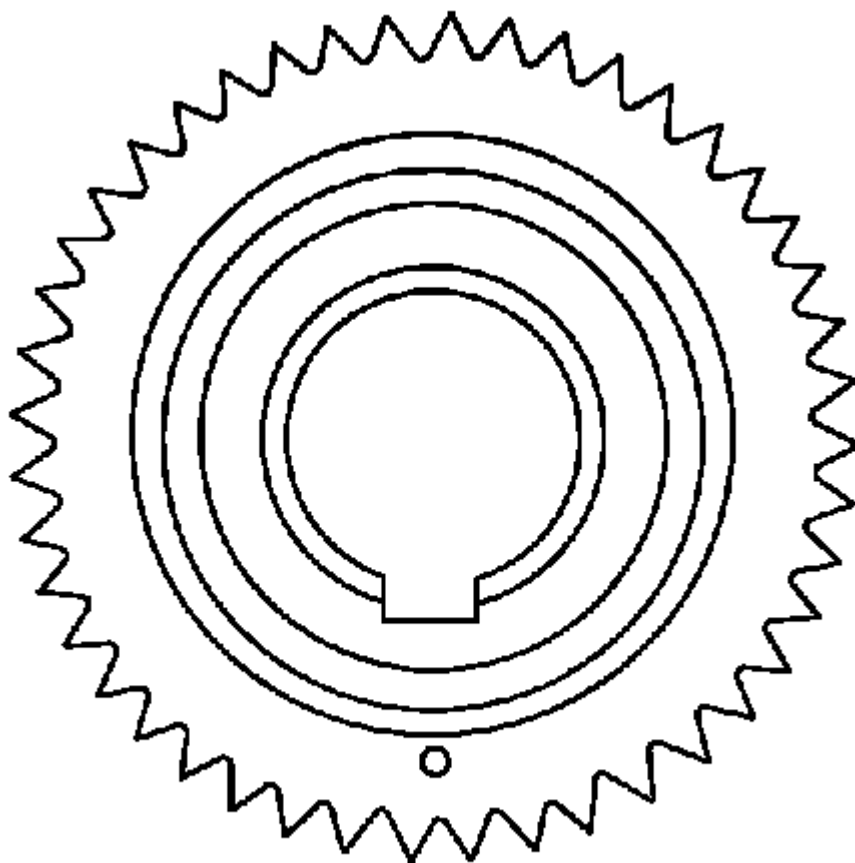


Fig. 692: Balance Shaft & Timing Mark
Courtesy of GENERAL MOTORS CORP.

13. Position the balance shaft drive gear onto the engine camshaft.

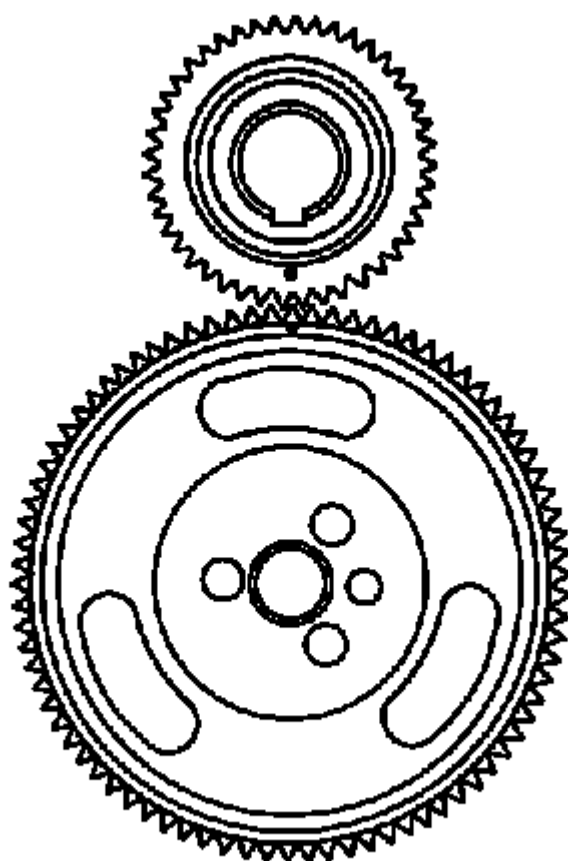


Fig. 693: Positioning Balance Shaft Drive Gear Onto Engine Camshaft
Courtesy of GENERAL MOTORS CORP.

14. Look to ensure that the balance shaft drive gear and the balance shaft driven gear timing marks are aligned.

Timing Chain and Sprockets Installation

Tools Required

J 5590 Pinion Bearing Race Installer - Rear. See **Special Tools and Equipment**.

1. Install the crankshaft balancer key into the crankshaft keyway.

The crankshaft balancer key should be parallel to the crankshaft or with a slight incline.

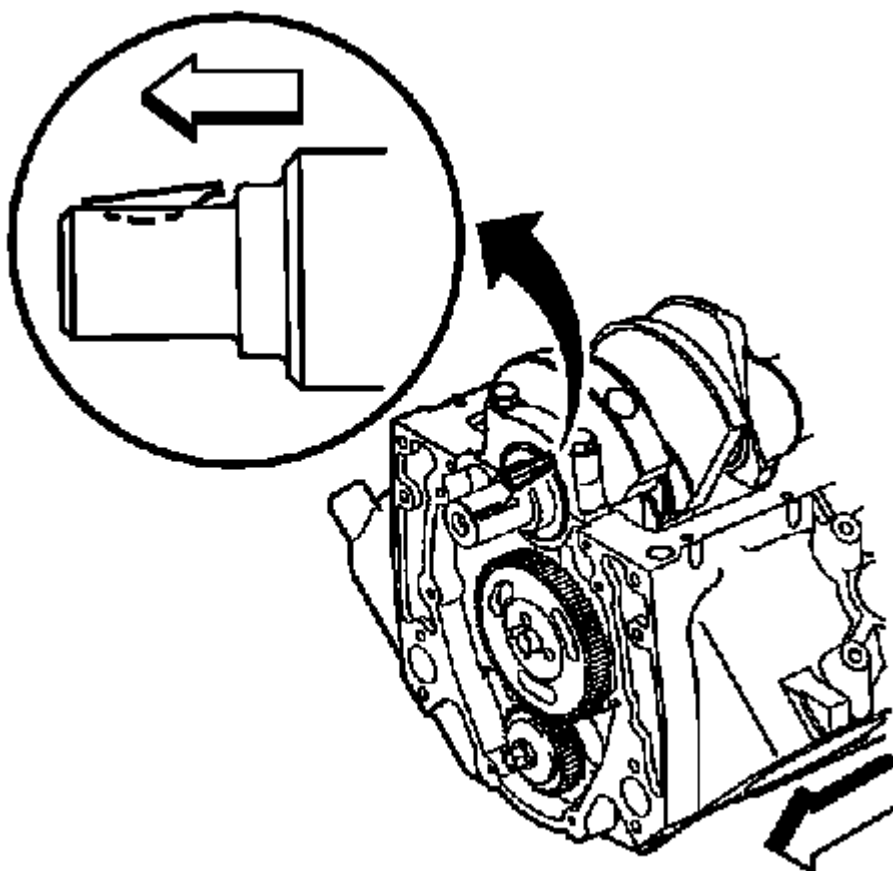


Fig. 694: Installing Crankshaft Balancer Key
Courtesy of GENERAL MOTORS CORP.

2. Align the keyway of the crankshaft sprocket with the crankshaft balancer key.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

3. Use the **J 5590** in order to install the crankshaft sprocket.

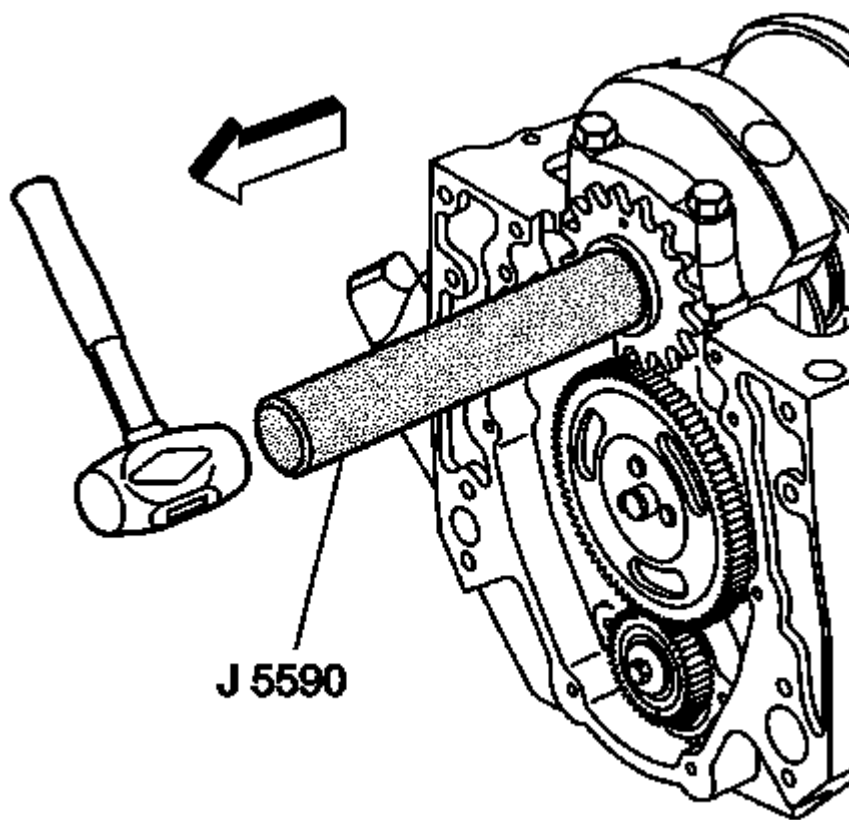


Fig. 695: Installing The Crankshaft Sprocket Using J 5590
Courtesy of GENERAL MOTORS CORP.

4. Rotate the crankshaft until the crankshaft sprocket alignment mark is at the 12 o'clock position.

IMPORTANT: Install the camshaft sprocket with the alignment mark at the 6 o'clock position.

5. Install the camshaft sprocket and the camshaft timing chain.

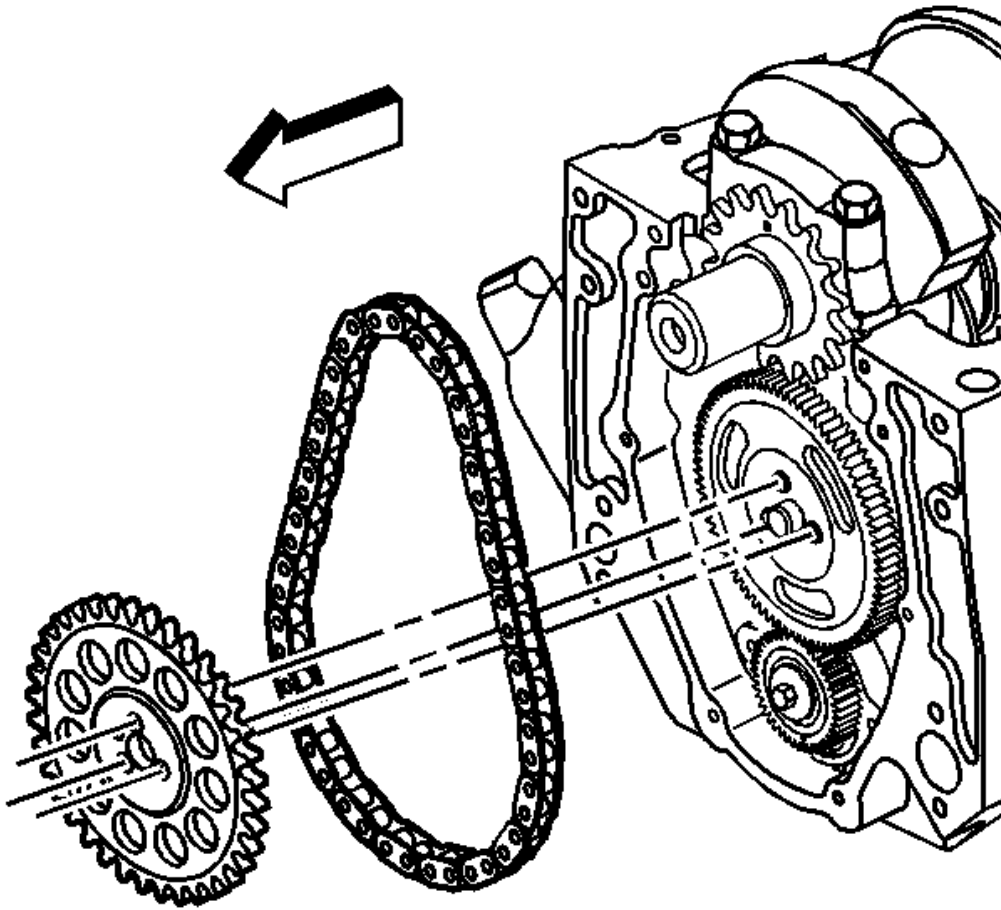


Fig. 696: Installing Camshaft Sprocket & Timing Chain
Courtesy of GENERAL MOTORS CORP.

6. Look to ensure that the crankshaft sprocket is aligned at the 12 o'clock position and camshaft sprocket is aligned at the 6 o'clock position.

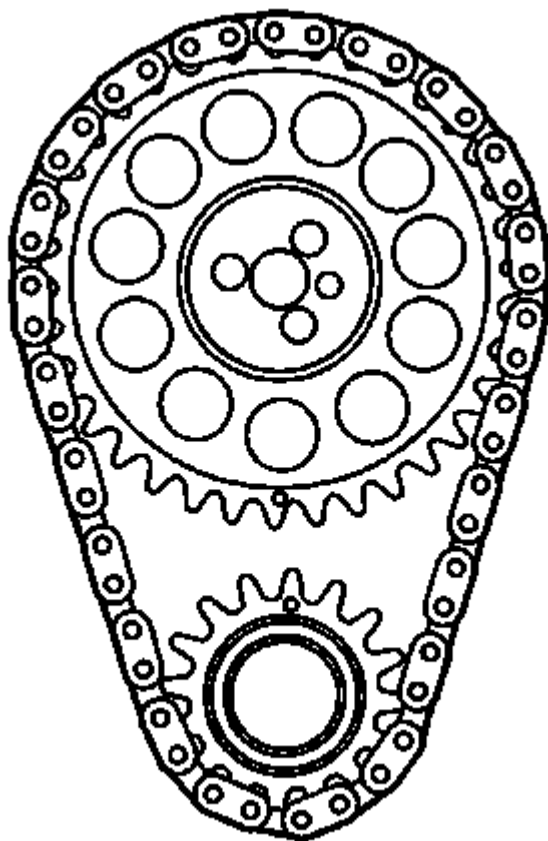


Fig. 697: View Of Camshaft & Crankshaft Sprocket Timing Marks
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

IMPORTANT: Do not use a hammer to install the camshaft sprocket onto the camshaft. To do so may dislodge the expansion cup plug, camshaft rear bearing hole.

7. Install camshaft sprocket bolts.

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

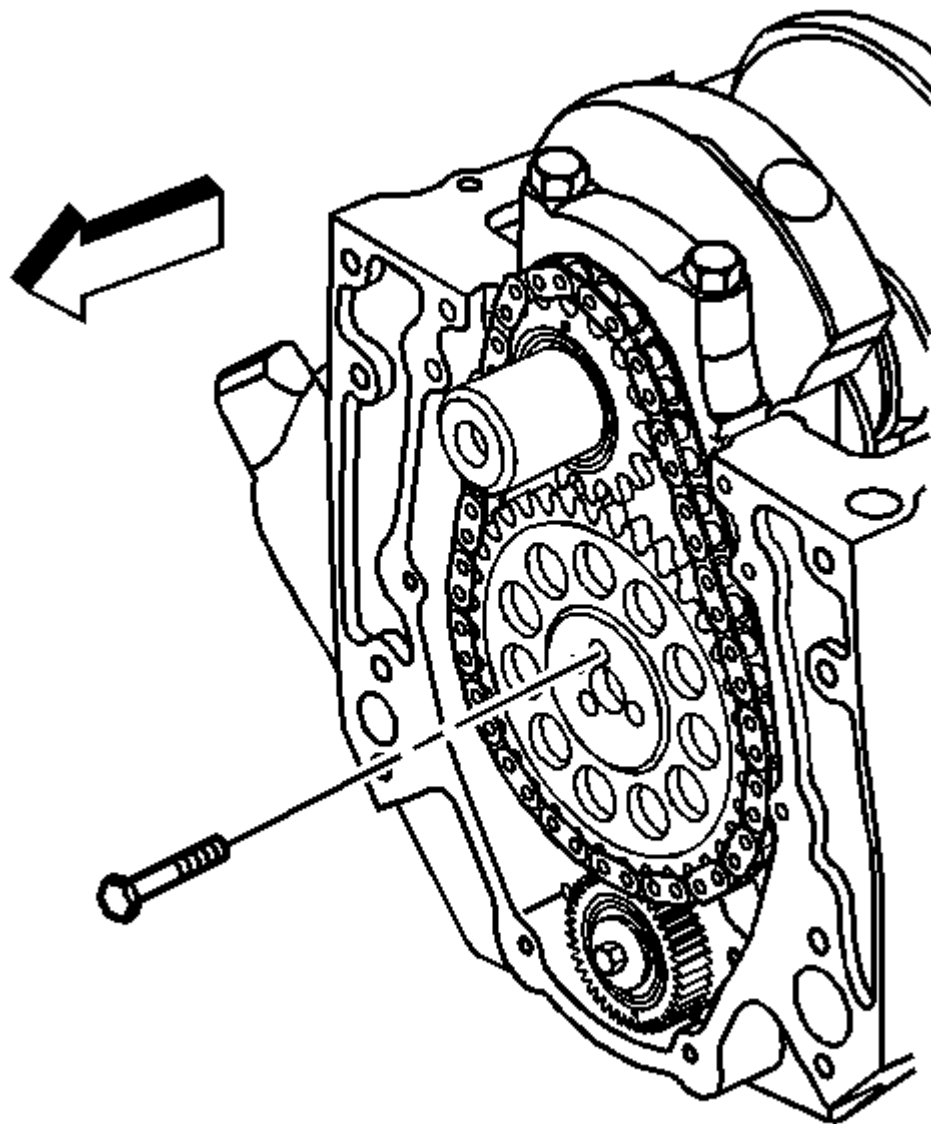


Fig. 698: Installing Camshaft Sprocket Bolts
Courtesy of GENERAL MOTORS CORP.

8. Install the timing chain tensioner bracket and bolt (227 and 228).

Tighten: Tighten the timing chain tensioner bracket bolt to 12 N.m (106 lb in).

IMPORTANT: The timing chain tensioner shoe snaps onto the tensioner bracket. Ensure

that the shoe is fully seated before proceeding.

9. Install the timing chain tensioner shoe (229) using an upwards motion.

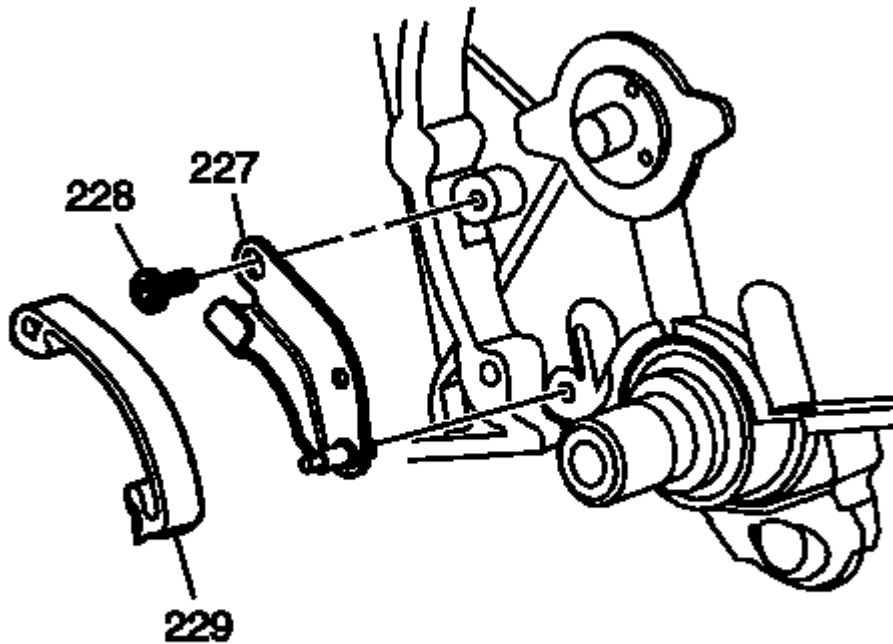


Fig. 699: Installing Timing Chain Tensioner Bracket, Bolt & Shoe
Courtesy of GENERAL MOTORS CORP.

10. Install the crankshaft position sensor reluctor ring.
 1. Align the keyway on the crankshaft position sensor reluctor ring with the crankshaft balancer key in the crankshaft.
 2. Use the **J 5590** in order to push the crankshaft position sensor reluctor ring onto the crankshaft until completely seated against the crankshaft sprocket.

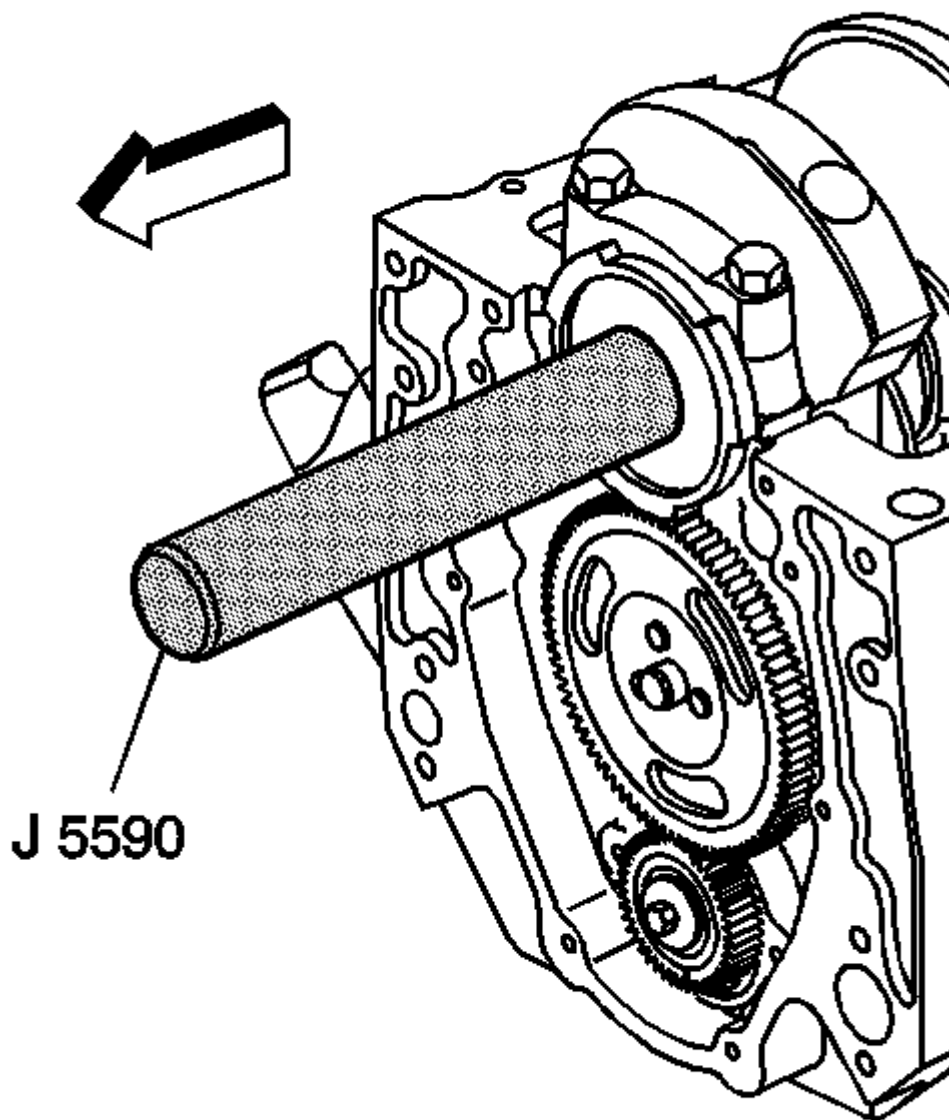


Fig. 700: Using J 5590 To Push The Crankshaft Position Sensor Reluctor Ring Onto The Crankshaft
Courtesy of GENERAL MOTORS CORP.

Engine Front Cover Installation

IMPORTANT: Once the composite engine front cover is removed DO NOT reinstall the engine front cover. Always install a NEW engine front cover.

1. Install the NEW engine front cover.

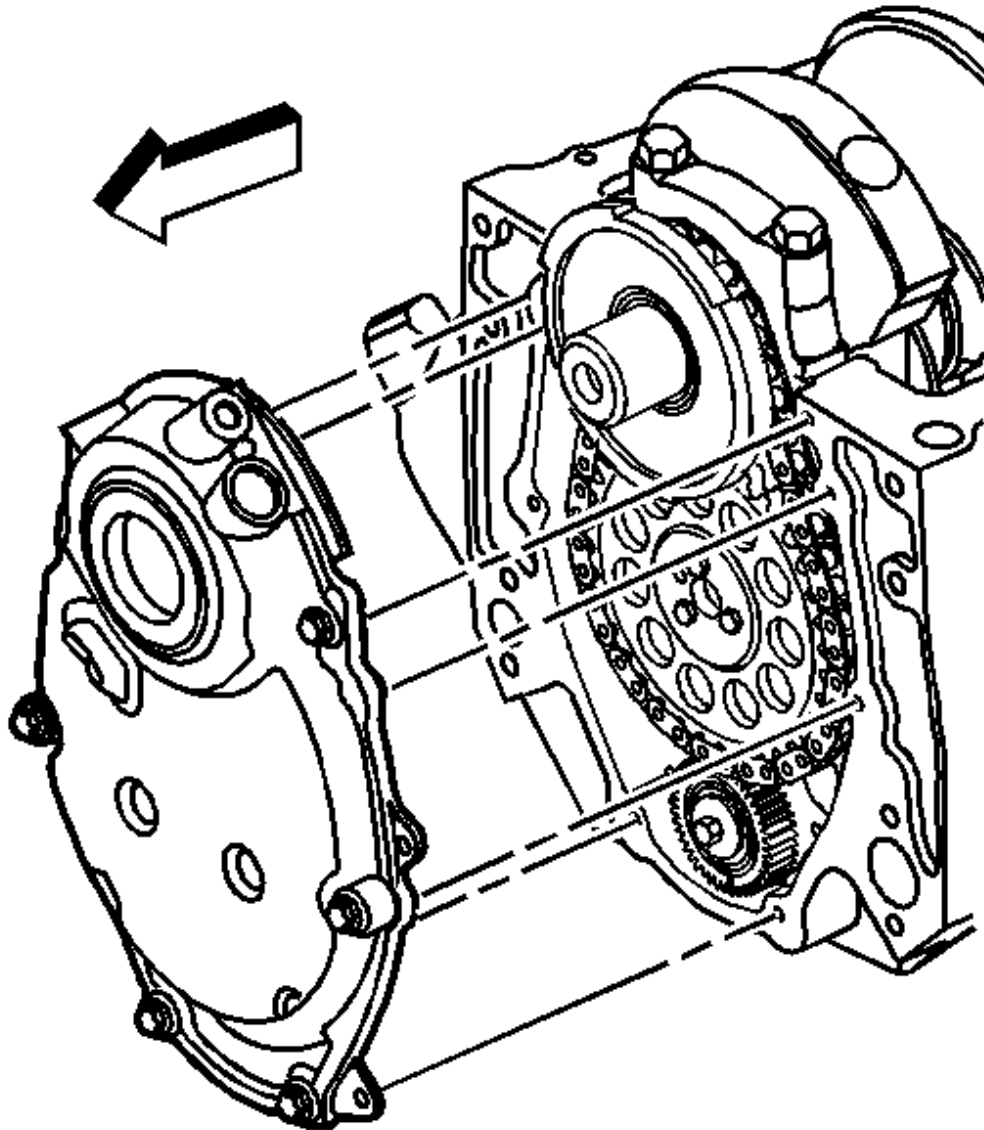


Fig. 701: Installing Engine Front Cover
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the engine front cover bolts.

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

IMPORTANT: DO NOT reuse the original crankshaft position sensor seal, O-ring. When installing the crankshaft position sensor be sure the crankshaft position sensor is fully seated and held stationary in the engine front cover crankshaft position sensor bore. A crankshaft position sensor that is not completely seated will cock in the engine front cover and may result in erratic engine operation.

3. Lubricate the NEW crankshaft position sensor seal, O-ring, with clean engine oil.
4. Install the NEW crankshaft position sensor seal, O-ring, onto the crankshaft position sensor.

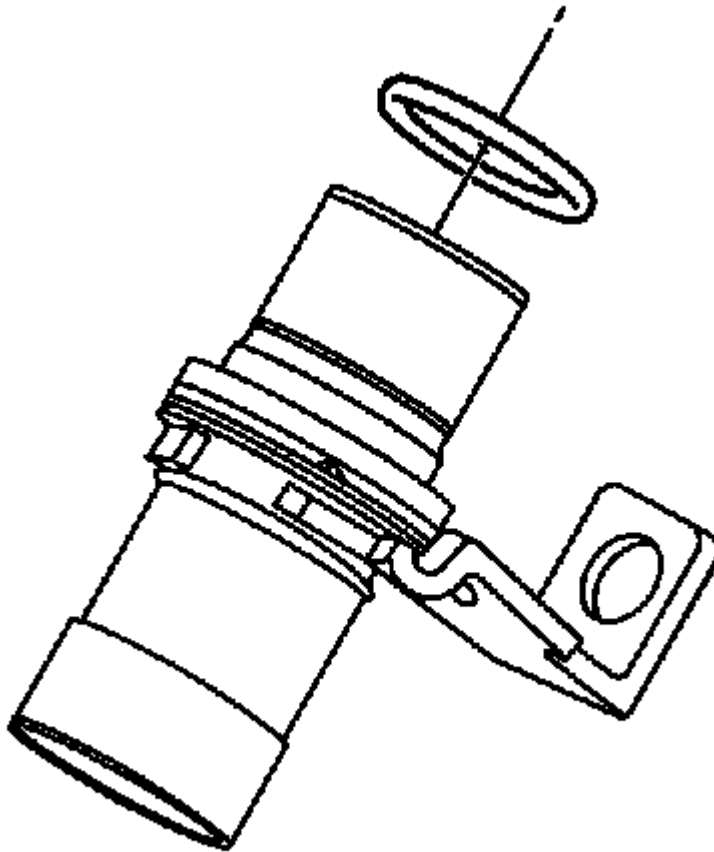


Fig. 702: View Of Crankshaft Position Sensor Seal O-Ring
Courtesy of GENERAL MOTORS CORP.

5. Install crankshaft position sensor until fully seated into the engine front cover.

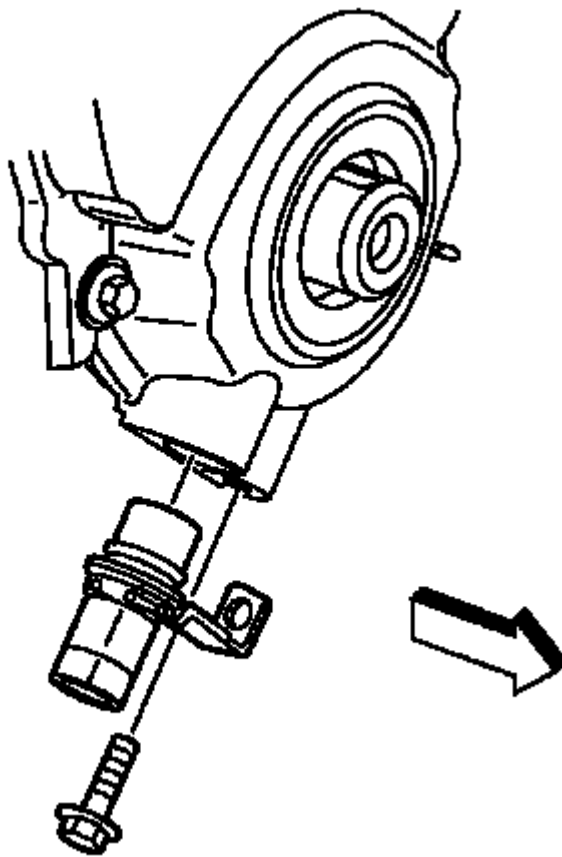


Fig. 703: View Of CKP Sensor & Bolt
Courtesy of GENERAL MOTORS CORP.

6. Install crankshaft position sensor bolt.

Tighten: Tighten the crankshaft position sensor bolt to 8 N.m (71 lb in).

Oil Pump Installation

1. Inspect for properly installed oil pump locator pins.

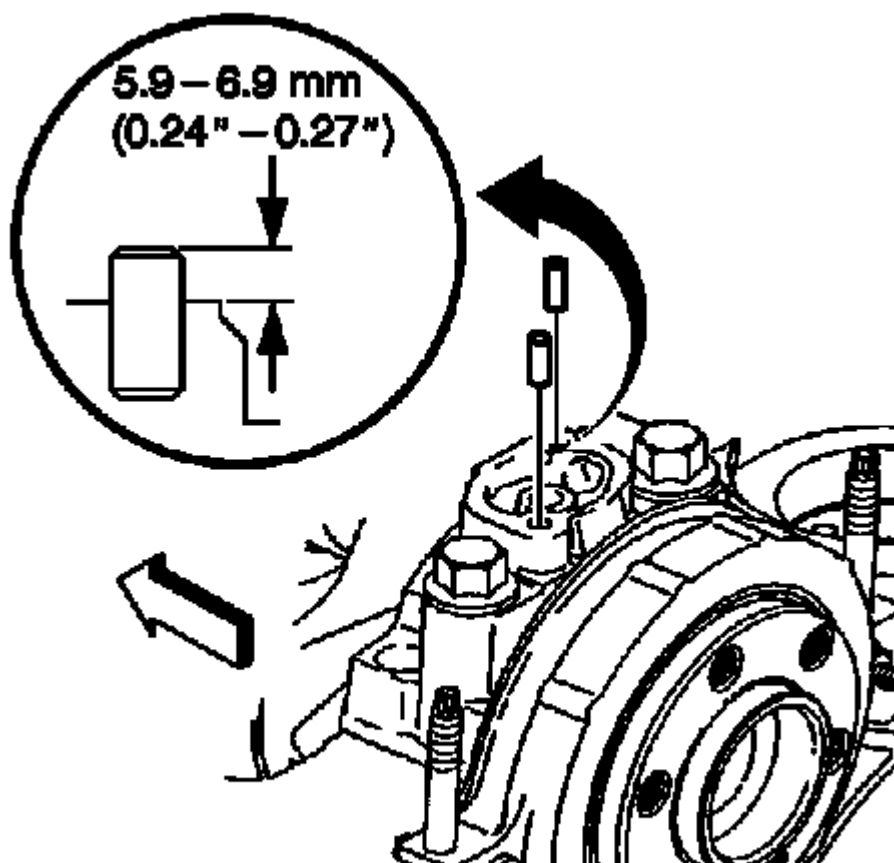


Fig. 704: Oil Pump Locator Pins Proper Installation Position
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Do not reuse the oil pump driveshaft retainer.
During assembly, install a NEW oil pump driveshaft retainer.

2. Install the oil pump.

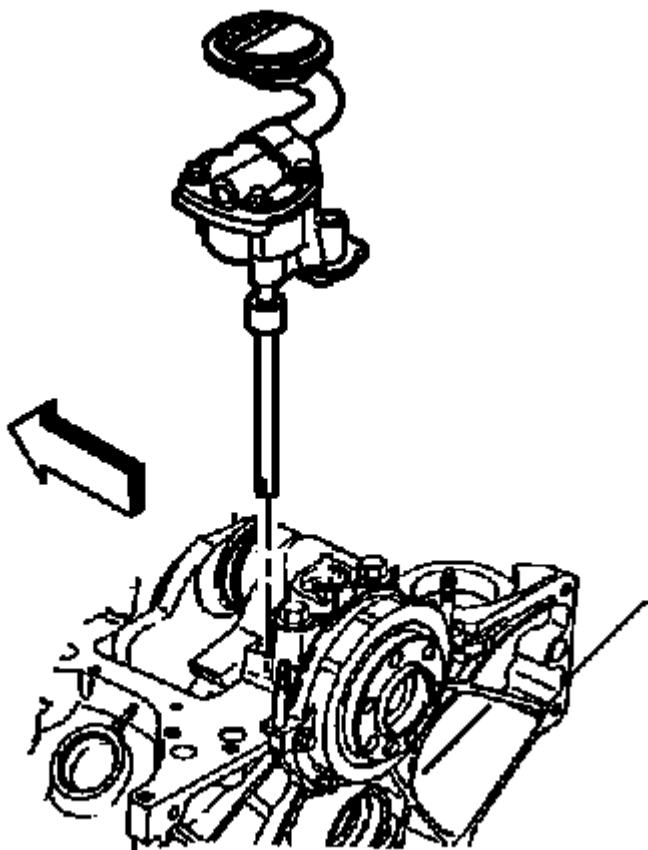


Fig. 705: Installing Oil Pump
Courtesy of GENERAL MOTORS CORP.

3. Position the oil pump onto the pins.

NOTE: Refer to Fastener Notice in Cautions and Notices.

4. Install the oil pump bolt attaching the oil pump to the rear crankshaft bearing cap.

Tighten: Tighten the oil pump bolt to 90 N.m (66 lb ft).

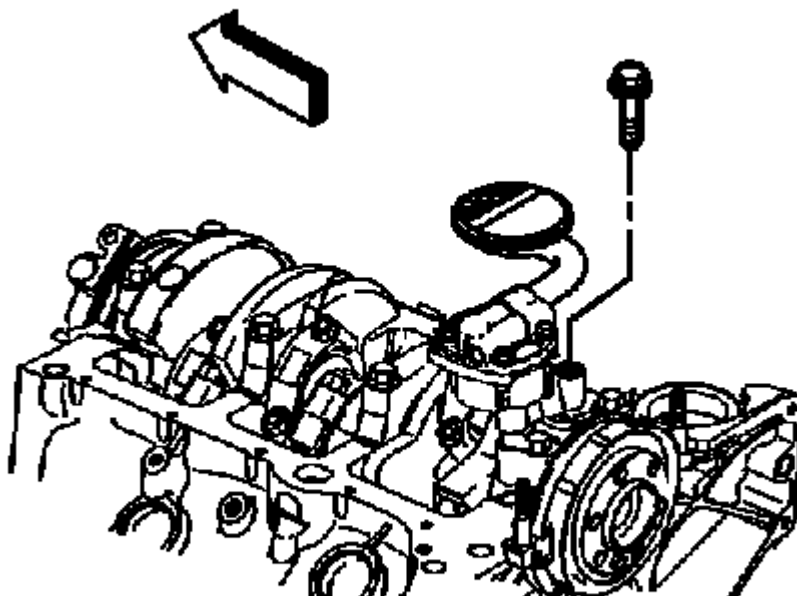


Fig. 706: Installing Oil Pump Bolt
Courtesy of GENERAL MOTORS CORP.

Oil Pan Installation

1. Apply a 5 mm (0.197 in) wide and 25 mm (1.0 in) long bead of adhesive GM P/N 12346141 (Canadian P/N 10953433) or equivalent, to both the right and left sides of the engine front cover to engine block junction at the oil pan sealing surfaces.

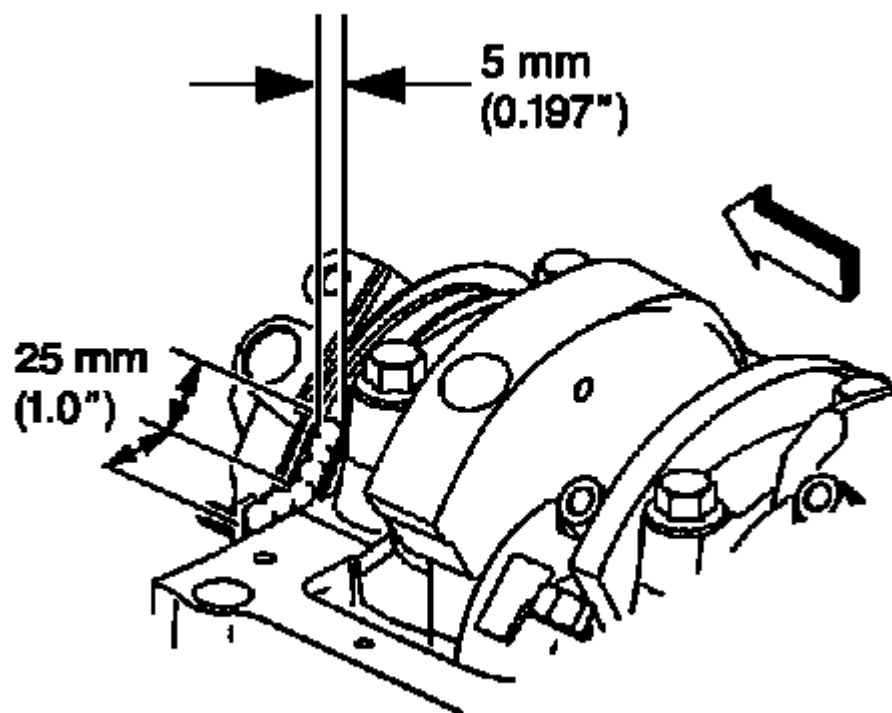


Fig. 707: Applying Adhesive To Engine Sides Front Cover To Engine Block Junction
Courtesy of GENERAL MOTORS CORP.

2. Apply a 5 mm (0.197 in) wide and 25 mm (1.0 in) long bead of adhesive GM P/N 12346141 (Canadian P/N 10953433) or equivalent, to the entire crankshaft rear oil seal housing to engine block junction at the oil pan sealing surfaces.

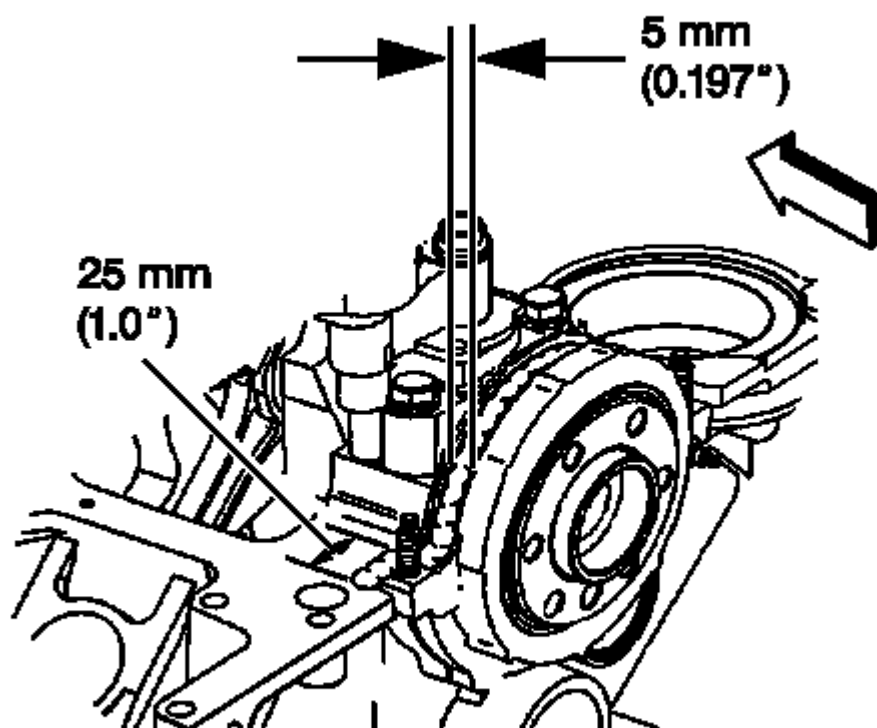


Fig. 708: Applying Adhesive To Crankshaft Rear Oil Seal Housing To Engine Block Junction
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Always install a NEW oil pan gasket.

The oil pan gasket and oil pan must be installed and the fasteners tightened while the adhesive is still wet to the touch.

3. Install the NEW oil pan gasket into the groove in the oil pan.

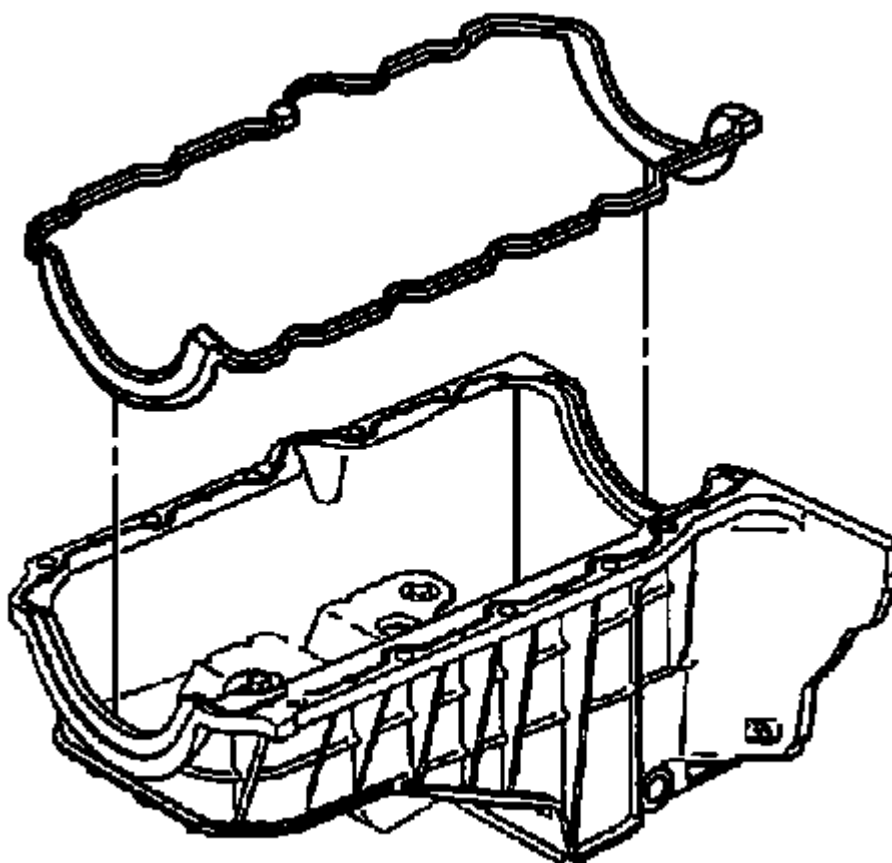


Fig. 709: View Of Oil Pan Gasket
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The oil pan alignment must always be flush or forward no more than 0.3 mm (0.011 in) from the rear face of the engine block.

4. Install the oil pan onto the engine block.

Press the oil pan gasket into the grooves of the engine front cover and crankshaft rear oil seal housing.

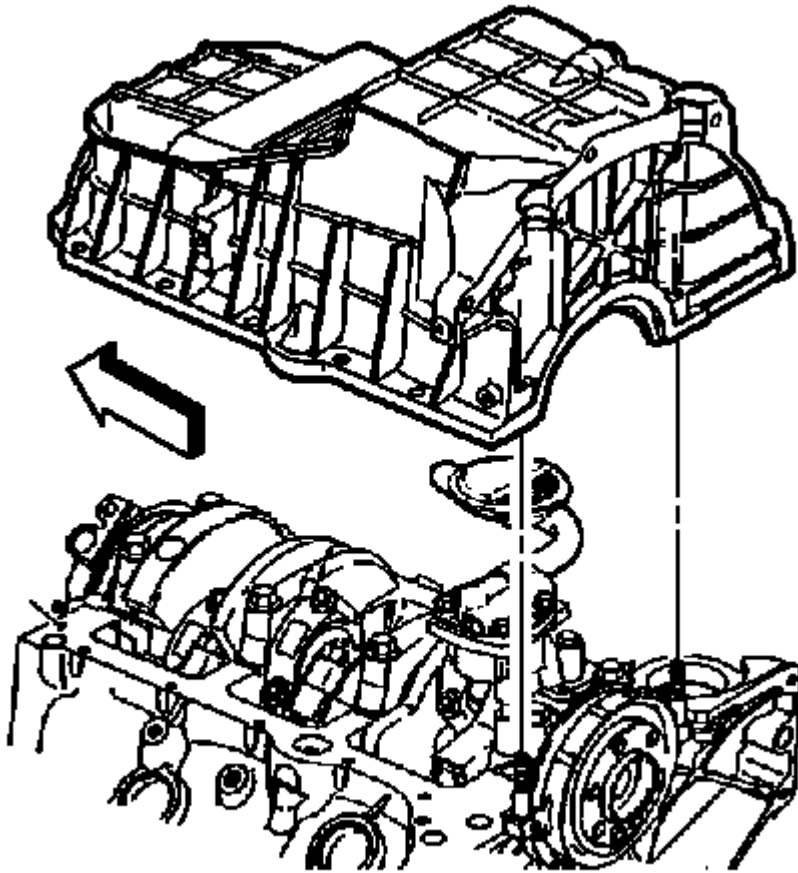


Fig. 710: Installing Oil Pan

Courtesy of GENERAL MOTORS CORP.

5. Slide the oil pan back against a suitable straight edge.
6. Install the oil pan bolts and nuts, but do not tighten.
7. Measure the pan-to-transmission housing clearance using a feeler gage and a straight edge.

Use a feeler gage to check the clearance between the oil pan-to-transmission housing measurement points. If the clearance exceeds 0.3 mm (0.011 in) at any of the 3 oil pan-to-transmission housing measurement points (1), then repeat the step until the oil pan-to-transmission housing clearance is within the specification. The oil pan must always be forward of the rear face of the engine block.

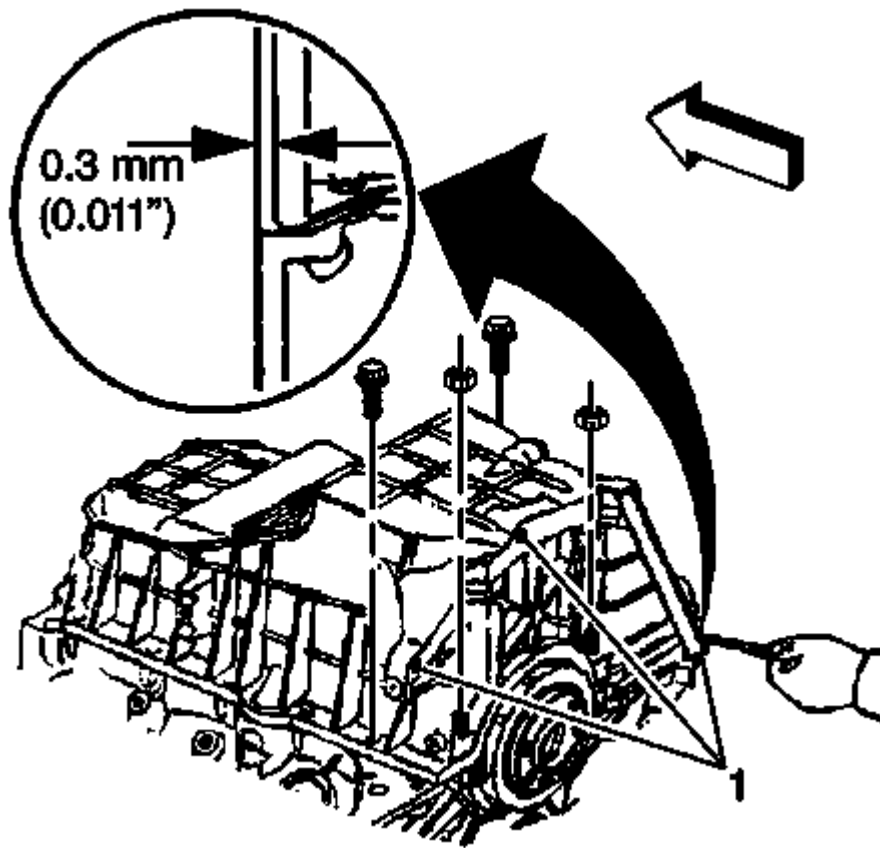


Fig. 711: Installing Oil Pan Bolts & Nuts
Courtesy of GENERAL MOTORS CORP.

NOTE: The alignment of the mating components is crucial. An offset greater than 0.30 mm (0.011 in) between the rear faces of the oil pan and block is not acceptable. Offsets greater than 0.30 mm (0.011 in) will affect the alignment between the engine assembly and the transmission. Misalignment of the engine assembly to the transmission can lead to internal and external damage to the engine assembly and/or transmission.

NOTE: Refer to Fastener Notice in Cautions and Notices.

8. Tighten the oil pan bolts and nuts in sequence (1-12).

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

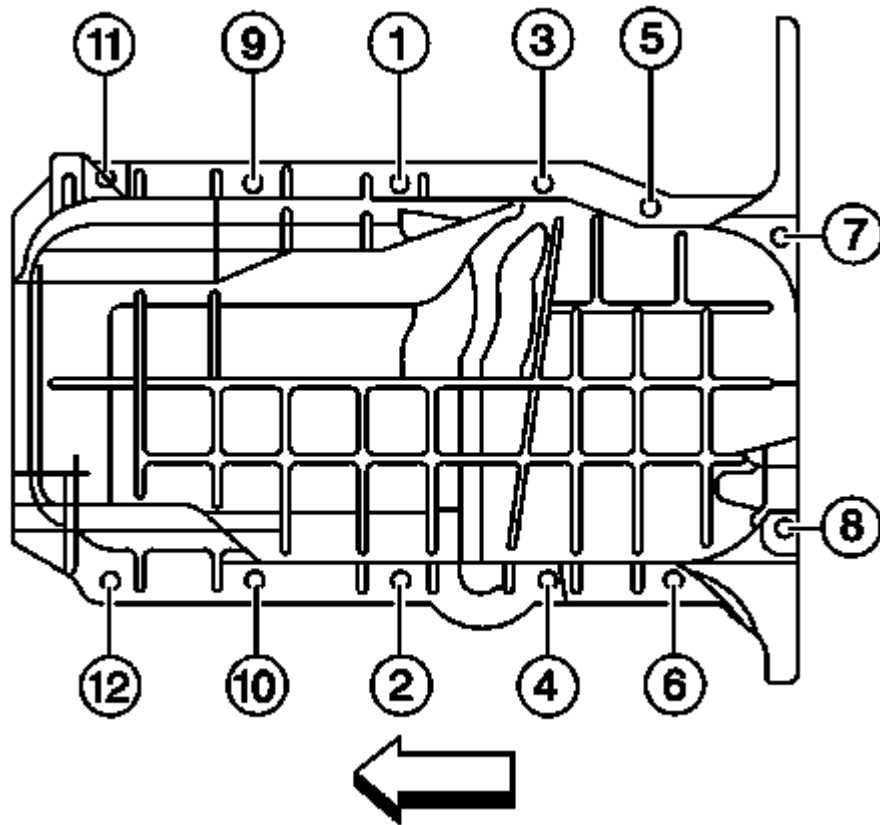


Fig. 712: Oil Pan Bolts Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

9. Measure the clearance between the 3 oil pan-to-transmission housing measurement points in order to ensure proper alignment.
10. Install a NEW oil pan drain plug seal, O-ring, onto the oil pan drain plug.
11. Install the oil pan drain plug into the oil pan.

Tighten: Tighten the oil pan drain plug to 25 N.m (18 lb ft).

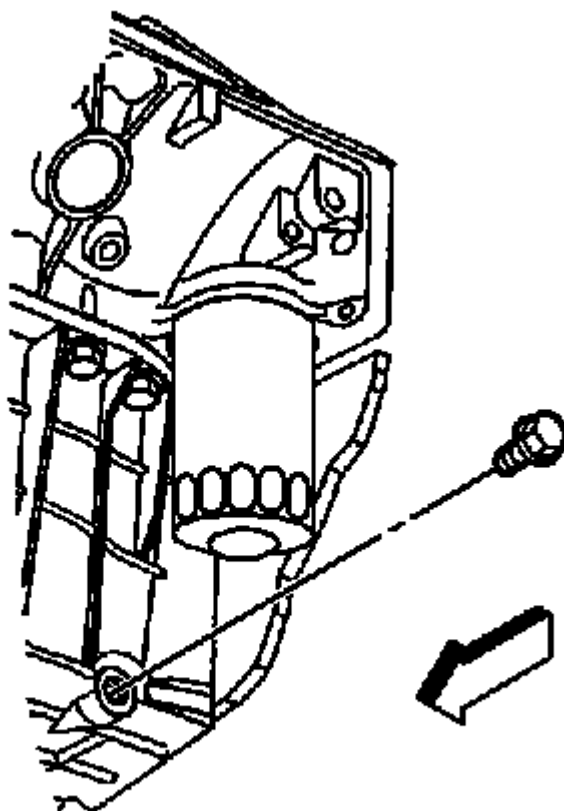


Fig. 713: Identifying Oil Drain Plug
Courtesy of GENERAL MOTORS CORP.

Crankshaft Balancer Installation

Tools Required

J 23523-F Balancer Remover and Installer

1. Look to ensure that the crankshaft balancer front groove pin is installed in the proper location, if applicable.

The length and location of the pins must be the same as the original length and location.

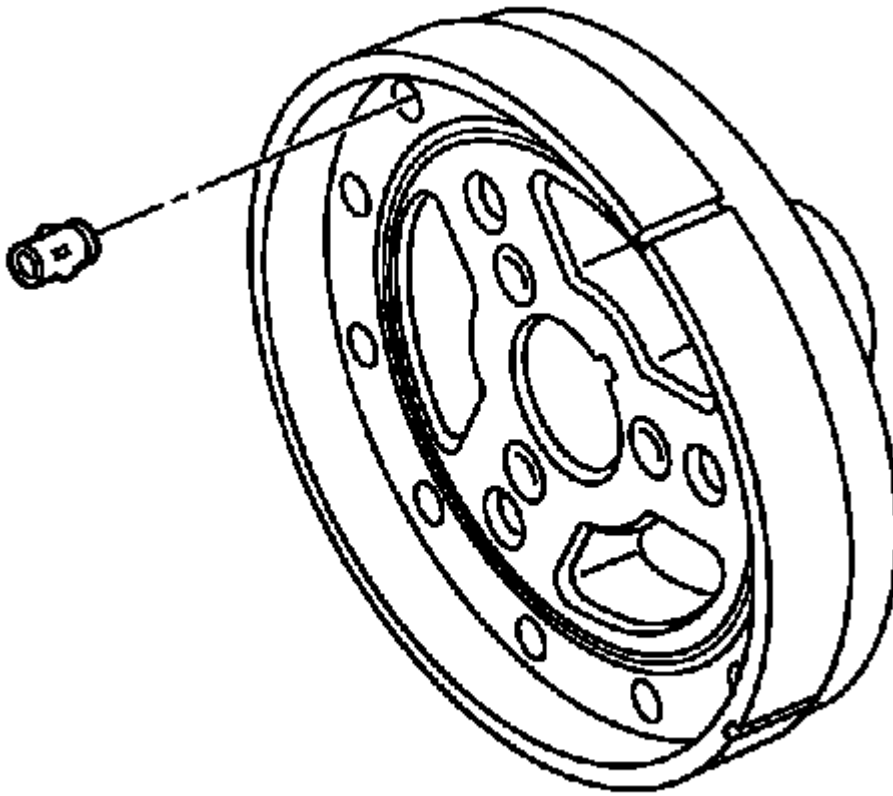


Fig. 714: View Of Crankshaft Balancer Weights
Courtesy of GENERAL MOTORS CORP.

NOTE: 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.

2. Apply a small amount of adhesive GM P/N 12346141 (Canadian P/N 10953433) or equivalent, onto the crankshaft balancer keyway in order to seal the crankshaft balancer keyway and crankshaft joint.
3. Align the keyway of the crankshaft balancer with the crankshaft balancer key.
4. Install the crankshaft balancer onto the end of the crankshaft.

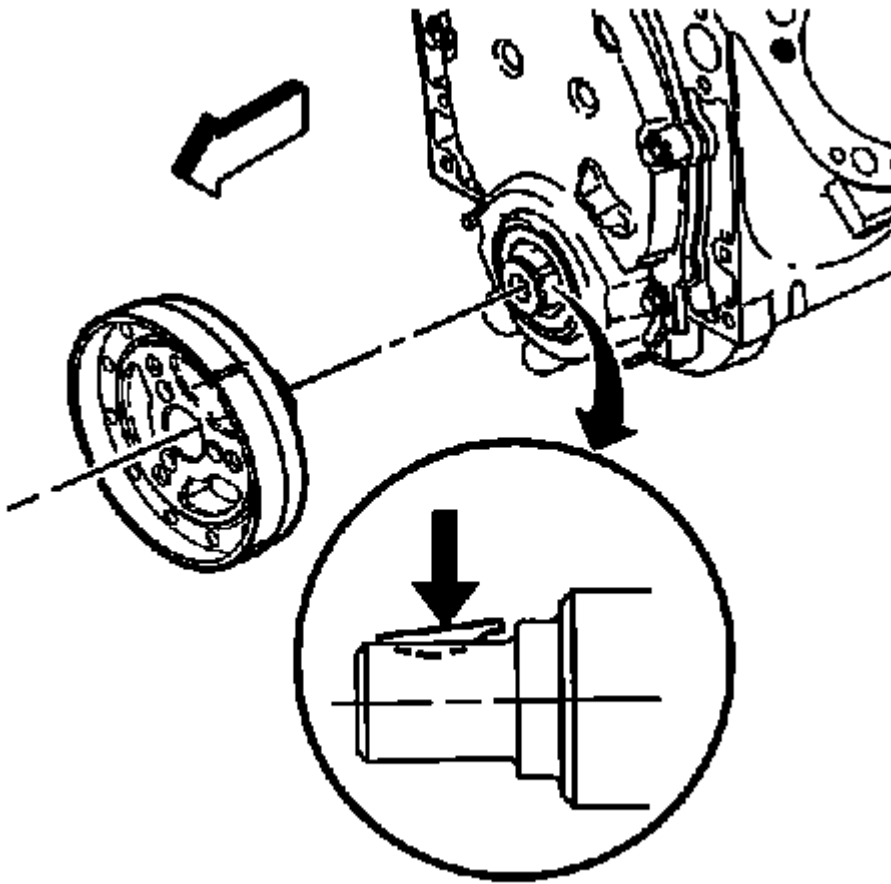


Fig. 715: Installing Crankshaft Balancer
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

5. Use the J 23523-F in order to press the crankshaft balancer onto the crankshaft.
 1. Install the J 23523-F plate and bolts onto the front of the crankshaft balancer.

Tighten: Tighten the J 23523-F plate bolts to 25 N.m (18 lb ft).

2. Install the J 23523-F screw into the end for the crankshaft.
 3. Install the J 23523-F bearing, the washer, and the nut onto the J 23523-F screw.
 4. Rotate the J 23523-F nut clockwise until the crankshaft balancer hub is completely seated against the crankshaft position sensor reluctor ring.

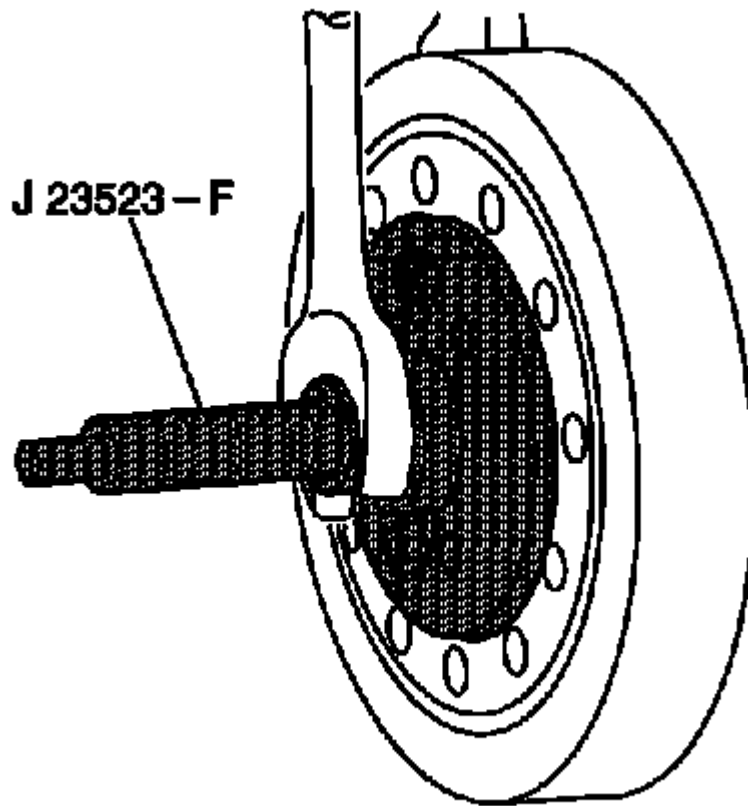


Fig. 716: Installing Crankshaft Balancer Hub Using J 23523-F
Courtesy of GENERAL MOTORS CORP.

6. Remove the J 23523-F.
7. Install the crankshaft pulley and bolts. Finger tighten all bolts until snug.

Tighten: Tighten the crankshaft pulley bolts to 58 N.m (43 lb ft).

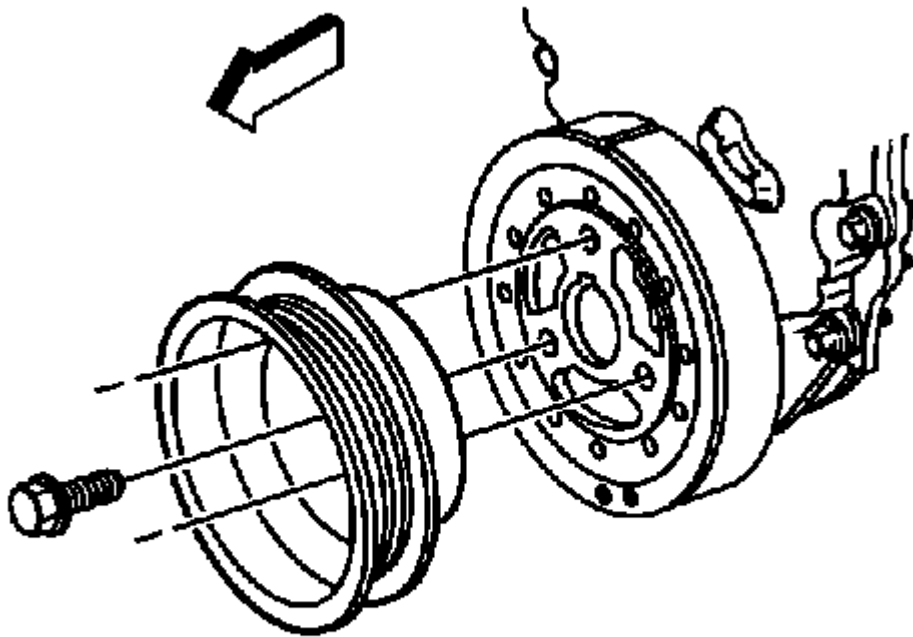


Fig. 717: View Of Crankshaft Pulley & Bolts
Courtesy of GENERAL MOTORS CORP.

8. Ensure that the crown of the crankshaft balancer washer (2) is faced away from the engine.

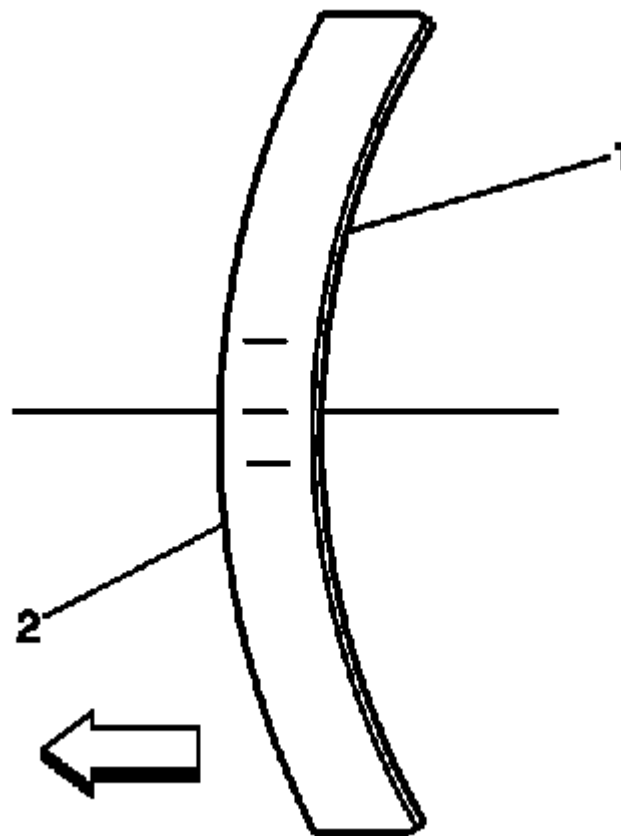


Fig. 718: Crankshaft Balancer Washer Crown
Courtesy of GENERAL MOTORS CORP.

9. Install the crankshaft balancer washer and the bolt.

Tighten: Tighten the crankshaft balancer bolt to 95 N.m (70 lb ft).

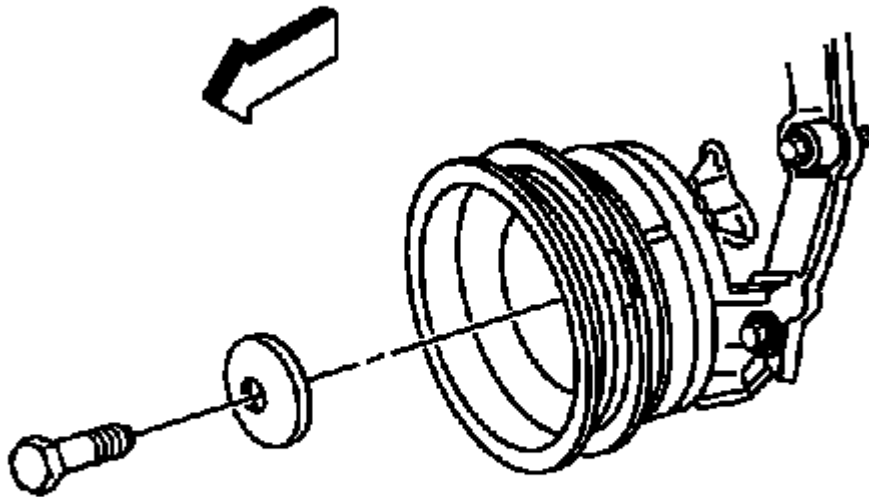


Fig. 719: View Of Crankshaft Balancer Washer & Bolt
Courtesy of GENERAL MOTORS CORP.

Valve Lifter Installation

1. Apply lubricant GM P/N 12345501 (Canadian P/N 992704) or equivalent, to the valve lifter rollers.

IMPORTANT: If reusing the valve lifters, install the valve lifters in the original positions.

2. Install the valve lifters.

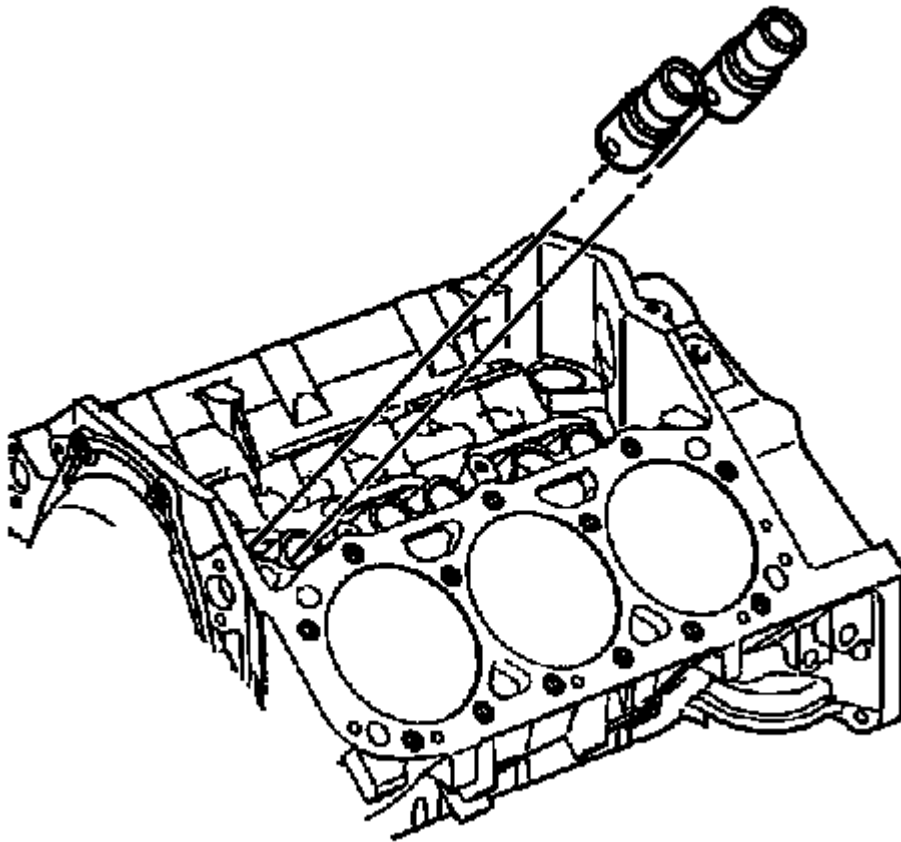


Fig. 720: View Of Valve Lifters
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install the valve lifter pushrod guides.

Tighten: Tighten the valve lifter pushrod guide bolts to 16 N.m (12 lb ft).

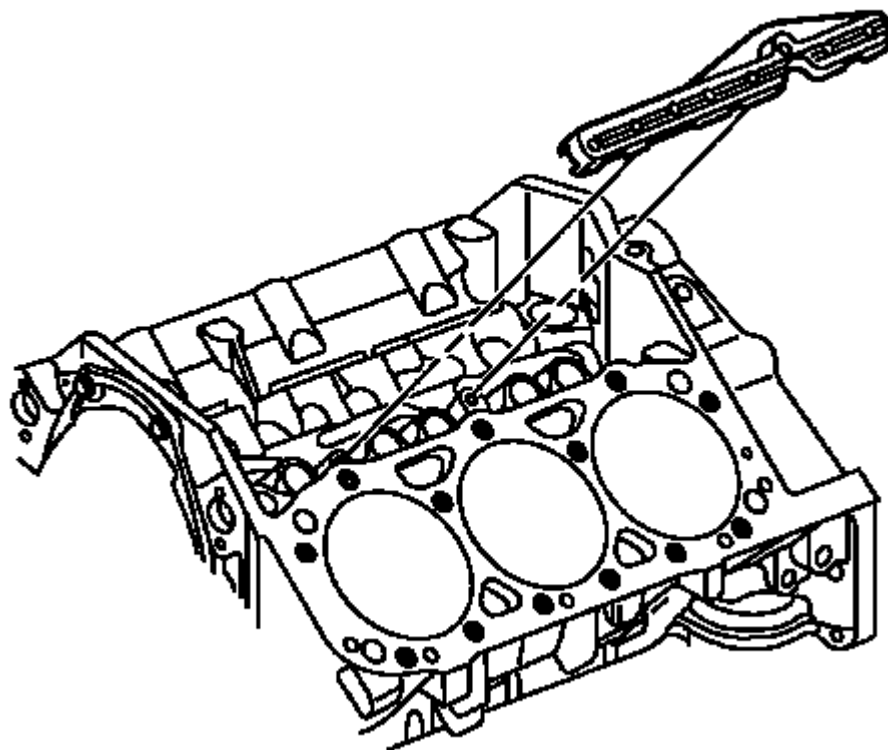


Fig. 721: View Of Valve Lifter Pushrod Guides
Courtesy of GENERAL MOTORS CORP.

Cylinder Head Installation - Left

Tools Required

J 45059 Angle Meter. See Special Tools and Equipment.

1. Clean the cylinder head gasket surfaces on the engine block.
2. Inspect the cylinder head locator dowel pins for proper installation.

The installation height should be 6.3-6.5 mm (0.248-0.256 in) (a).

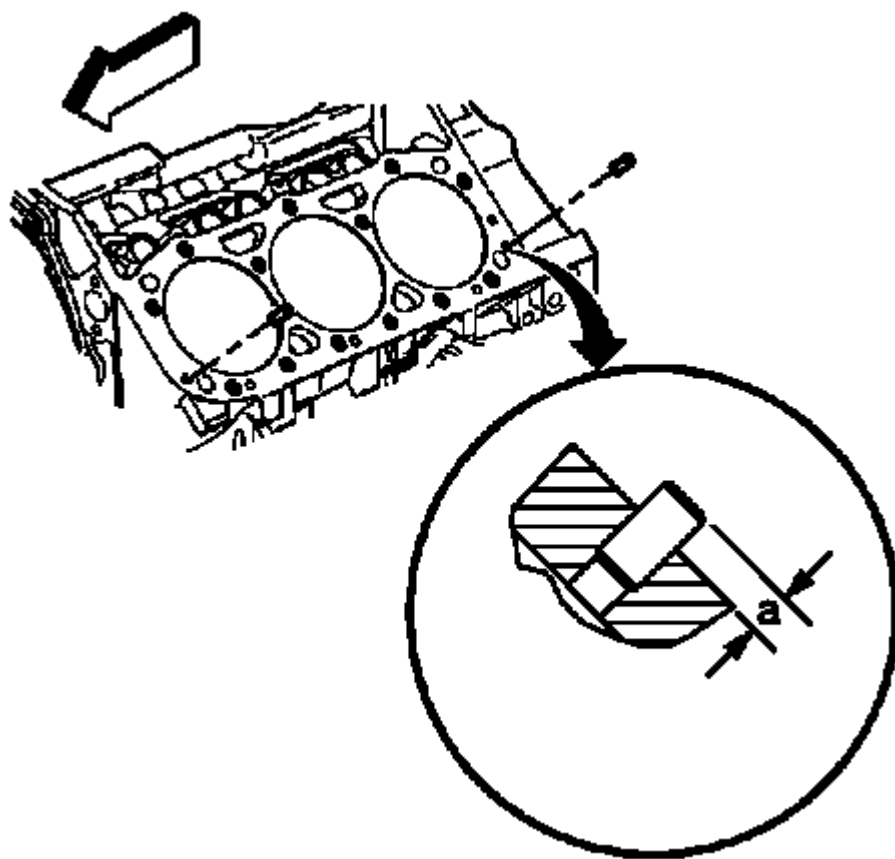


Fig. 722: Cylinder Head Locator Dowel Pins Proper Installation Position (Left)
Courtesy of GENERAL MOTORS CORP.

3. Clean the cylinder head gasket surfaces on the cylinder head.

IMPORTANT: Do not use any type sealer on the cylinder head gasket, unless specified.

4. Install the NEW cylinder head gasket in position over the cylinder head locator dowel pins.

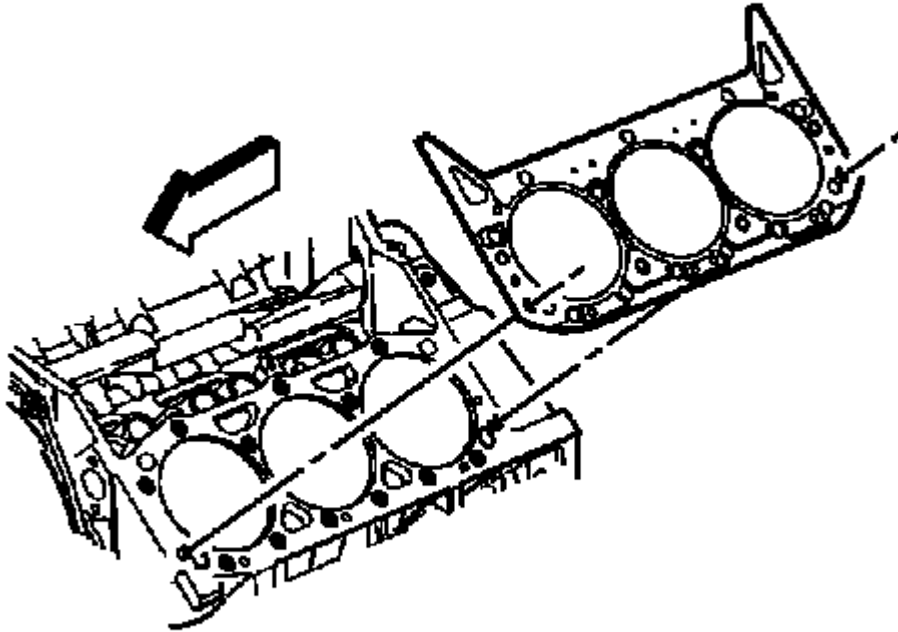


Fig. 723: View Of Cylinder Head Gasket And Alignment Pins - Left
Courtesy of GENERAL MOTORS CORP.

5. Install the cylinder head onto the engine block.

Guide the cylinder head carefully into place over the dowel pins and the cylinder head gasket.

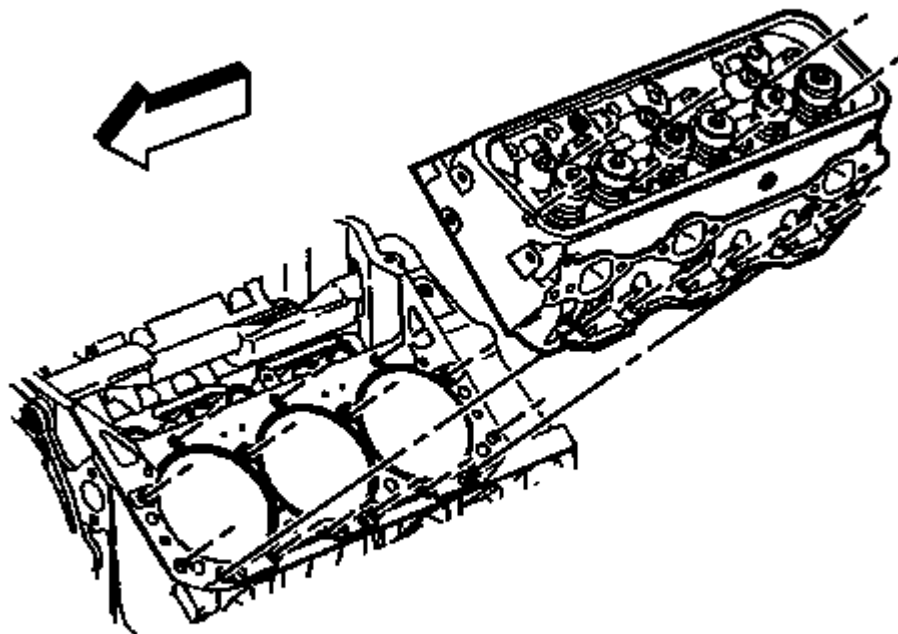


Fig. 724: Removing/Installing Cylinder Head (Left)
Courtesy of GENERAL MOTORS CORP.

6. Apply sealant GM P/N 12346004 (Canadian P/N 10953480) or equivalent, to the threads of the NEW cylinder head bolts.
7. Install the NEW cylinder head bolts finger tight.

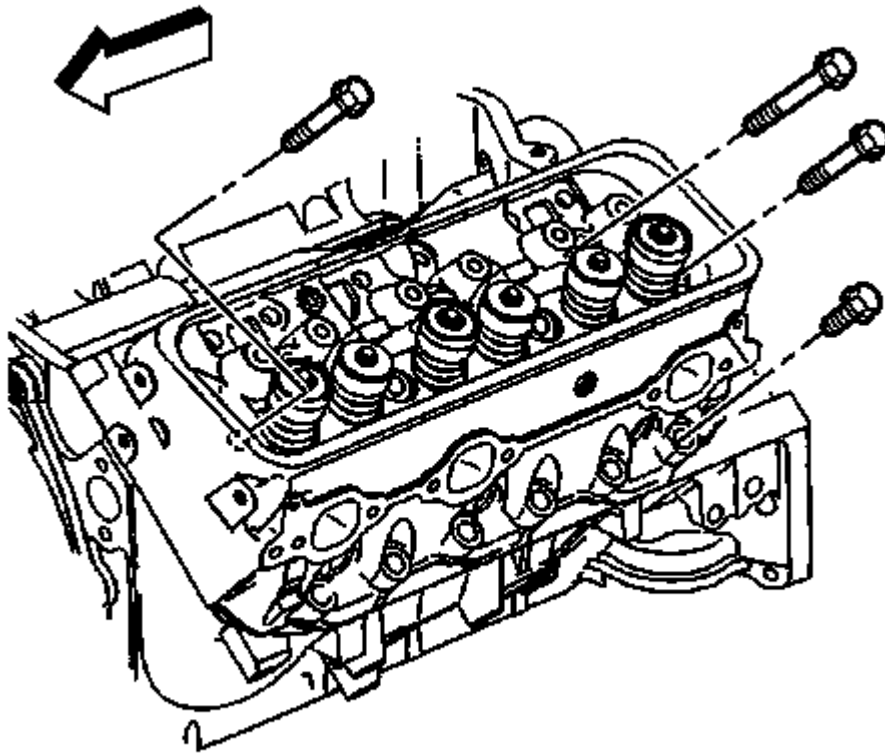


Fig. 725: Locating Cylinder Head Bolts (Left)
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

8. Tighten the cylinder head bolts in sequence on the first pass.

Tighten: Tighten the bolts in sequence on the first pass to 30 N.m (22 lb ft).

9. Use the **J 45059** in order to tighten the cylinder head bolts in sequence on the final pass.

Tighten:

- Tighten the long bolts (1, 4, 5, 8, and 9) on the final pass in sequence to 75 degrees.
- Tighten the medium bolts (12 and 13) on the final pass in sequence to 65 degrees.
- Tighten the short bolts (2, 3, 6, 7, 10, and 11) on the final pass in sequence to 55 degrees.

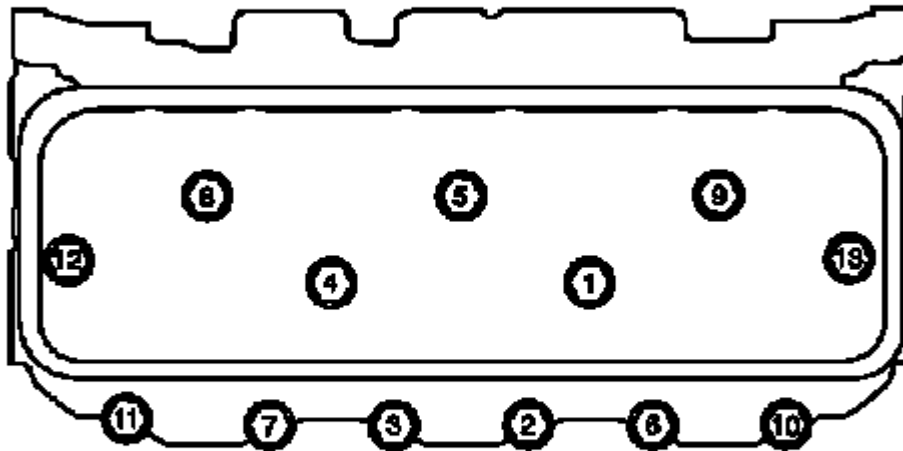


Fig. 726: Identifying Cylinder Head Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

10. Install the spark plug wire support and bolts.

Tighten: Tighten the spark plug wire support bolts to 12 N.m (106 lb in).

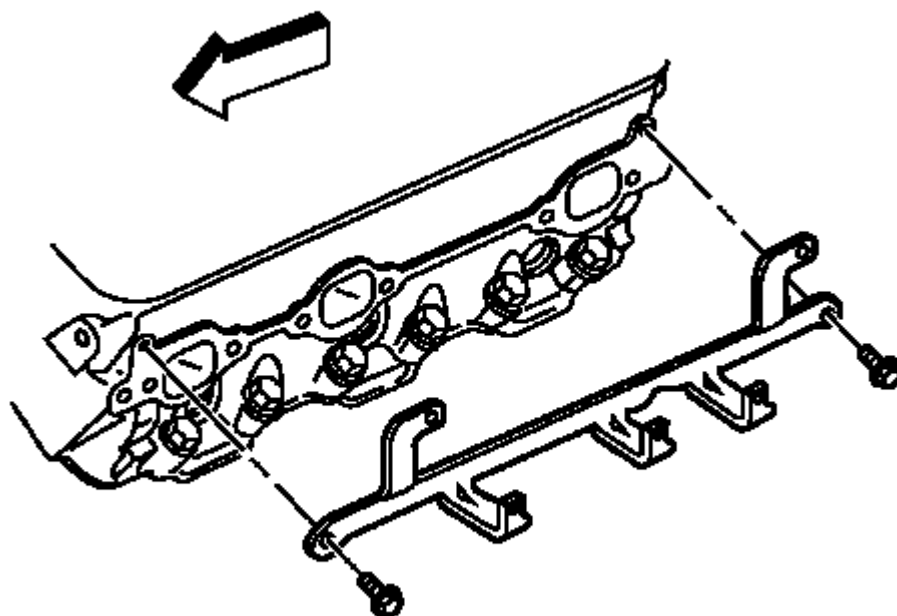


Fig. 727: Installing Spark Plug Wire Support & Bolts (Left)
Courtesy of GENERAL MOTORS CORP.

11. Measure the NEW spark plugs for the proper gap.

Adjust the spark plug gap if necessary.

Specification: Spark plug gap to 1.52 mm (0.060 in).

12. Install the spark plugs.

Tighten:

- Tighten the spark plugs for a USED cylinder head to 15 N.m (11 lb ft).
- Tighten the spark plugs for the initial installation of a NEW cylinder head to 30 N.m (22 lb ft).

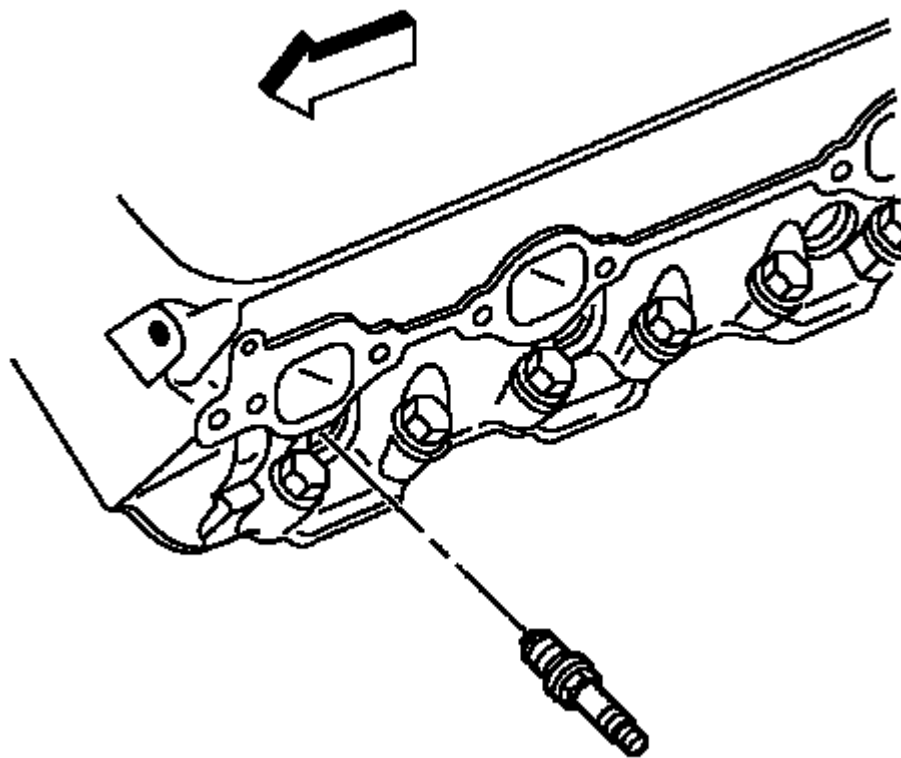


Fig. 728: Installing Spark Plugs (Left)
Courtesy of GENERAL MOTORS CORP.

13. If reusing the engine coolant temperature gage sensor, if applicable, apply sealant GM P/N 12346004 (Canadian P/N 10953480) or equivalent, to the threads of the engine coolant temperature gage sensor.
14. Install the engine coolant temperature gage sensor, if applicable.

Tighten: Tighten the engine coolant temperature gage sensor to 20 N.m (15 lb ft).

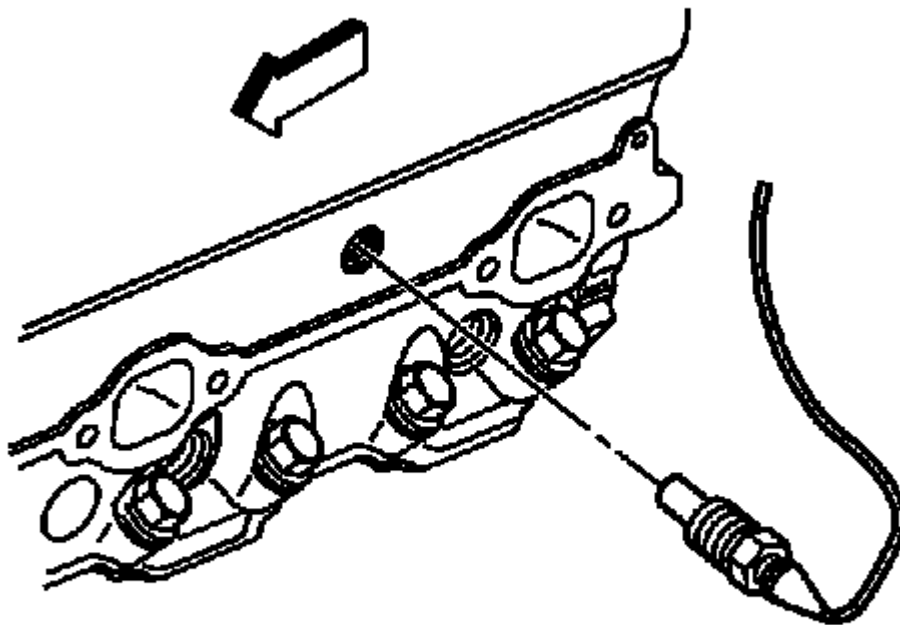


Fig. 729: Installing Engine Coolant Temperature Gage Sensor
Courtesy of GENERAL MOTORS CORP.

15. If reusing the engine coolant temperature sensor, if applicable, apply sealant GM P/N 12346004 (Canadian P/N 10953480) or equivalent, to the threads of the engine coolant temperature gage sensor.
16. Install the engine coolant temperature sensor, if applicable.

Tighten: Tighten the engine coolant temperature sensor to 20 N.m (15 lb ft).

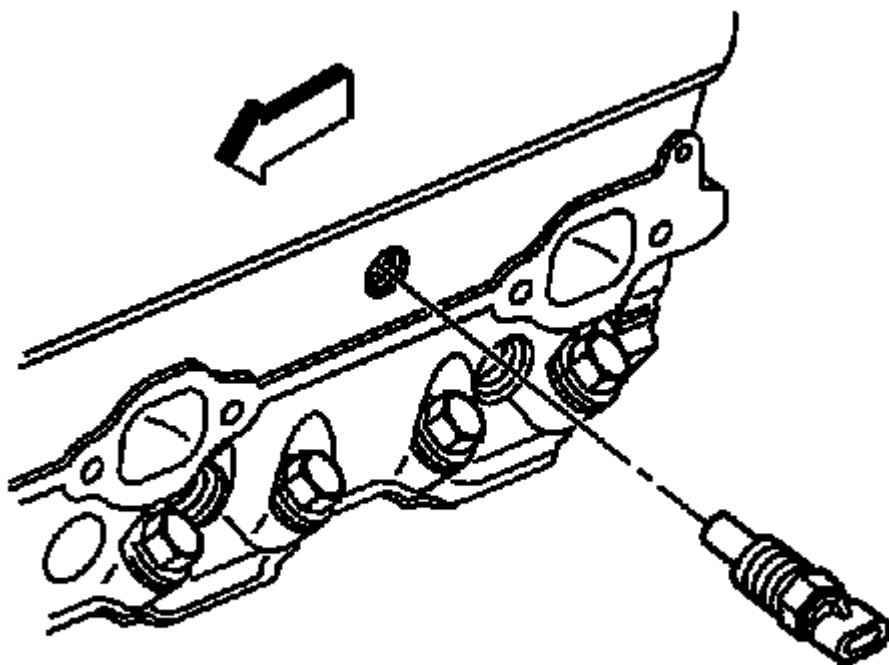


Fig. 730: View Of Engine Coolant Temperature Sensor
Courtesy of GENERAL MOTORS CORP.

Cylinder Head Installation - Right

Tools Required

J 45059 Angle Meter

1. Clean the cylinder head gasket surfaces on the engine block.
2. Inspect the cylinder head locator dowel pins for proper installation.

The installation height should be 6.3-6.5 mm (0.248-0.256 in) (a).

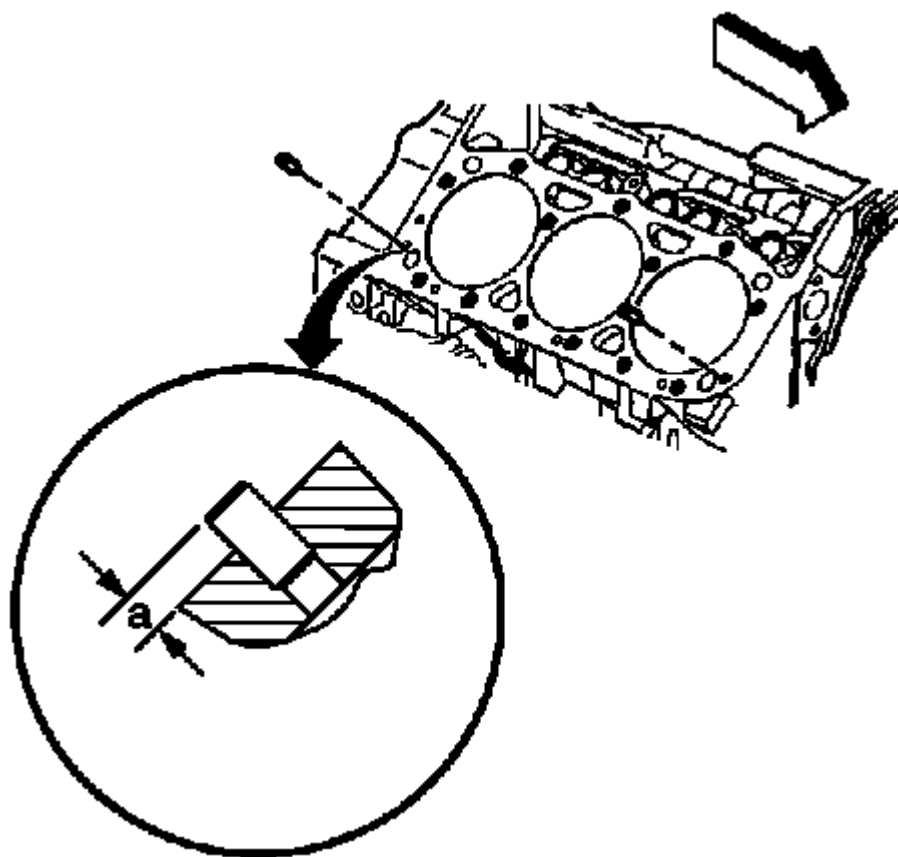


Fig. 731: Cylinder Head Locator Dowel Pins Proper Installation Position
Courtesy of GENERAL MOTORS CORP.

3. Clean the cylinder head gasket surfaces on the cylinder head.

IMPORTANT: Do not use any type sealer on the cylinder head gasket, unless specified.

4. Install the NEW cylinder head gasket in position over the cylinder head locator dowel pins.

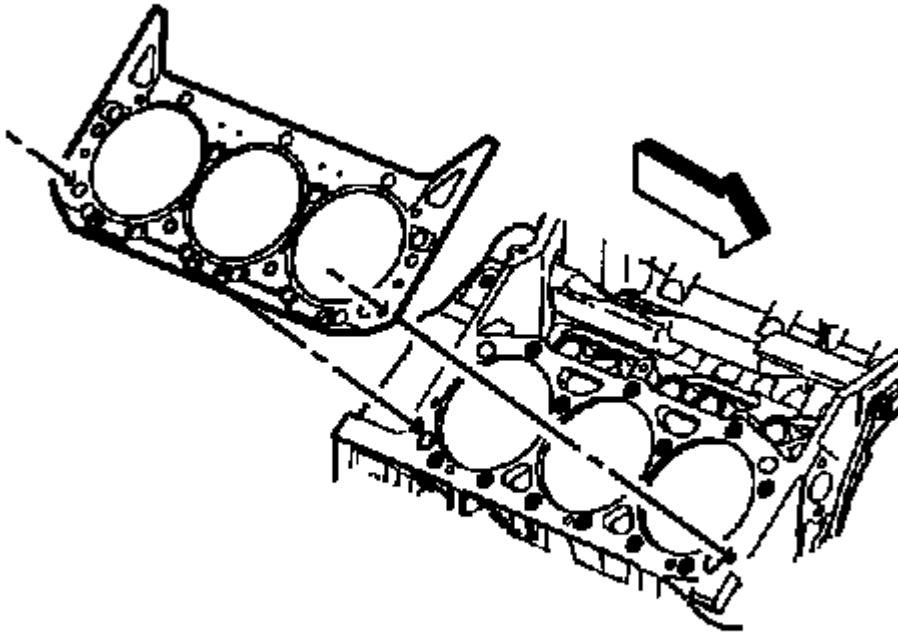


Fig. 732: View Of Cylinder Head Gasket And Alignment Pins - Right
Courtesy of GENERAL MOTORS CORP.

5. Install the cylinder head onto the engine block.

Guide the cylinder head carefully into place over the dowel pins and the cylinder head gasket.

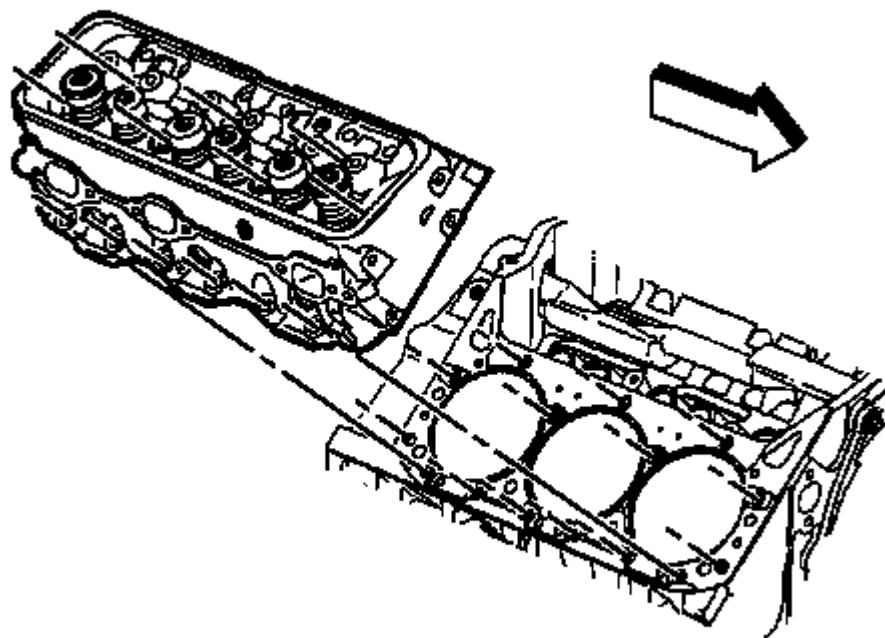


Fig. 733: Removing/Installing Cylinder Head (Right)
Courtesy of GENERAL MOTORS CORP.

6. Apply sealant GM P/N 12346004 (Canadian P/N 10953480) or equivalent, to the threads of the NEW cylinder head bolts.
7. Install the NEW cylinder head bolts finger tight.

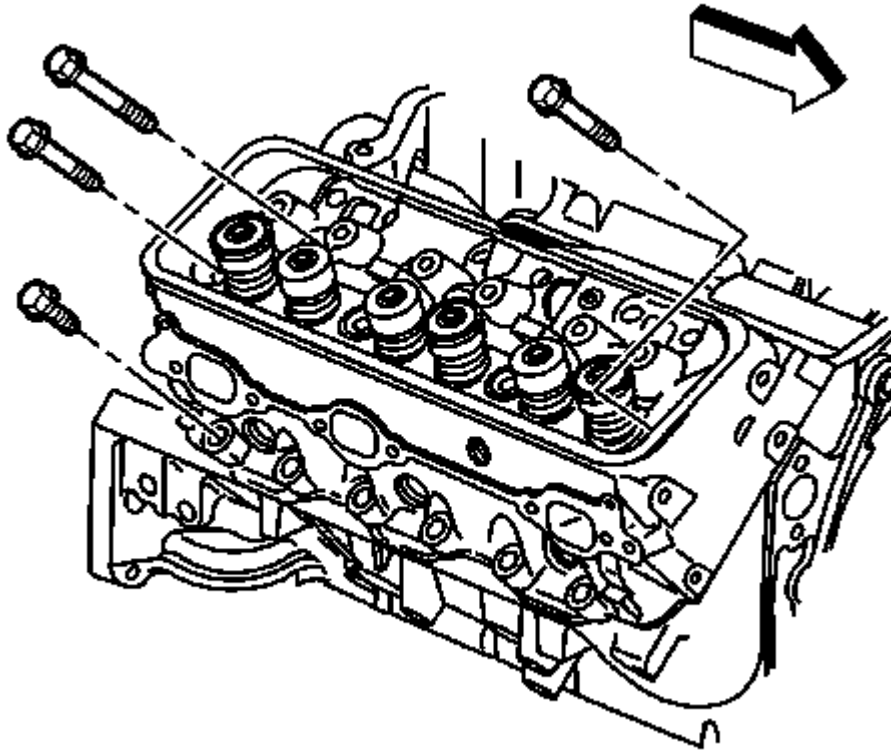


Fig. 734: Locating Cylinder Head Bolts (Right)
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

8. Tighten the cylinder head bolts in sequence on the first pass.

Tighten: Tighten the bolts in sequence on the first pass to 30 N.m (22 lb ft).

9. Use the **J 45059** in order to tighten the cylinder head bolts in sequence on the final pass.

Tighten:

- Tighten the long bolts (1, 4, 5, 8, and 9) on the final pass in sequence to 75 degrees.
- Tighten the medium bolts (12 and 13) on the final pass in sequence to 65 degrees.
- Tighten the short bolts (2, 3, 6, 7, 10, and 11) on the final pass in sequence to 55 degrees.

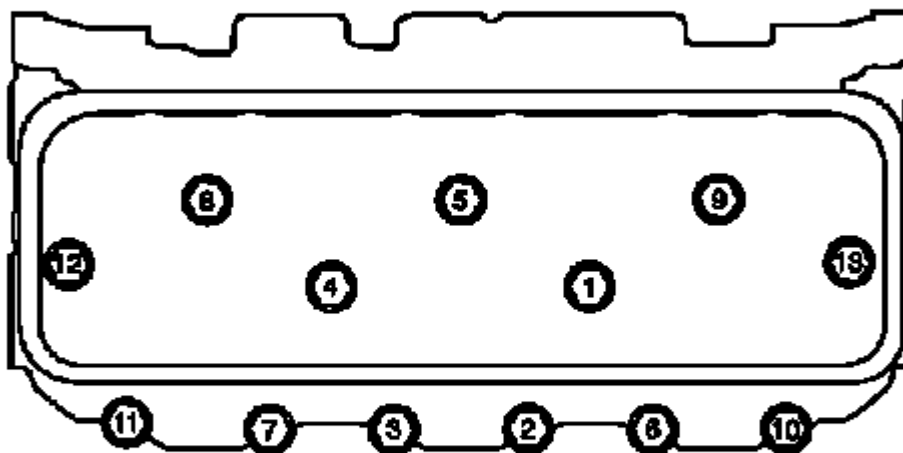


Fig. 735: Identifying Cylinder Head Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

10. Install the spark plug wire support and bolts.

Tighten: Tighten only the rear spark plug wire support bolt to 12 N.m (106 lb in).

11. Remove the front spark plug wire support bolt.

The front spark plug wire support bolt is used to fasten the oil level indicator tube, and will be installed within the oil level indicator tube installation procedure.

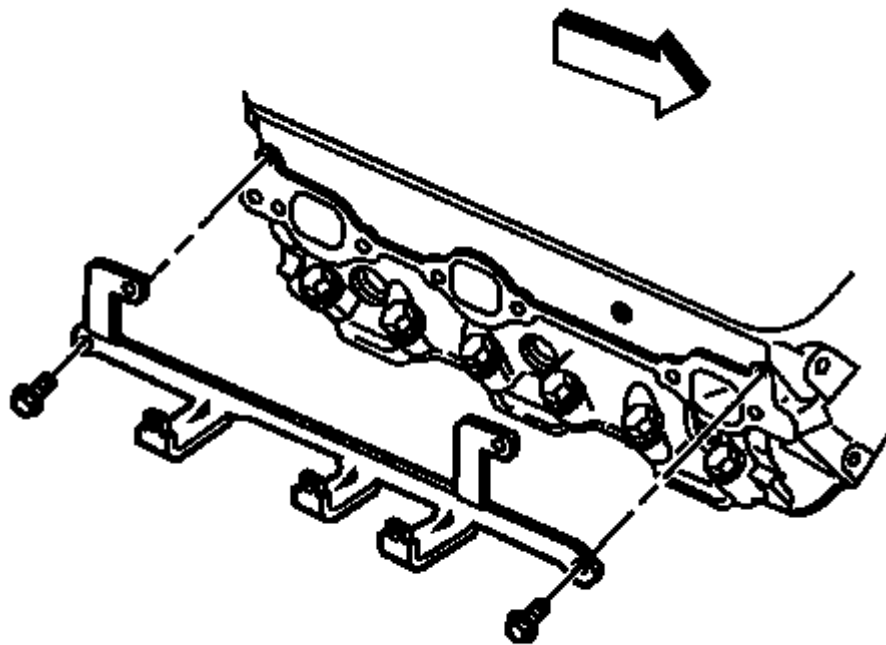


Fig. 736: Installing Spark Plug Wire Support Bolt (Right)
Courtesy of GENERAL MOTORS CORP.

12. Measure the NEW spark plugs for the proper gap.

Adjust the spark plug gap if necessary.

Specification: Spark plug gap to 1.52 mm (0.060 in).

13. Install the spark plugs.

Tighten:

- Tighten the spark plugs for a USED cylinder head to 15 N.m (11 lb ft).
- Tighten the spark plugs for the initial installation of a NEW cylinder head to 30 N.m (22 lb ft).

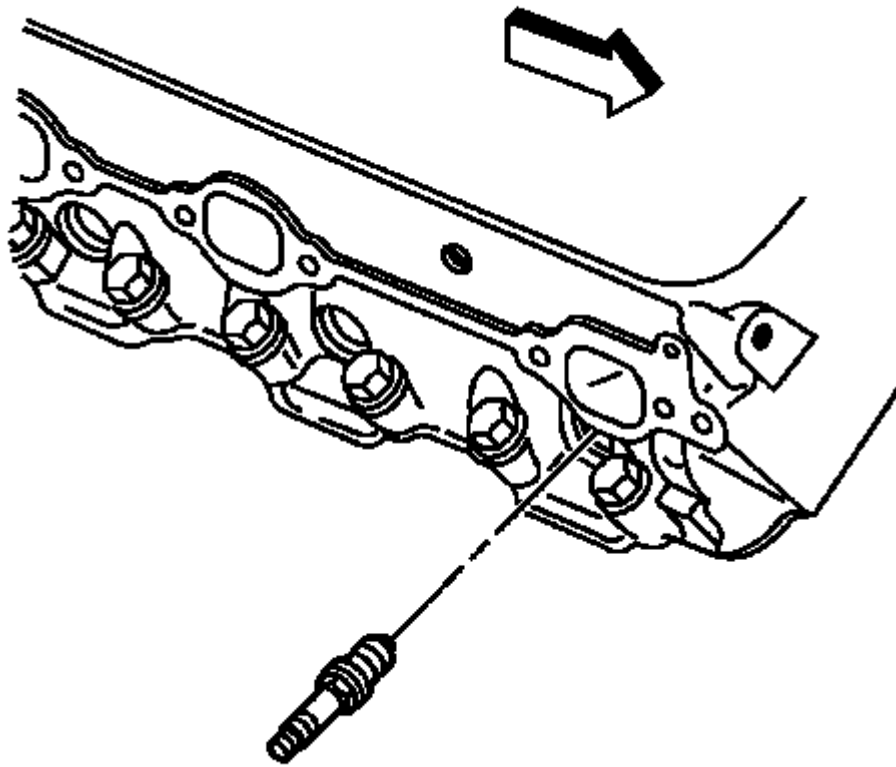


Fig. 737: Locating Spark Plugs
Courtesy of GENERAL MOTORS CORP.

Valve Rocker Arm and Push Rod Installation

IMPORTANT: Be sure to keep parts in order. Parts must be reinstalled into the original location and position.

1. Install the valve pushrods.

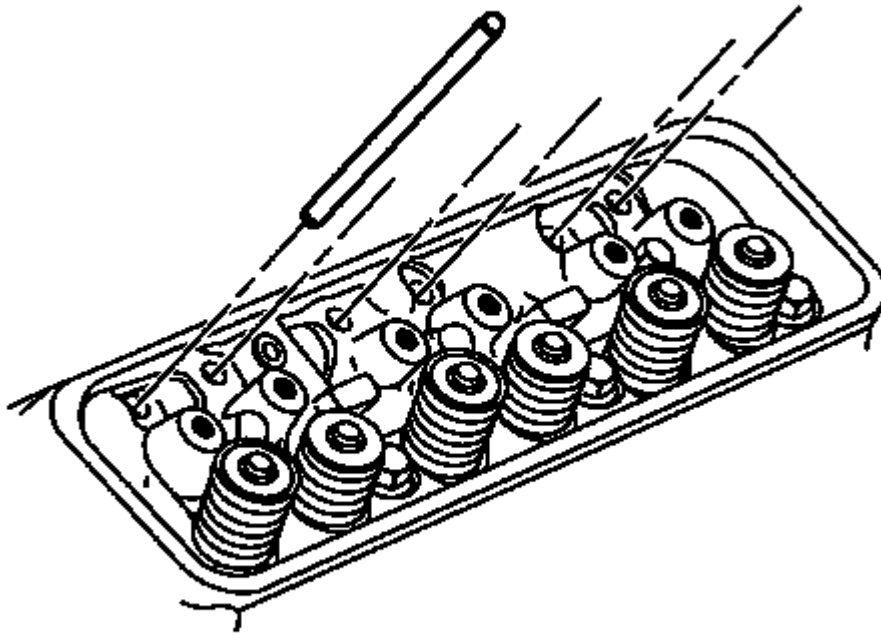


Fig. 738: View Of Valve Pushrods
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Be sure that the arrow on the valve rocker arm support is in the up position.

2. Install the valve rocker arm supports.

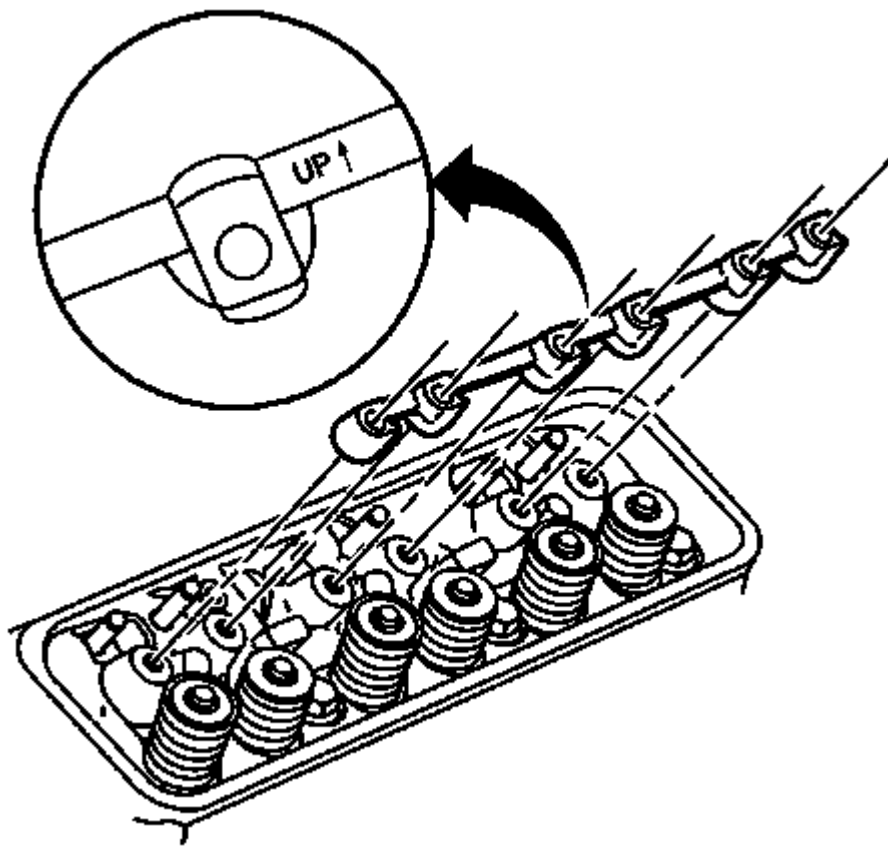


Fig. 739: Installing Valve Rocker Arm Supports
Courtesy of GENERAL MOTORS CORP.

3. Apply prelube GM P/N 12345501 (Canadian P/N 992704) or equivalent, to the following valve rocker arm contact surfaces:
 - Valve pushrod socket (1)
 - Roller pivot (2)
 - Valve stem tip (3)

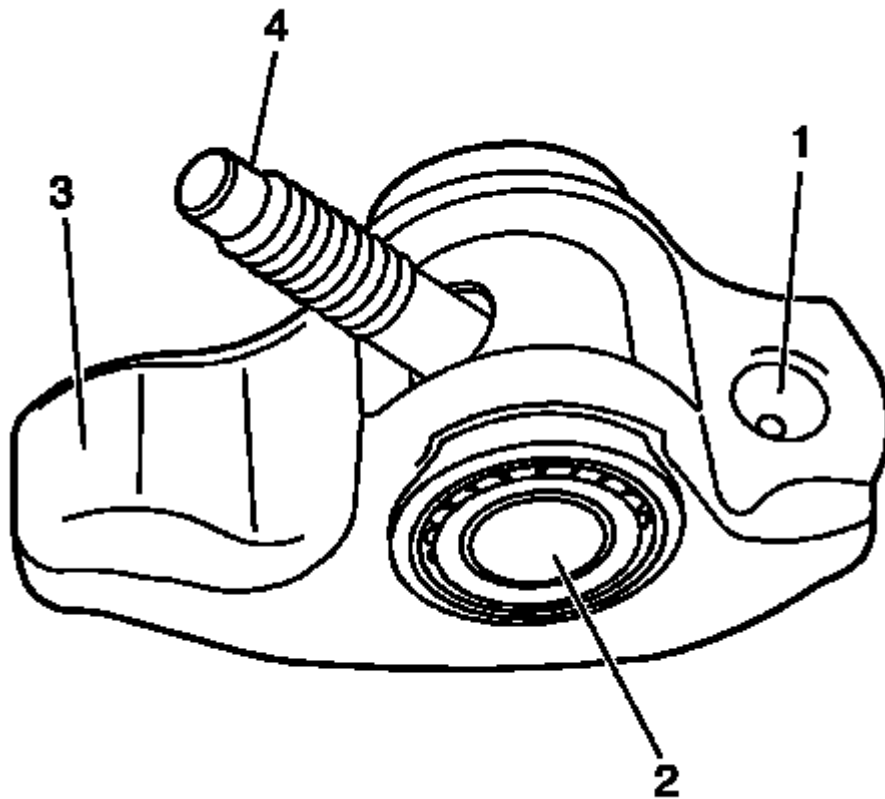


Fig. 740: Valve Rocker Arm Contact Surfaces
Courtesy of GENERAL MOTORS CORP.

4. Install the valve rocker arm assemblies as follows:
 1. Finger start the bolt at location (1)
 2. Finger start the bolt at location (2)
 3. Finger start the bolt at location (3)
 4. Finger start the remaining valve rocker arm bolts

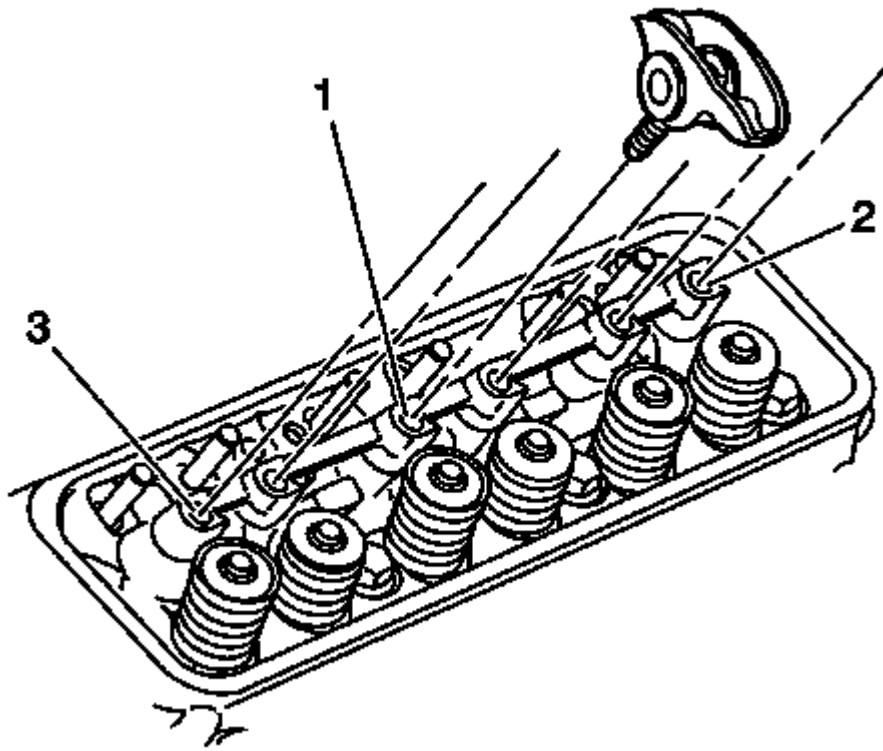


Fig. 741: Valve Rocker Arm Assemblies
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Rotate the number 1 cylinder to top dead center (TDC) of the compression stroke. The engine front cover has 2 alignment tabs and the crankshaft balancer has 2 alignment marks which are spaced 90 degrees apart that are used for positioning the number 1 piston at TDC.

5. Rotate the crankshaft balancer clockwise until the alignment marks on the crankshaft balancer are aligned with the tabs on the engine front cover, 1 with 2 and 3 with 4. At that point the number 1 piston should be at TDC of the compression stroke.

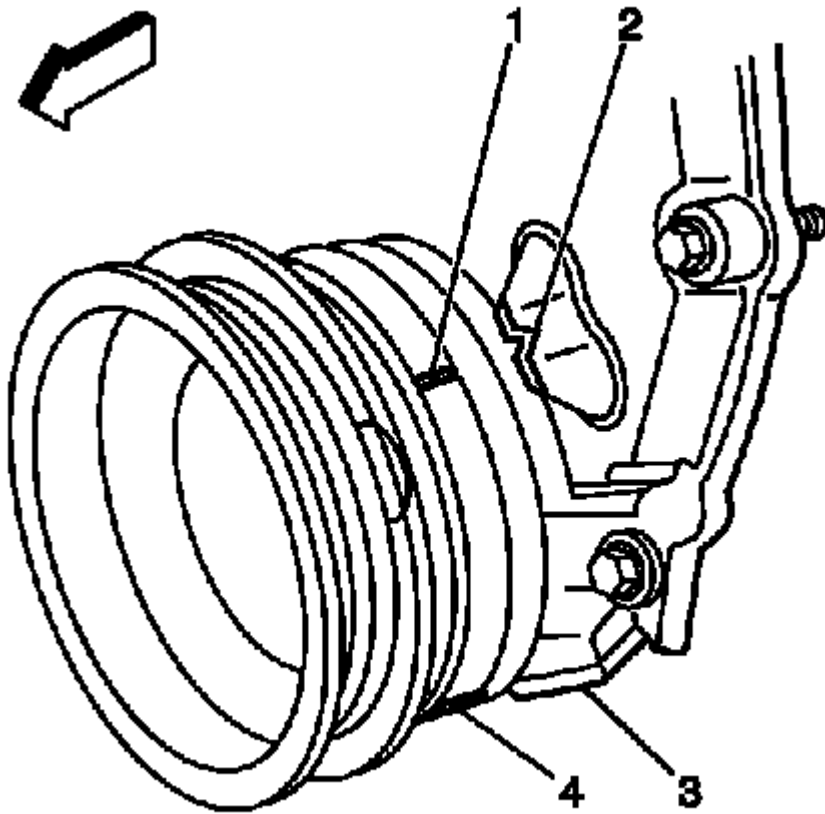


Fig. 742: View Of Crankshaft Balancer Alignment Mark & Engine Front Cover Alignment Tab
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

IMPORTANT: Once the valve rocker arm assemblies are installed and properly torqued, no additional valve lash adjustment is required.

6. Tighten the valve rocker arm bolts.

Tighten: Tighten valve rocker arm bolts to 30 N.m (22 lb ft).

Intake Manifold Installation

NOTE: Apply the proper amount of the sealant when assembling this component. Excessive use of the sealant can prohibit the component from sealing properly. A component that is not sealed properly can leak leading to extensive engine damage.

1. Apply a 4.0 mm (0.157 in) patch of adhesive GM P/N 12346141 (Canadian P/N 10953433) or equivalent,

to the cylinder head side of the lower intake manifold gasket at each end.

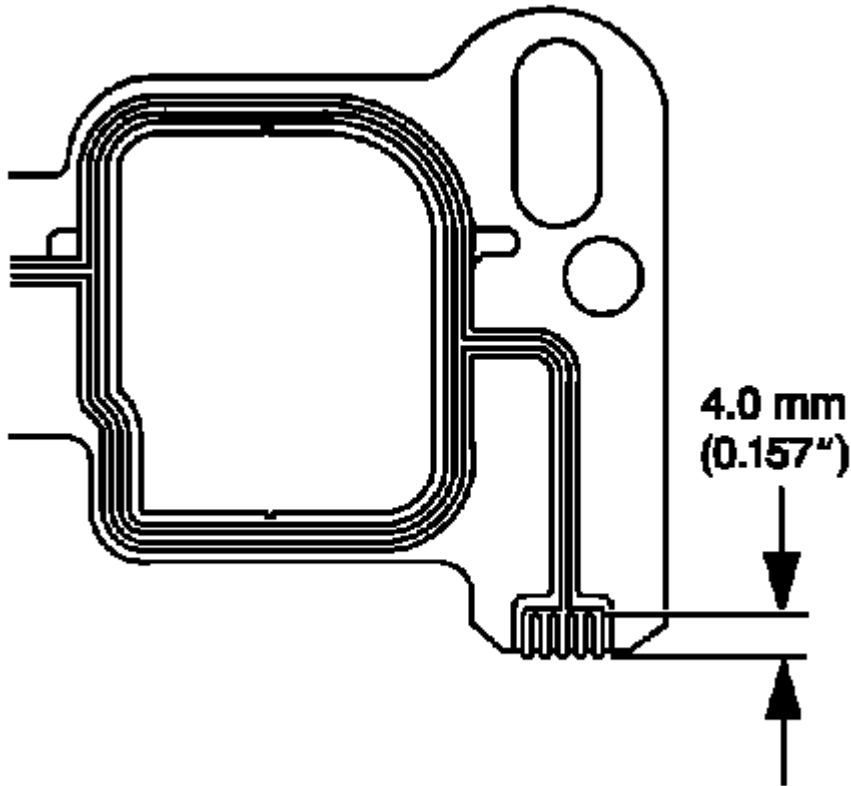


Fig. 743: Applying Adhesive To Cylinder Head Side Of Lower Intake Manifold Gasket
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The lower intake manifold gasket must be installed while the adhesive is still wet to the touch.

2. Install the lower intake manifold gasket onto the cylinder head.

Use the gasket locator pins in order to properly seat the lower intake manifold gasket on the cylinder head.

IMPORTANT: The lower intake manifold must be installed and the fasteners tightened while the adhesive is still wet to the touch.

3. Apply a 5 mm (0.197 in) bead of adhesive GM P/N 12346141 (Canadian P/N 10953433) or equivalent, to the front top of the engine block.

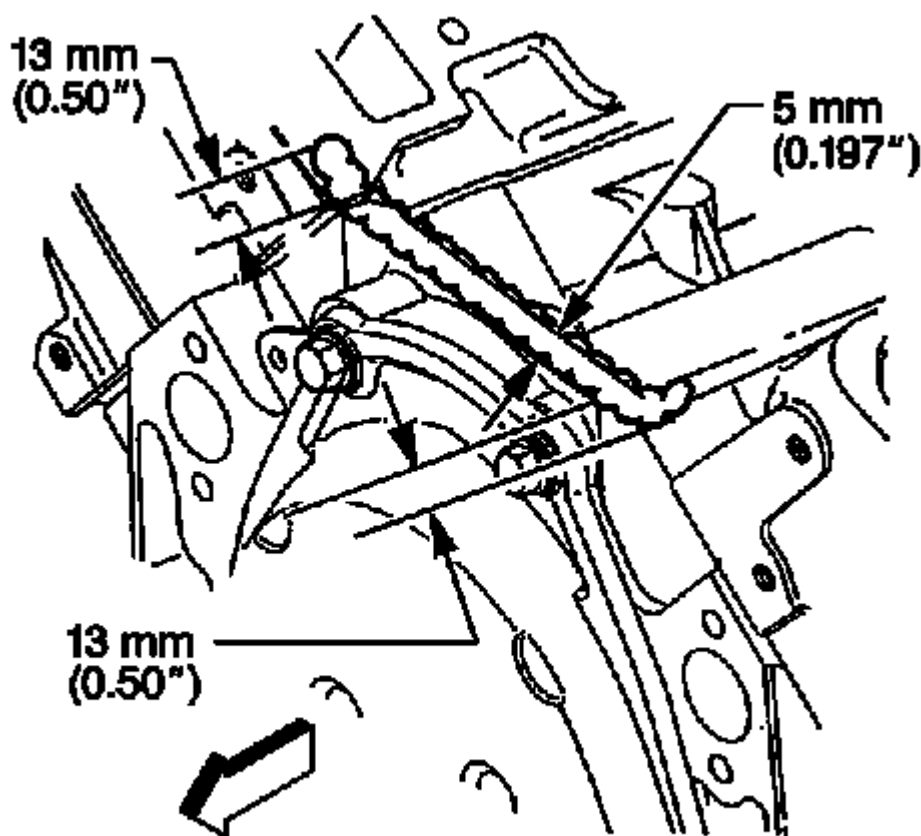


Fig. 744: Applying Adhesive To Front Top Of Engine Block
Courtesy of GENERAL MOTORS CORP.

4. Extend the adhesive bead 13 mm (0.50 in) onto each lower intake manifold gasket.
5. Apply a 5 mm (0.197 in) bead of adhesive GM P/N 12346141 (Canadian P/N 10953433) or equivalent, to the rear top of the engine block.

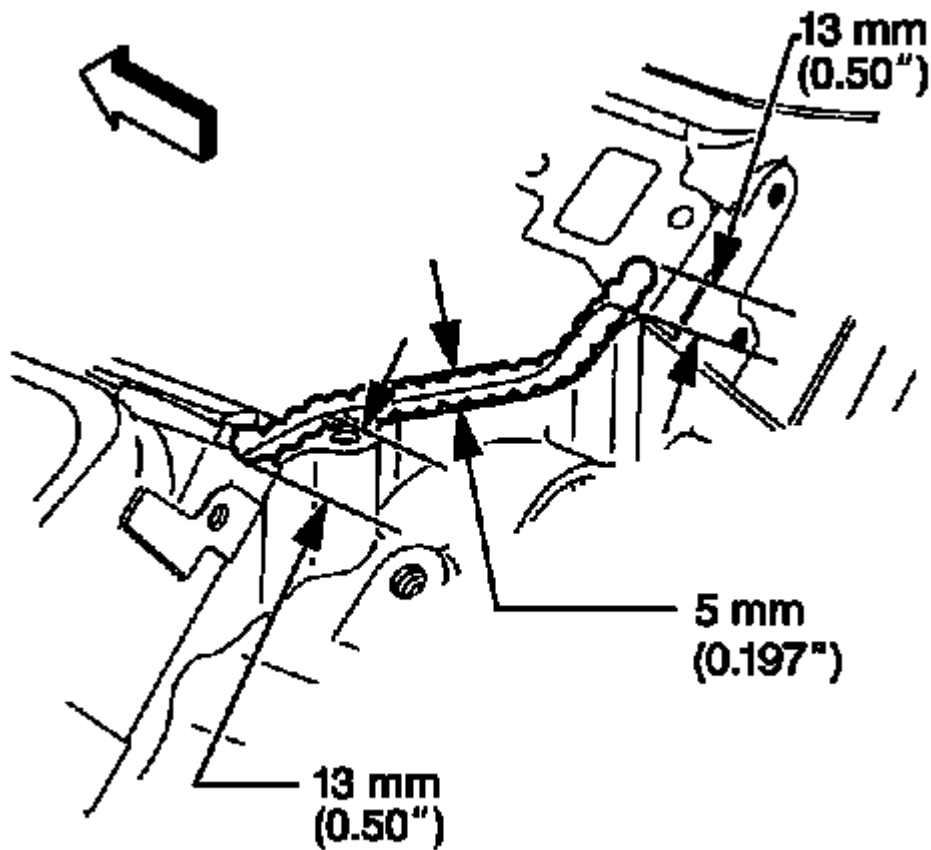


Fig. 745: Applying Adhesive To Rear Top Of Engine Block
Courtesy of GENERAL MOTORS CORP.

6. Extend the adhesive bead 13 mm (0.50 in) onto each lower intake manifold gasket.
7. Install the lower intake manifold onto the engine block.
8. If reusing the fasteners, apply threadlock GM P/N 12345382 (Canadian P/N 10953489) or equivalent, to the threads of the lower intake manifold bolts.
9. Install the lower intake manifold bolts.

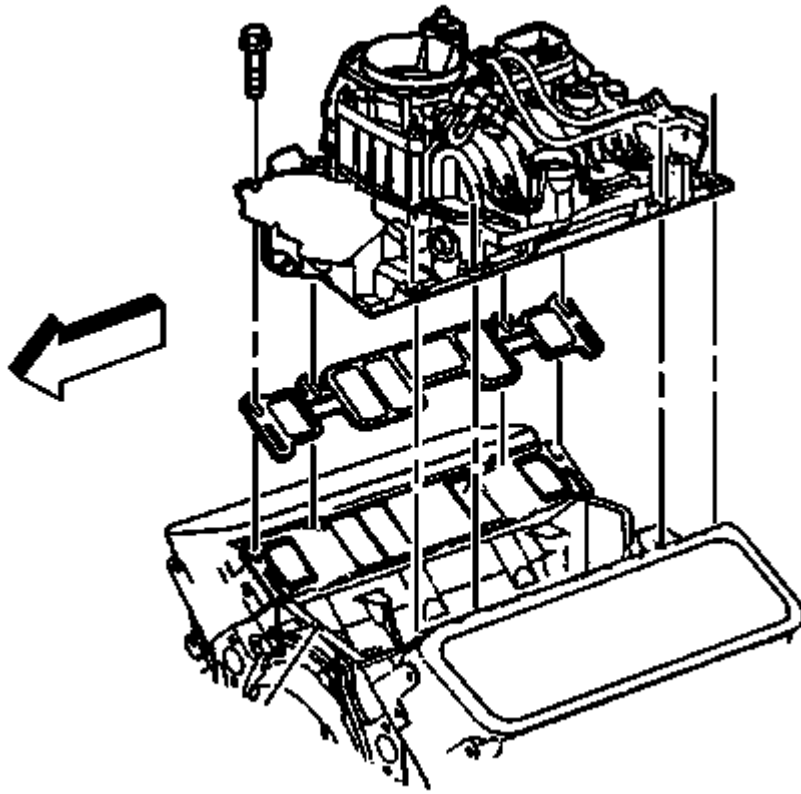


Fig. 746: Installing Lower Intake Manifold, Gasket & Bolt
Courtesy of GENERAL MOTORS CORP.

NOTE: Proper lower intake manifold fastener tightening sequence and torque is critical. Always follow the tightening sequence, and torque the intake manifold bolts using the 3 step method. Failing to do so may distort the crankshaft bearing bore alignment and cause damage to the crankshaft bearings.

NOTE: Refer to Fastener Notice in Cautions and Notices.

10. Tighten the lower intake manifold bolts.

Tighten:

1. Tighten the bolts on the first pass in sequence (1-8) to 3 N.m (27 lb in).
2. Tighten the bolts on the second pass in sequence (1-8) to 12 N.m (106 lb in).
3. Tighten the bolts on the final pass in sequence (1-8) to 15 N.m (11 lb ft).

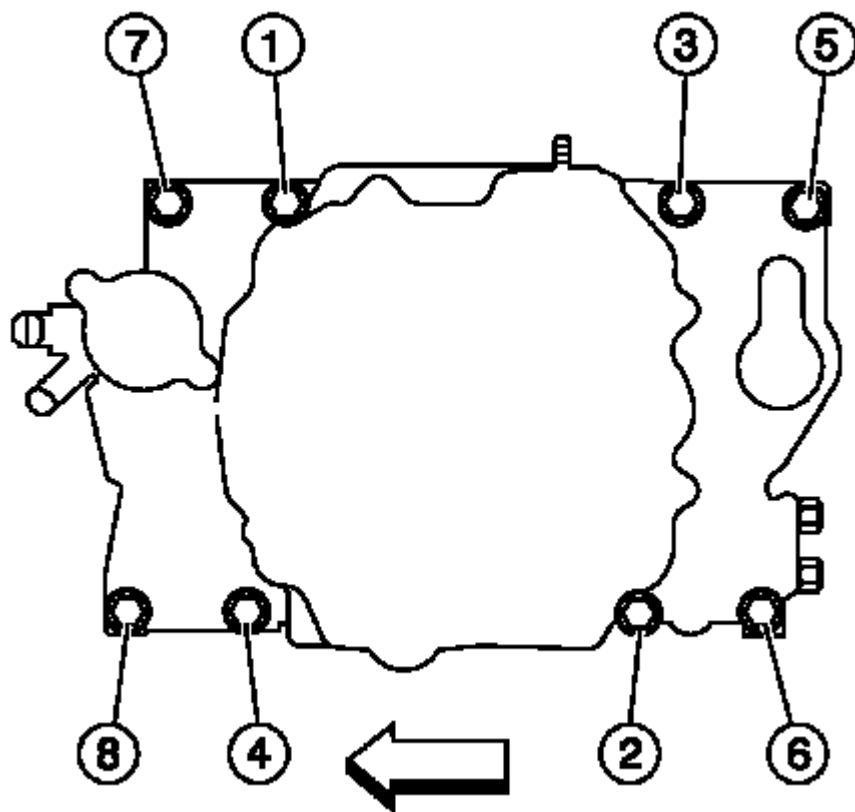


Fig. 747: Lower Intake Manifold Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

11. Connect the evaporative emission (EVAP) canister solenoid valve harness.
 1. Push the elbow inward until the quick connect snaps into place.
 2. Pull the elbow outward in order to ensure proper connection.

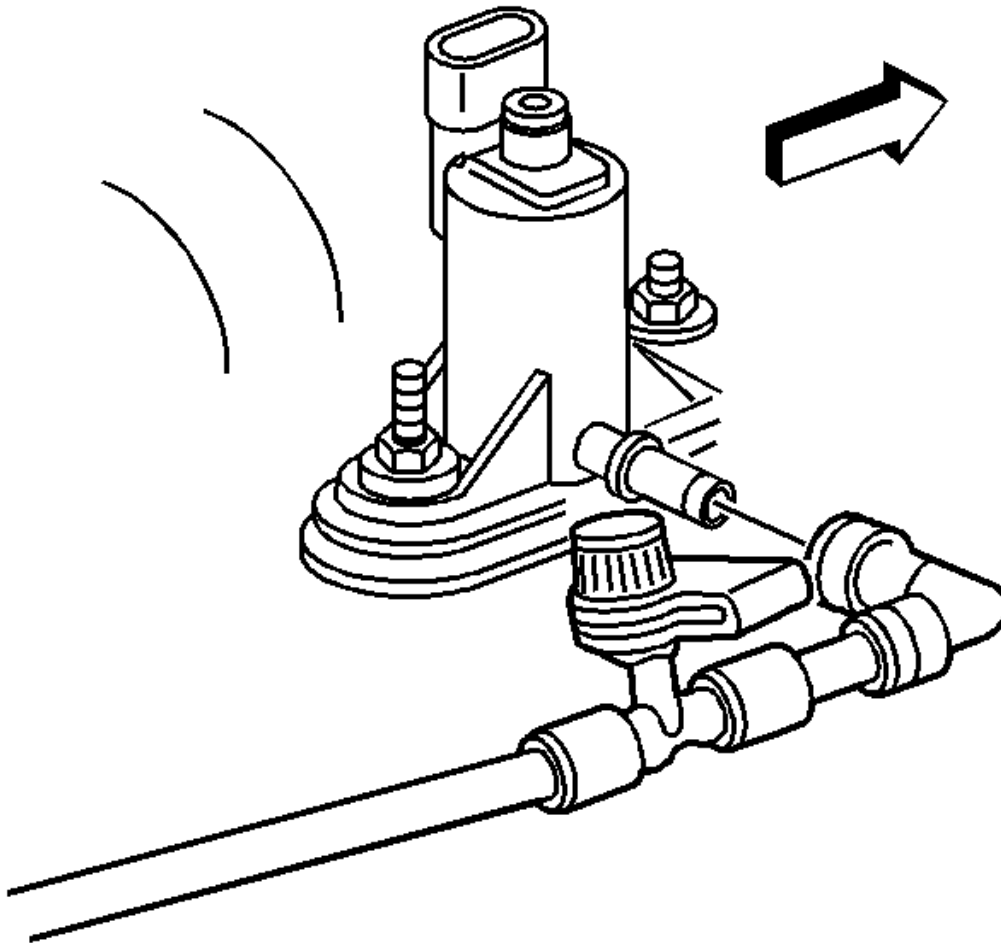


Fig. 748: Connecting EVAP Canister Solenoid Valve Harness
Courtesy of GENERAL MOTORS CORP.

Distributor Installation

IMPORTANT: The engine front cover has 2 alignment tabs and the crankshaft balancer has 2 alignment marks (spaced 90 degrees apart) which are used for positioning number 1 piston at top dead center (TDC). With the piston on the compression stroke and at top dead center, the crankshaft balancer alignment mark (1) must align with the engine front cover tab (2) and the crankshaft balancer alignment mark (4) must align with the engine front cover tab (3).

1. Rotate the crankshaft balancer clockwise until the alignment marks on the crankshaft balancer are aligned

with the tabs on the engine front cover and the number 1 piston is at top dead center of the compression stroke.

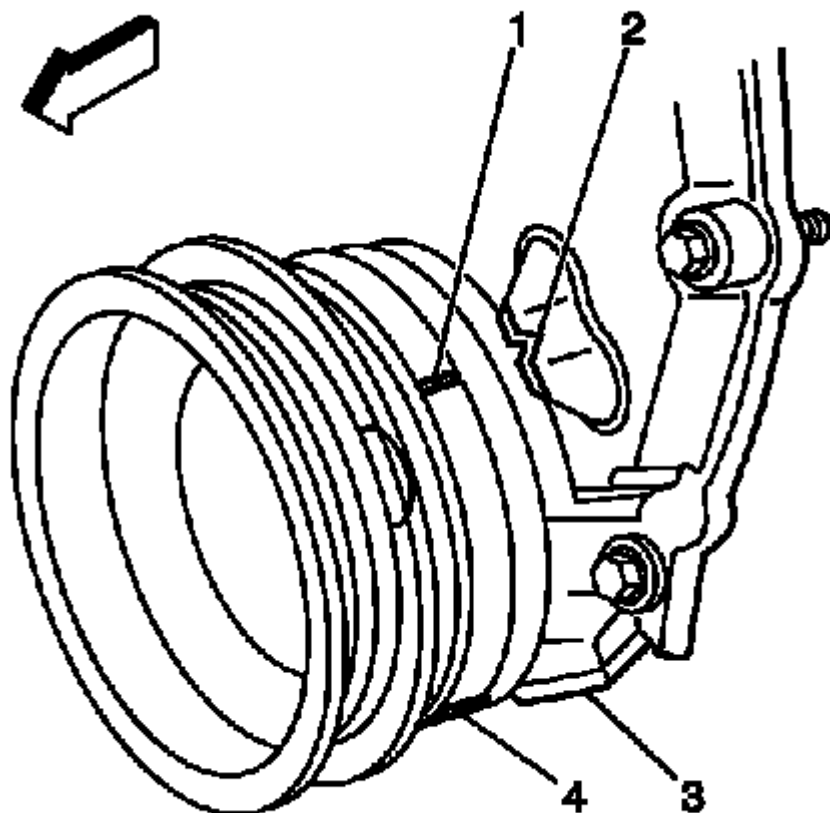


Fig. 749: View Of Crankshaft Balancer Alignment Mark & Engine Front Cover Alignment Tab
Courtesy of GENERAL MOTORS CORP.

2. Remove the distributor cap bolts and discard.
3. Remove the distributor cap.

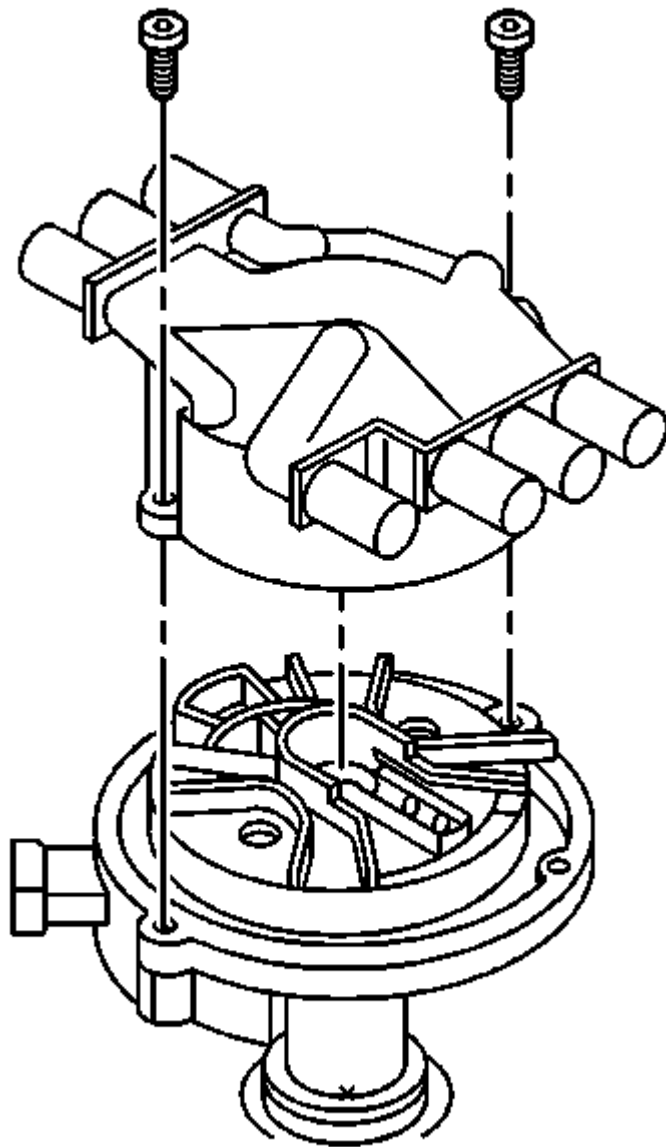


Fig. 750: View Of Distributor Cap
Courtesy of GENERAL MOTORS CORP.

4. Install a NEW distributor gasket onto the distributor.

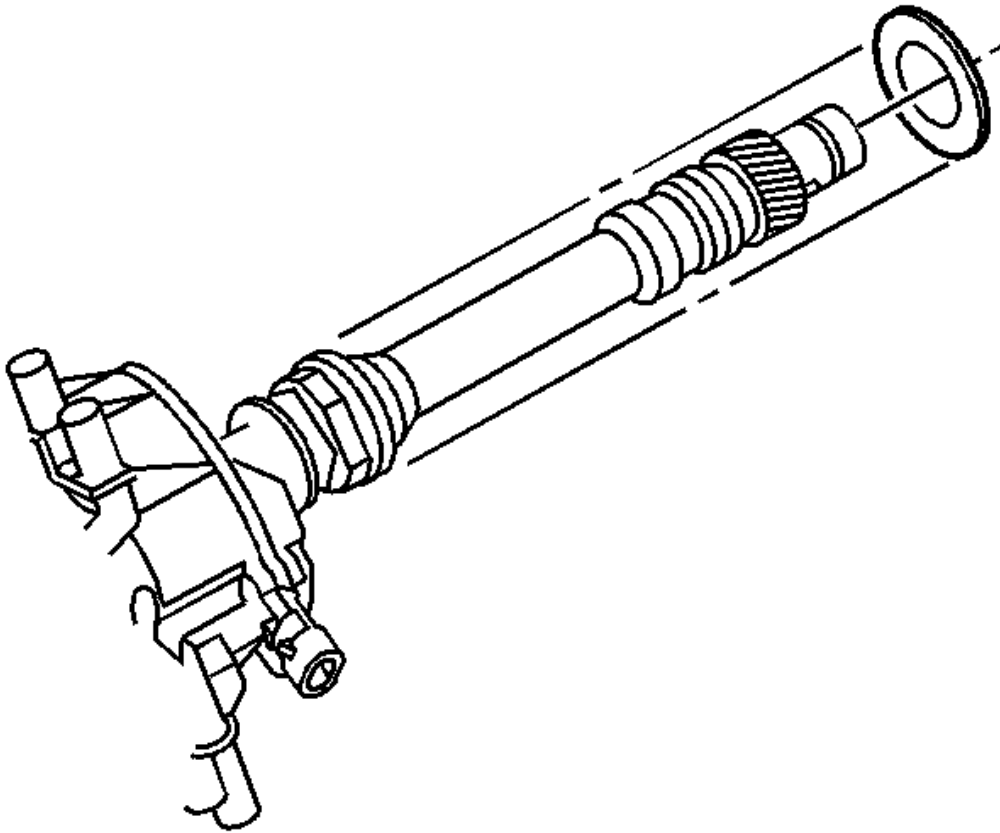


Fig. 751: Installing Distributor Gasket
Courtesy of GENERAL MOTORS CORP.

5. Align the indent hole on the driven gear with the paint mark on the distributor housing.

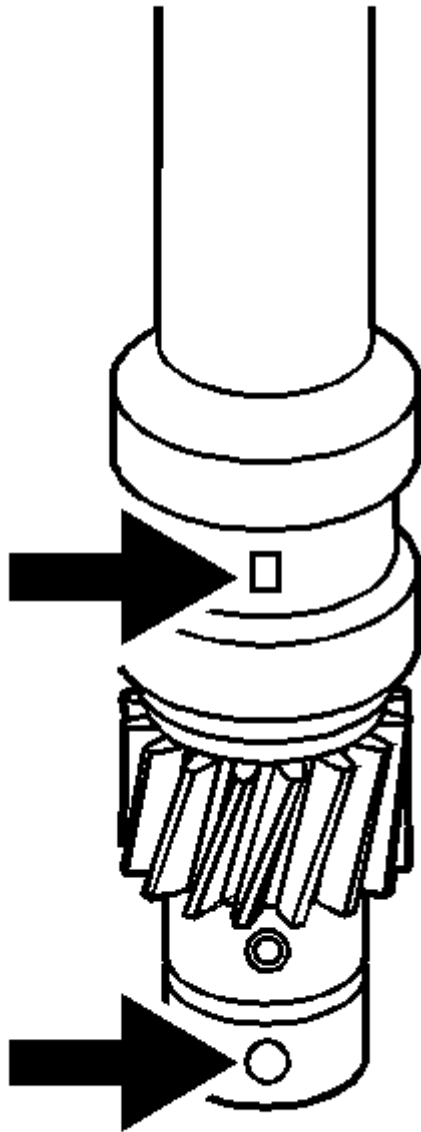


Fig. 752: Aligning Driven Gear Indent W/Distributor Housing Paint Mark
Courtesy of GENERAL MOTORS CORP.

6. Ensure that the distributor rotor segment points to the cap hold area.
7. Align the slotted tang in the oil pump driveshaft with the distributor driveshaft.

Rotate the oil pump driveshaft with a screwdriver if necessary.

8. Align the flat (1) in the distributor housing toward the front of the engine.

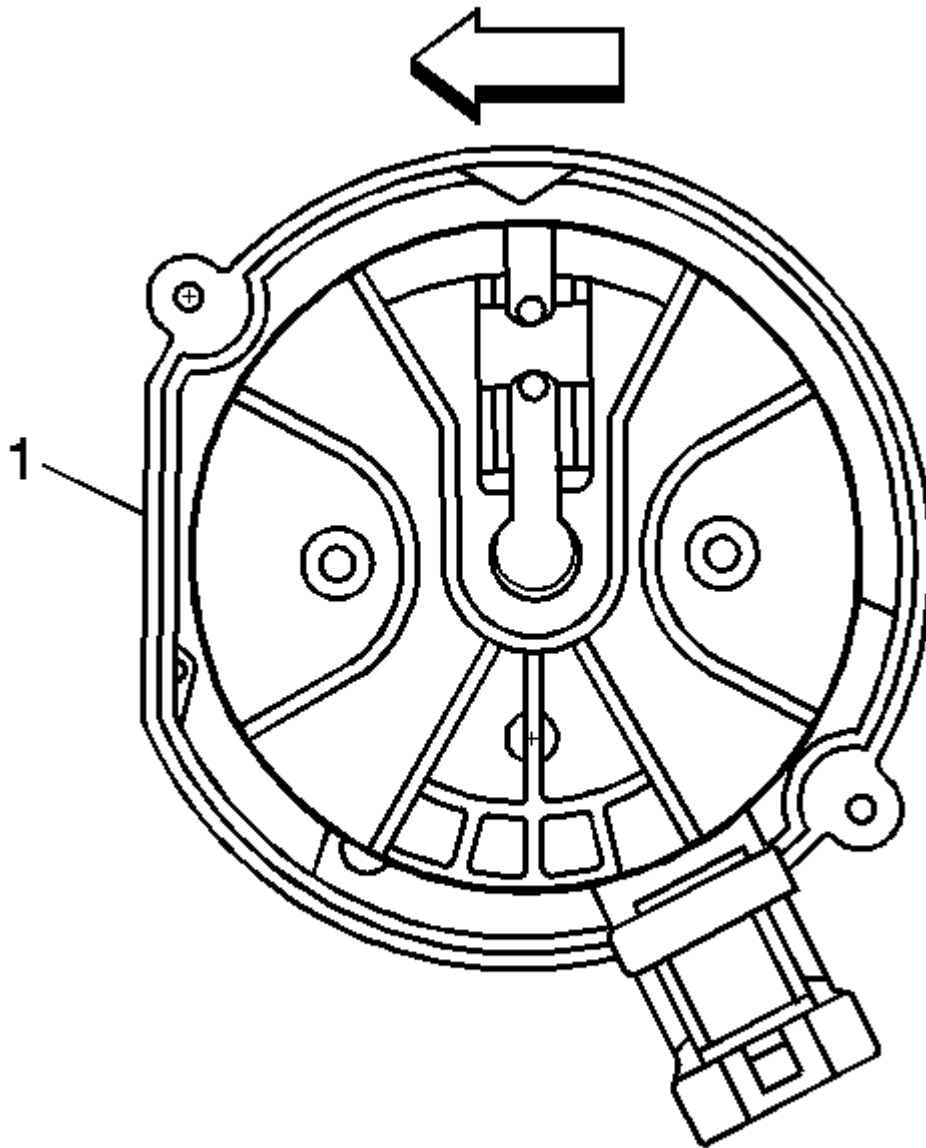


Fig. 753: Aligning Flat In Distributor Housing Toward Front Of Engine
Courtesy of GENERAL MOTORS CORP.

9. Install the distributor and distributor clamp.

The flat in the distributor housing must point toward the front of the engine.

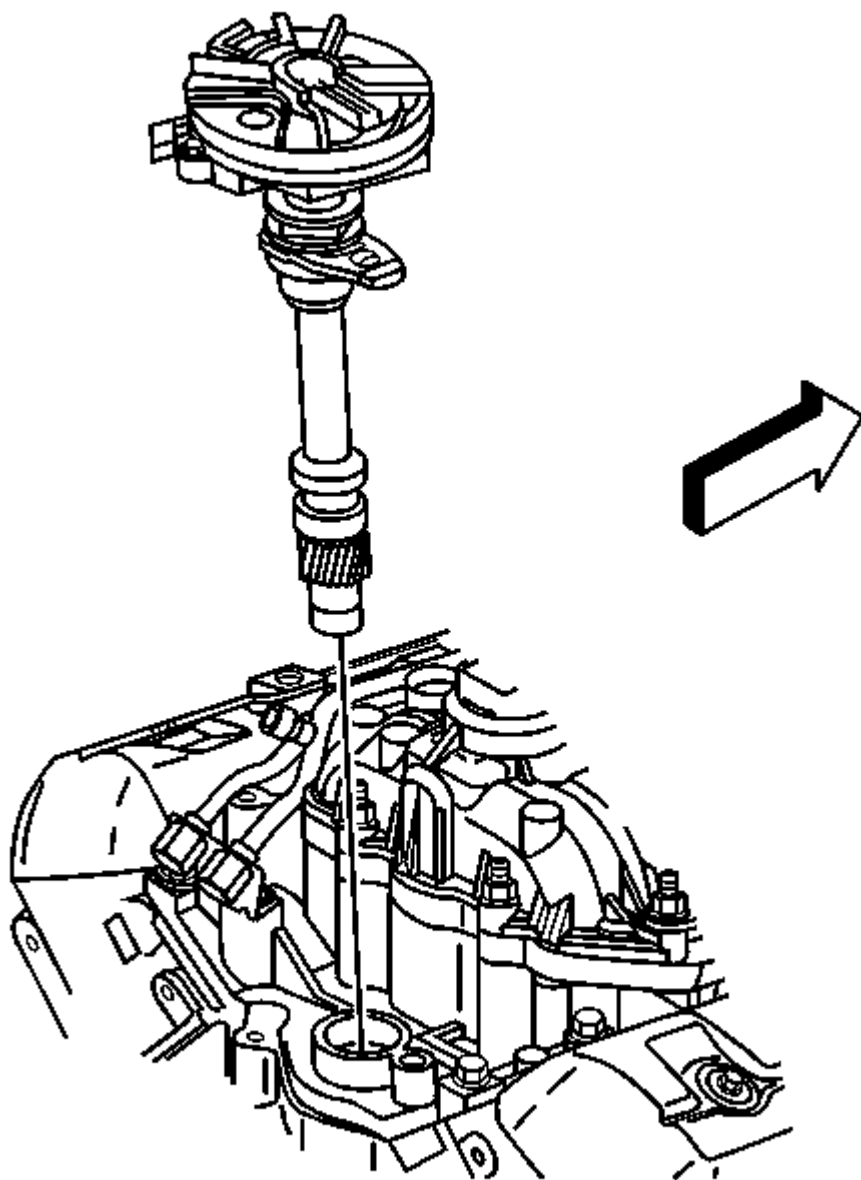


Fig. 754: Installing Distributor & Cap
Courtesy of GENERAL MOTORS CORP.

10. Once the distributor is fully seated, align the distributor rotor segment with the number 6 pointer (1) that is cast into the distributor base.

If the distributor rotor segment does not come within a few degrees of the number 6 pointer (1), the gear mesh between the distributor and camshaft may be off a tooth or more. Repeat the procedure again in order to achieve proper alignment.

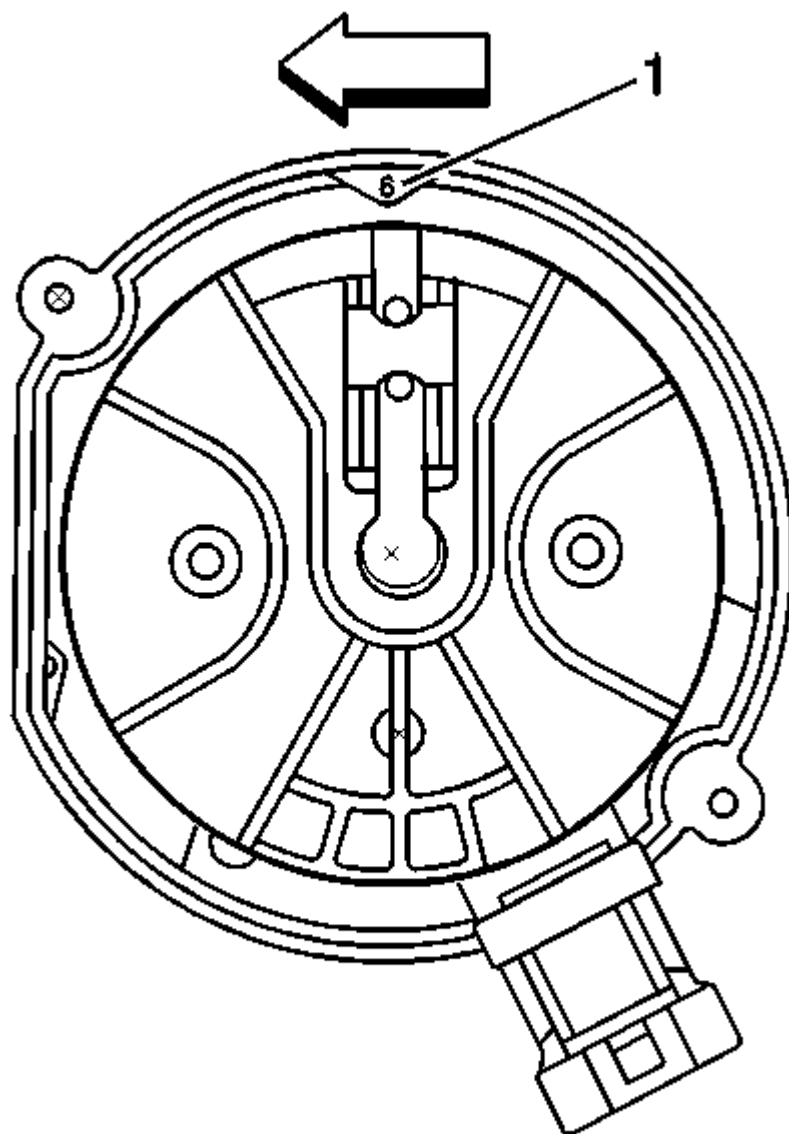


Fig. 755: Aligning Distributor Rotor Segment With Number 6 Pointer
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

11. Install the distributor clamp bolt.

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

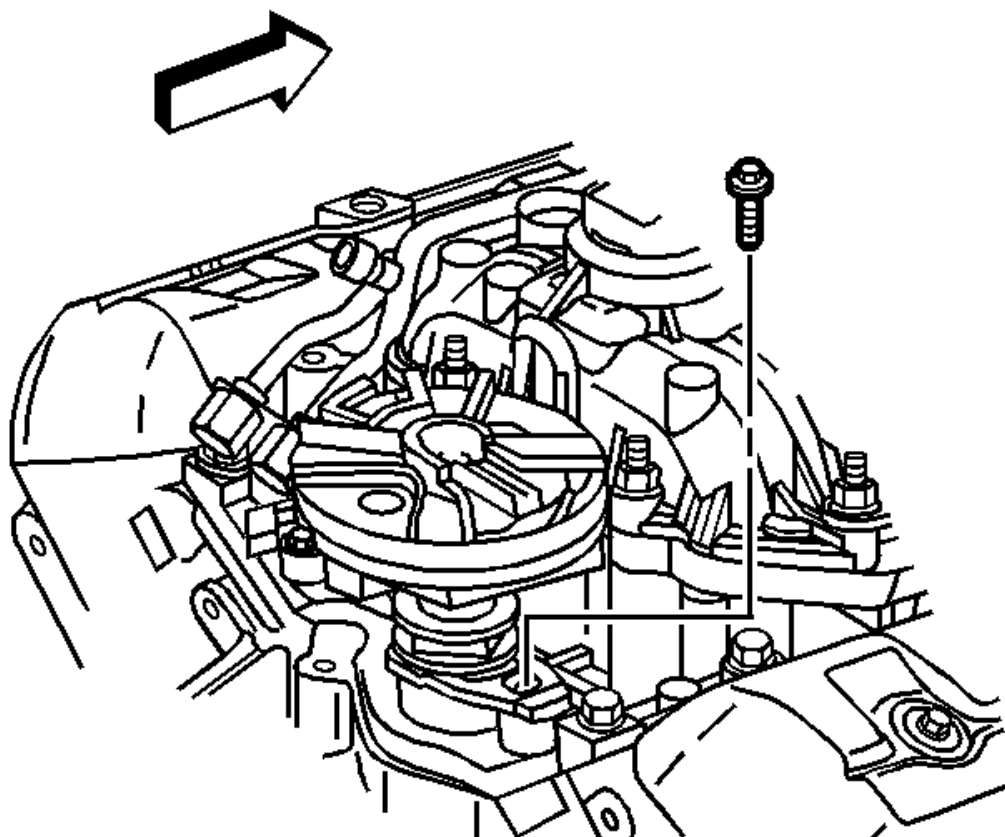


Fig. 756: Installing Distributor Clamp Bolt
Courtesy of GENERAL MOTORS CORP.

12. Install the distributor cap and NEW distributor cap bolts.

Tighten: Tighten the distributor cap bolts to 2.4 N.m (21 lb in).

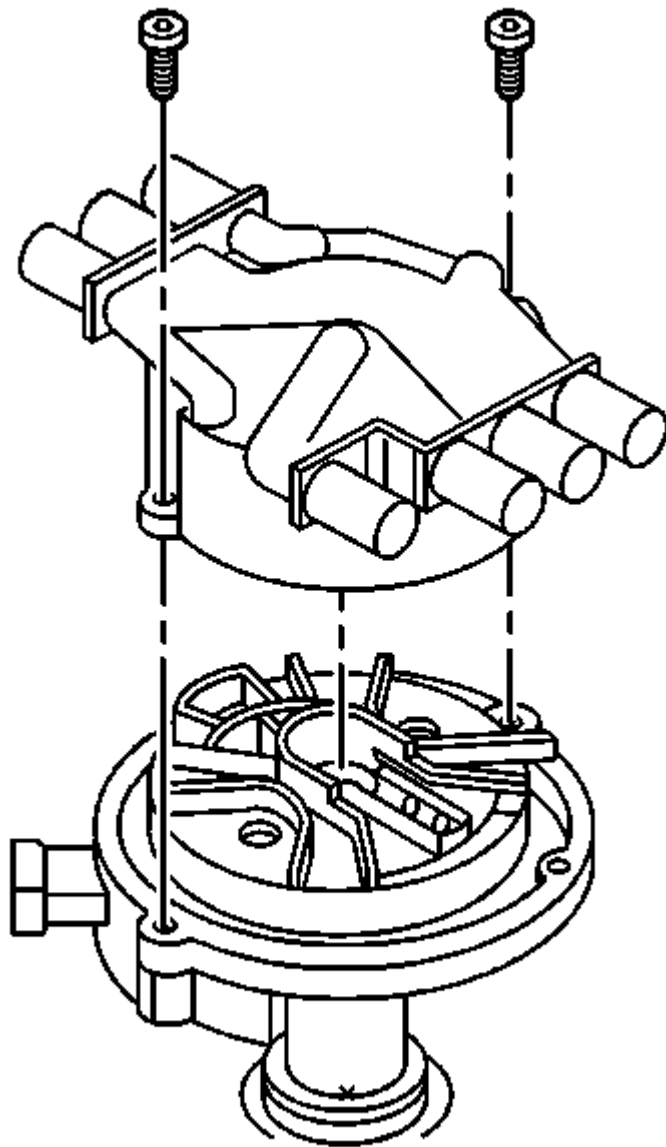


Fig. 757: View Of Distributor Cap
Courtesy of GENERAL MOTORS CORP.

13. Install the ignition coil wire harness.

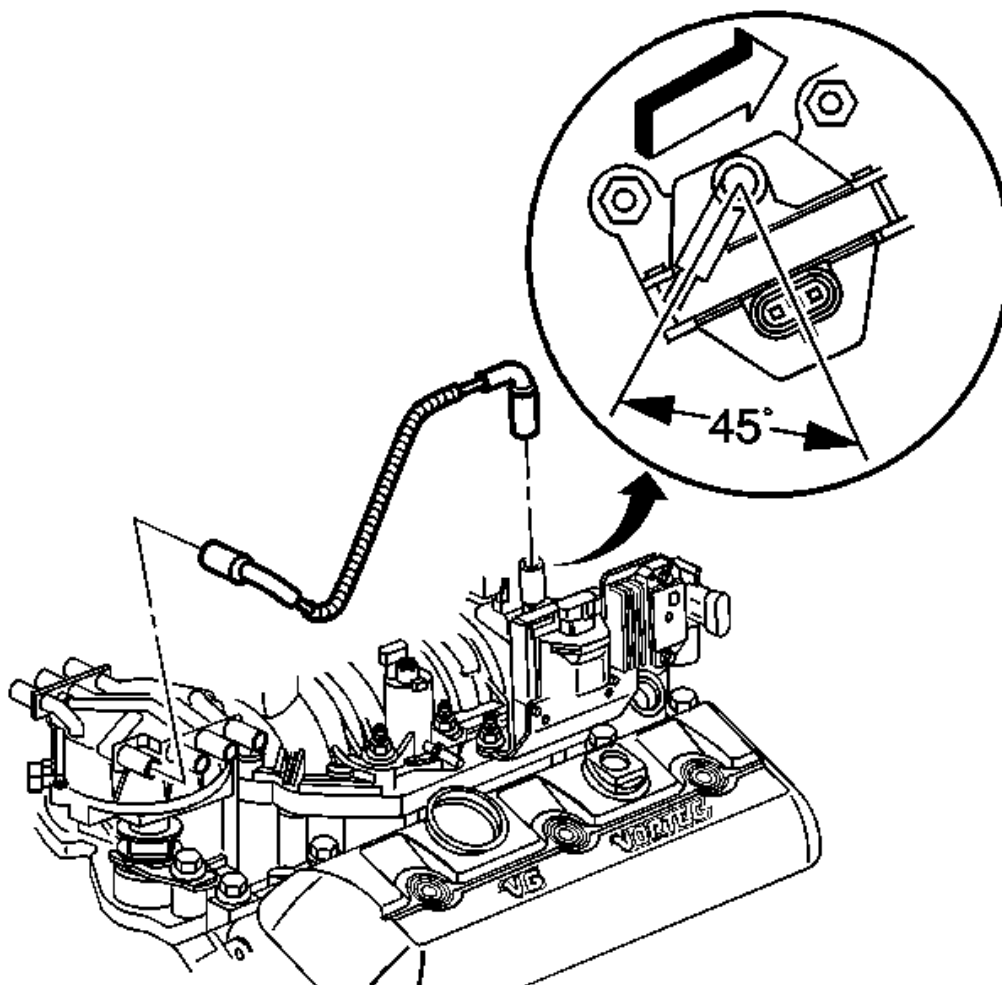


Fig. 758: View Of Ignition Coil Wire Harness
Courtesy of GENERAL MOTORS CORP.

Valve Rocker Arm Cover Installation - Left

IMPORTANT: Do not reuse the valve cover gasket or the valve rocker arm cover bolt grommets.

1. Install the NEW valve rocker arm cover gasket into the groove of the valve rocker arm cover.

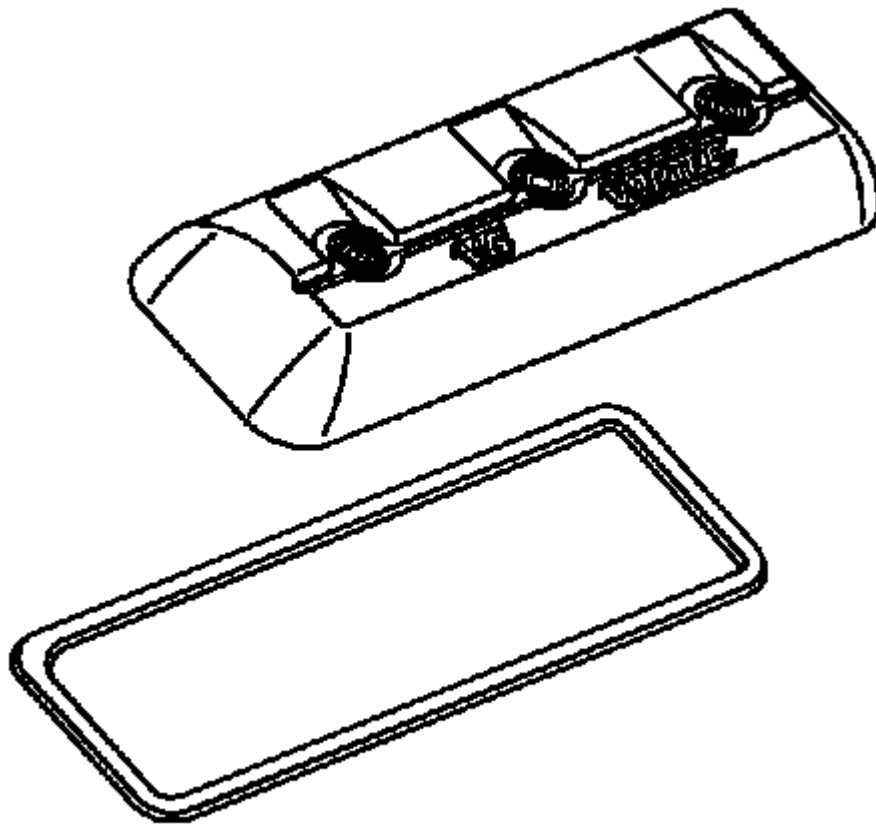


Fig. 759: View Of Rocker Arm Cover And Gasket
Courtesy of GENERAL MOTORS CORP.

2. Install the NEW valve rocker arm cover bolt grommets into the valve rocker arm cover.
3. Install the valve rocker arm cover onto the cylinder head.

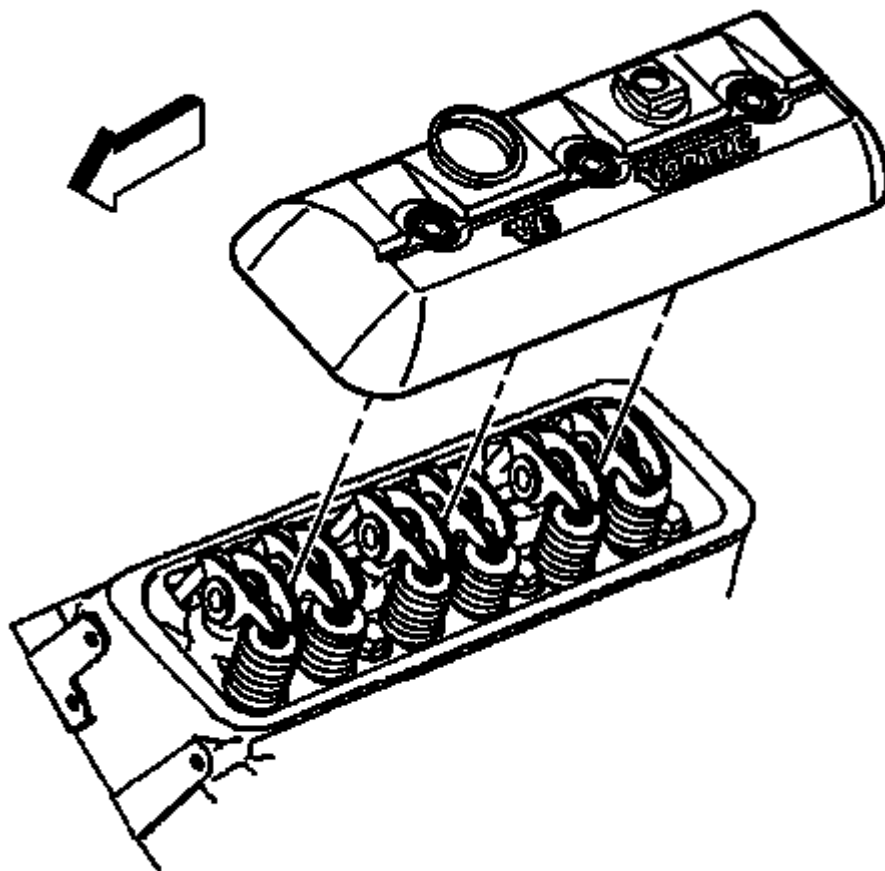


Fig. 760: Installing Valve Rocker Arm Cover (Left)
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

4. Install the valve rocker arm cover bolts.

Tighten: Tighten the valve rocker arm cover bolts to 12 N.m (106 lb in).

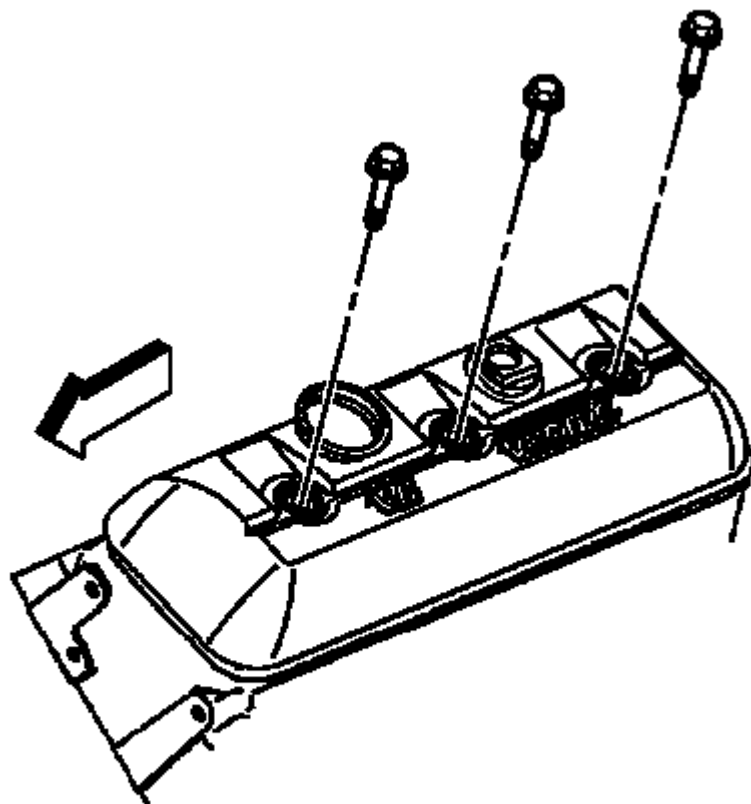


Fig. 761: Installing Valve Rocker Arm Cover Bolts (Left)
Courtesy of GENERAL MOTORS CORP.

Valve Rocker Arm Cover Installation - Right

IMPORTANT: Do not reuse the valve cover gasket or the valve rocker arm cover bolt grommets.

1. Install the NEW valve rocker arm cover gasket into the groove of the valve rocker arm cover.

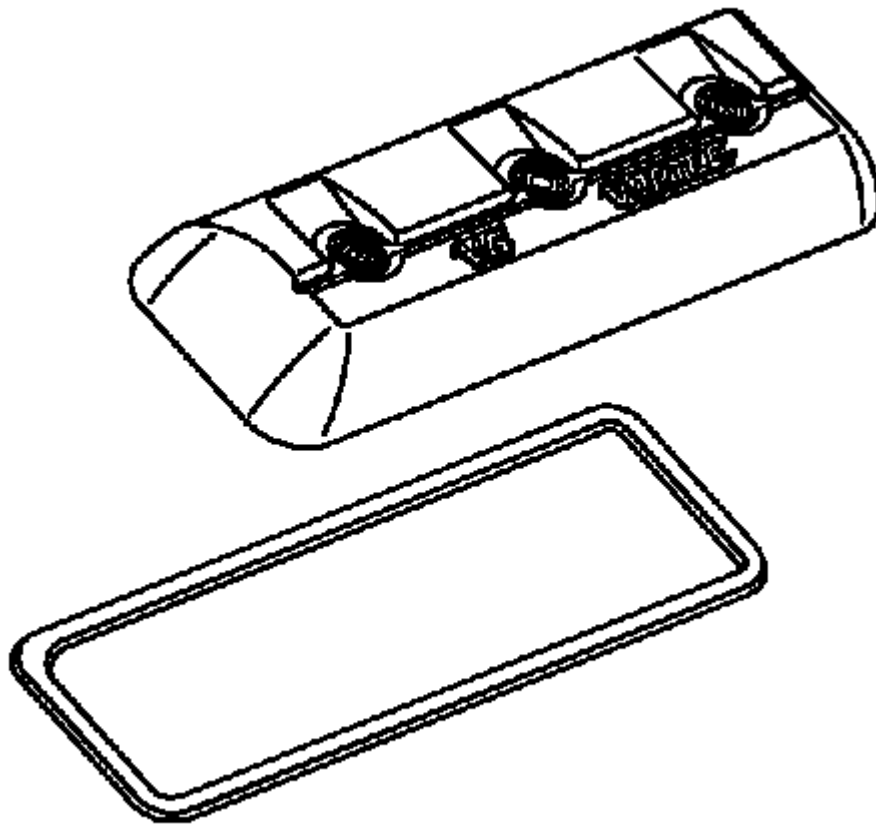


Fig. 762: View Of Rocker Arm Cover And Gasket
Courtesy of GENERAL MOTORS CORP.

2. Install the NEW valve rocker arm cover bolt grommets into the valve rocker arm cover.
3. Install the valve rocker arm cover onto the cylinder head.

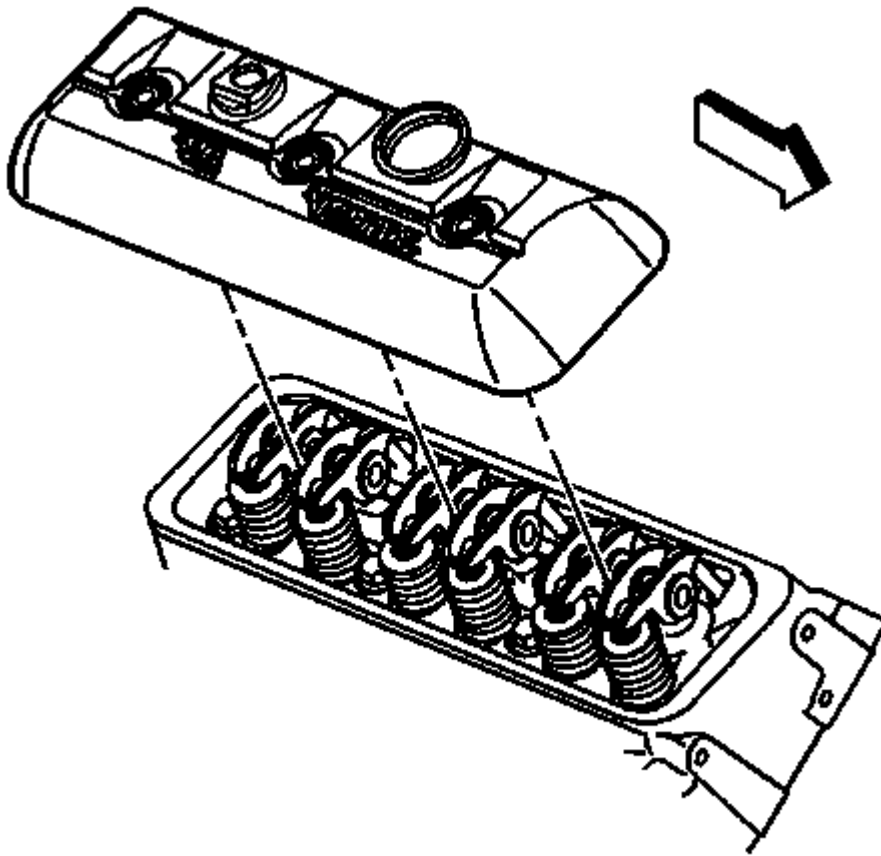


Fig. 763: Installing Valve Rocker Arm Cover (Right)
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

4. Install the valve rocker arm cover bolts.

Tighten: Tighten the valve rocker arm cover bolts to 12 N.m (106 lb in).

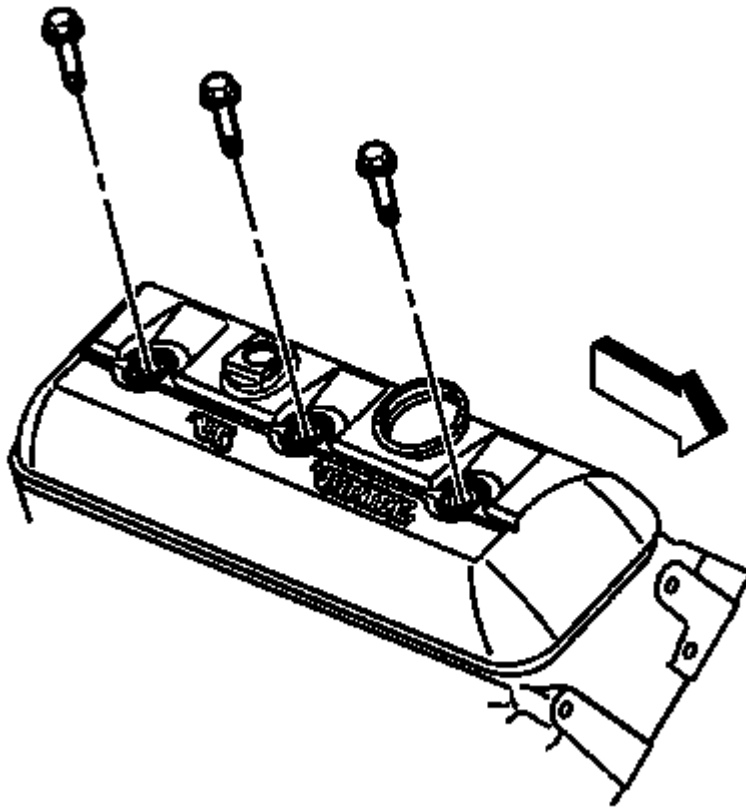


Fig. 764: Installing Valve Rocker Arm Cover Bolts (Right)
Courtesy of GENERAL MOTORS CORP.

Oil Level Indicator and Tube Installation

1. Apply sealant GM P/N 12346004 (Canadian P/N 10953480) or equivalent, around the oil level indicator tube 13 mm (0.5 in) below the tube bead.
2. Install the oil level indicator tube into the engine block. Rotate the oil level indicator tube into position.

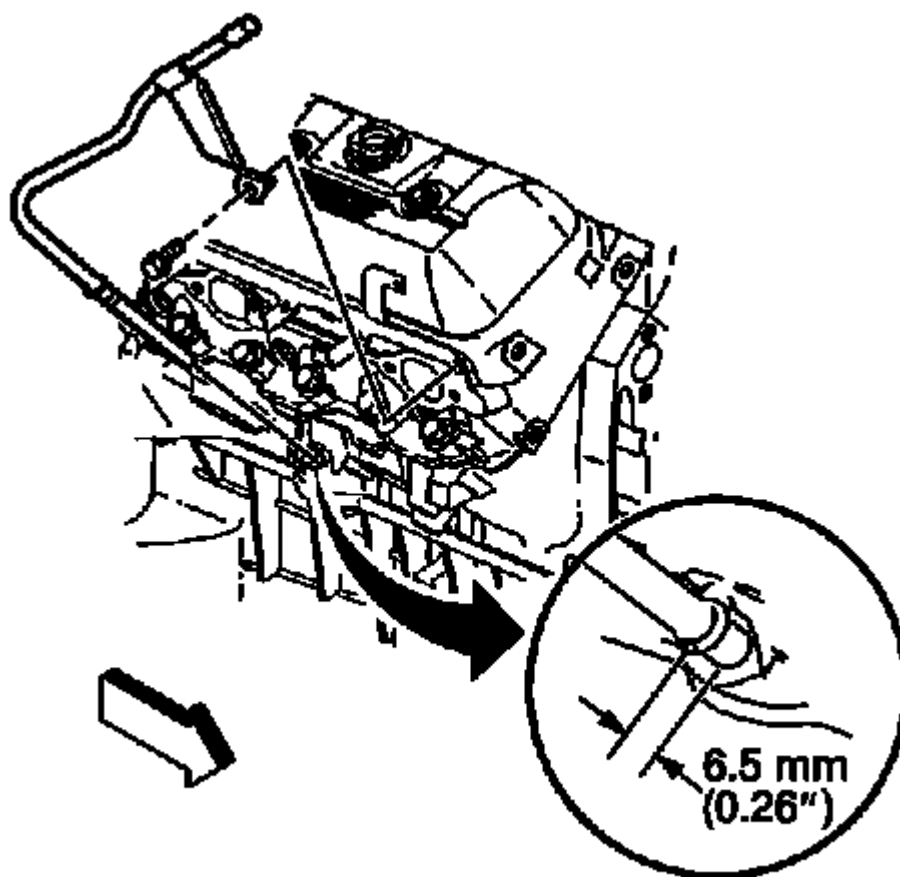


Fig. 765: Installing Oil Level Indicator Tube
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install the oil level indicator tube bolt.

Tighten: Tighten the oil level indicator tube bolt to 12 N.m (106 lb in).

4. Install the oil level indicator into the oil level indicator tube, if required.

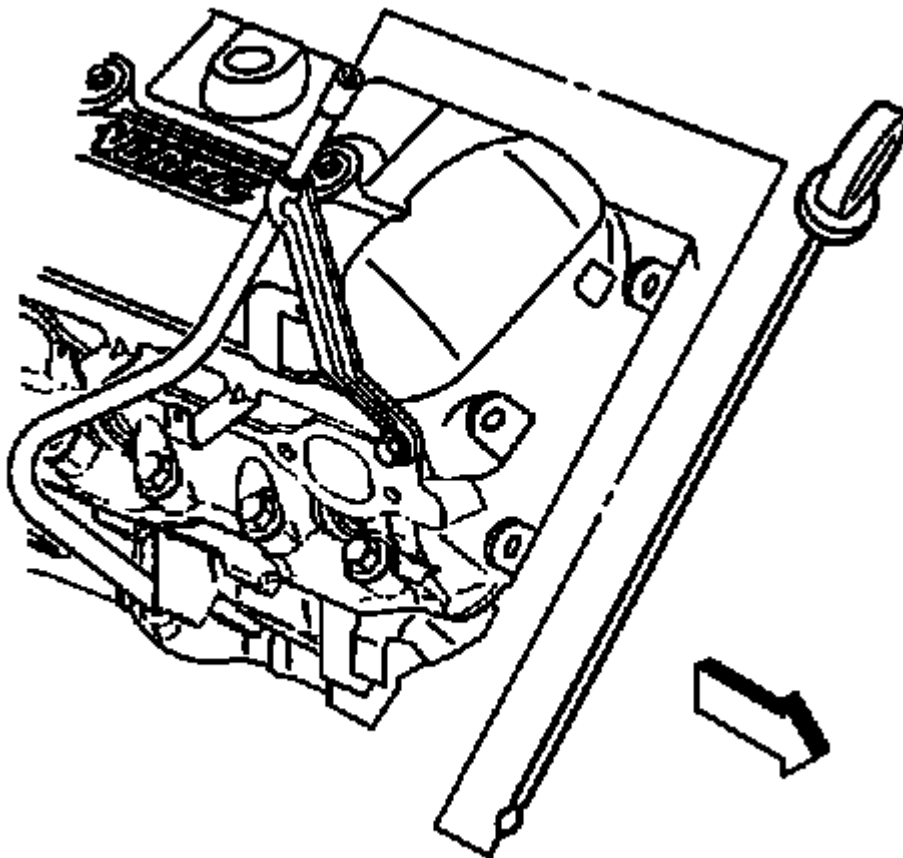


Fig. 766: Installing Oil Level Indicator
Courtesy of GENERAL MOTORS CORP.

Water Pump Installation

Tools Required

J 41240 Fan Clutch Remover and Installer. See **Special Tools and Equipment**.

1. If reusing the fasteners, apply sealant GM P/N 12346004 (Canadian P/N 10953480) or equivalent, to the threads of the water pump bolts.
2. Install the water pump and the NEW water pump gaskets.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install the water pump bolts.

Tighten: Tighten the water pump bolts to 45 N.m (33 lb ft).

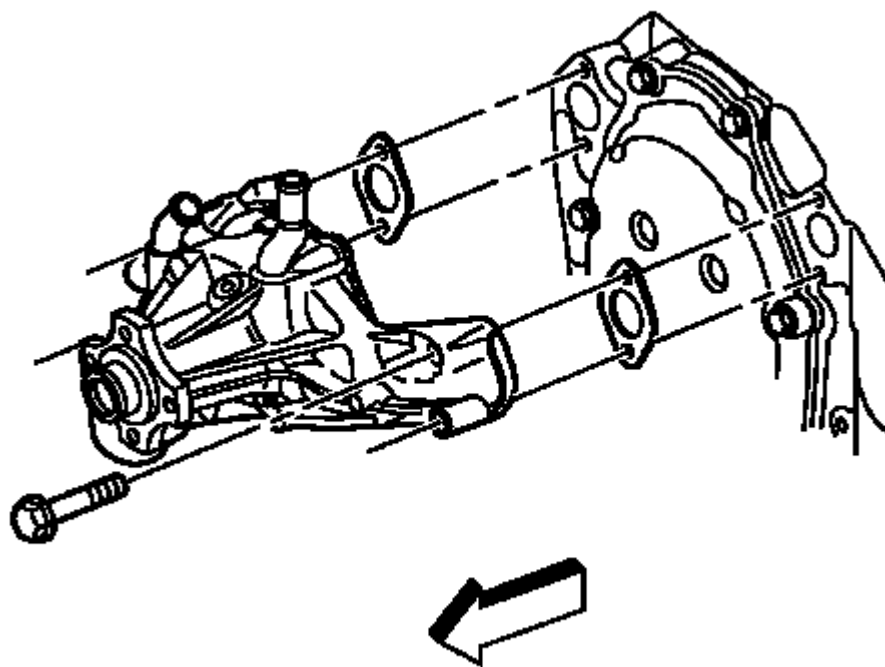


Fig. 767: Installing Water Pump & Bolts
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: After final assembly, the water pump inlet hose clamp tangs, water pump end, must point forward and the upper tang should be level with the outside diameter of the water pump inlet hose.

4. Install the water pump inlet hose and the water pump inlet hose clamps.

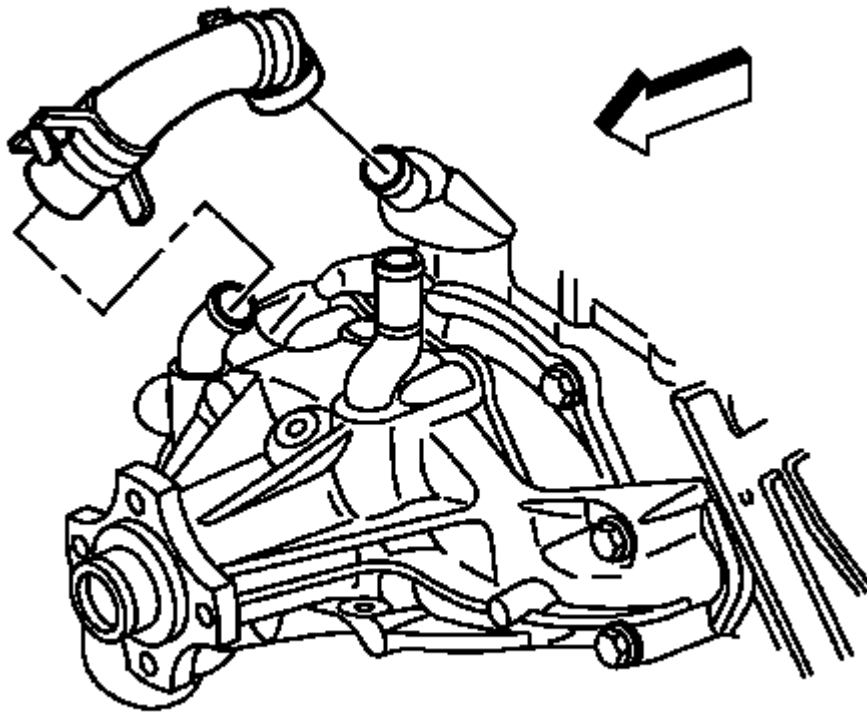


Fig. 768: View Of Water Pump Inlet Hose & Clamps
Courtesy of GENERAL MOTORS CORP.

5. Install the fan and water pump pulley and bolts using the **J 41240** .

Tighten: Tighten the fan and water pump pulley bolts to 25 N.m (18 lb ft).

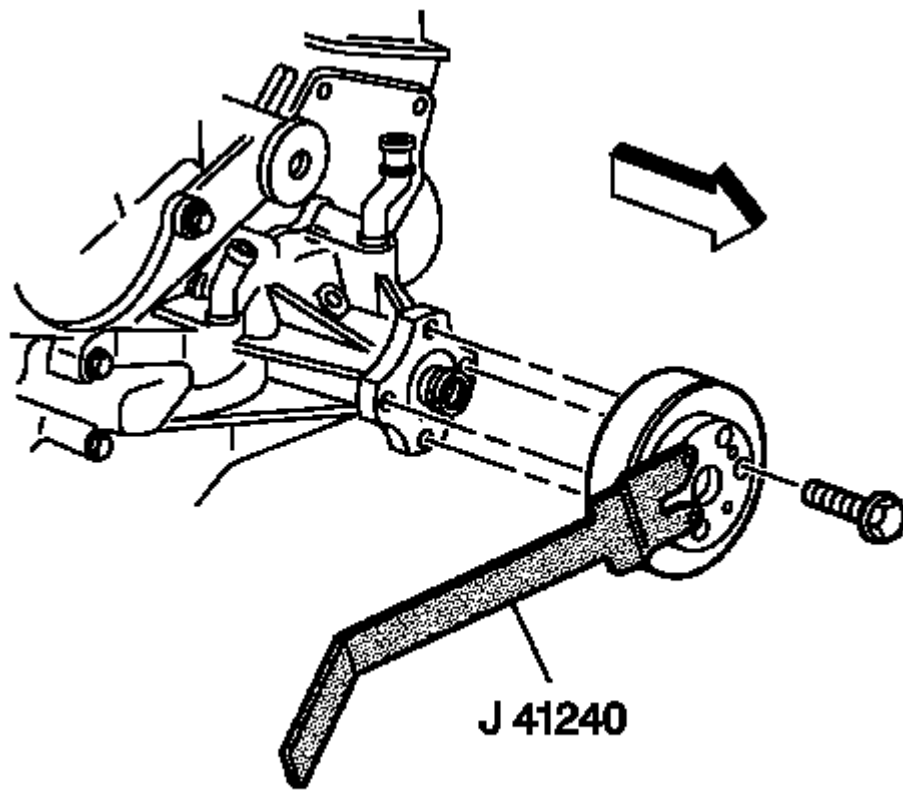


Fig. 769: Installing Fan, Water Pump Pulley & Bolts
Courtesy of GENERAL MOTORS CORP.

Exhaust Manifold Installation - Left

1. Install the NEW exhaust manifold gaskets.

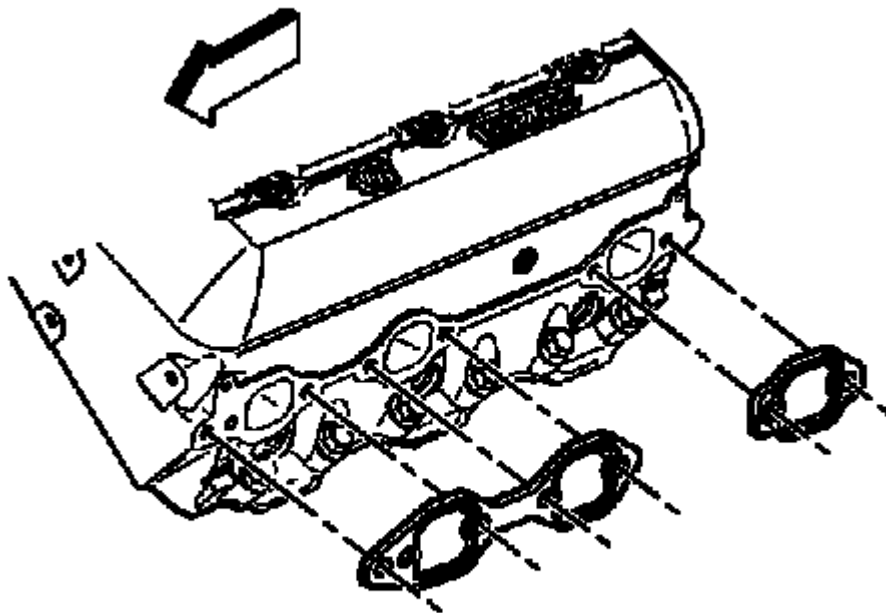


Fig. 770: Installing Exhaust Manifold Gaskets (Left)
Courtesy of GENERAL MOTORS CORP.

2. Install the exhaust manifold.

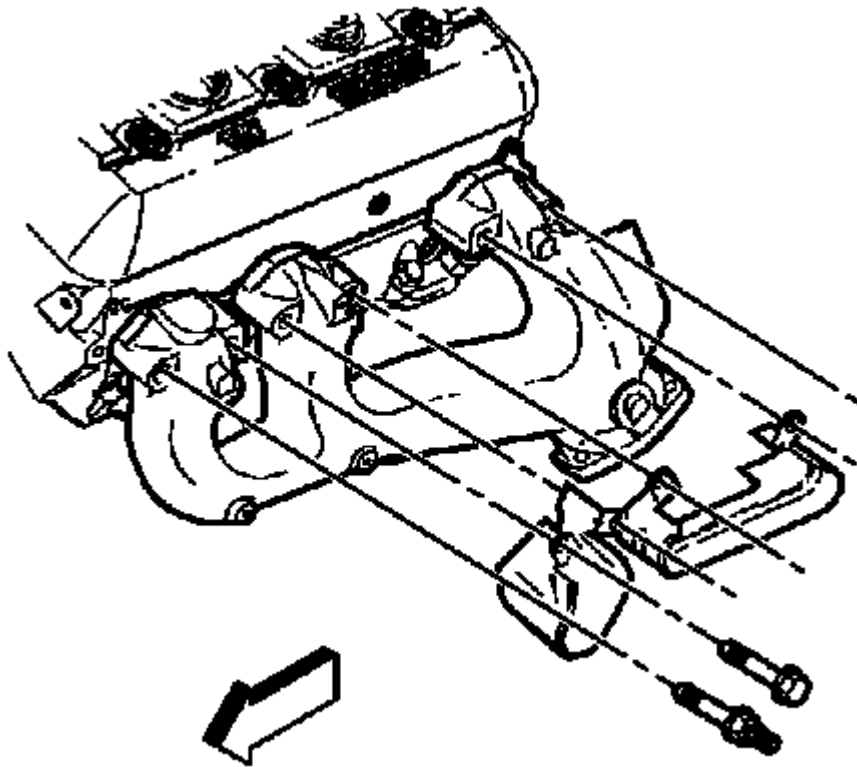


Fig. 771: Installing Exhaust Manifold (Left)
Courtesy of GENERAL MOTORS CORP.

3. Install the spark plug wire shields.
4. If reusing the fasteners, apply threadlock GM P/N 12345493 (Canadian P/N 10953488) or equivalent, to the threads of the exhaust manifold bolts and stud.

NOTE: Refer to Fastener Notice in Cautions and Notices.

5. Install the exhaust manifold bolts and stud.

Tighten:

1. Tighten the exhaust manifold bolts and stud on the first pass to 15 N.m (11 lb ft).
 2. Tighten the exhaust manifold bolts and stud on the final pass to 30 N.m (22 lb ft).
6. Install the spark plug wires to the spark plug wire retainers.
 7. Install the spark plug wires onto the spark plugs.

Exhaust Manifold Installation - Right

1. Install the NEW exhaust manifold gaskets.

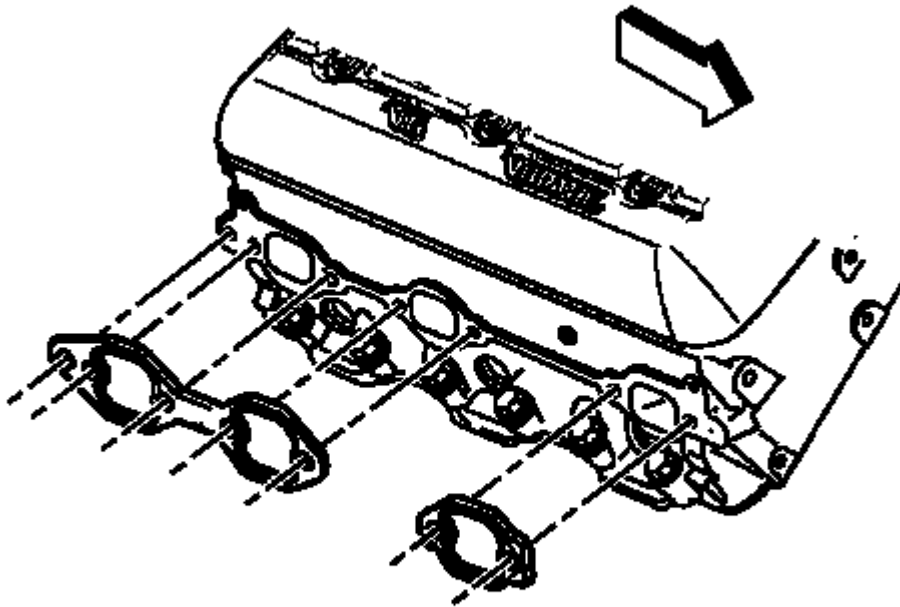


Fig. 772: Installing Exhaust Manifold Gaskets (Right)
Courtesy of GENERAL MOTORS CORP.

2. Install the exhaust manifold.

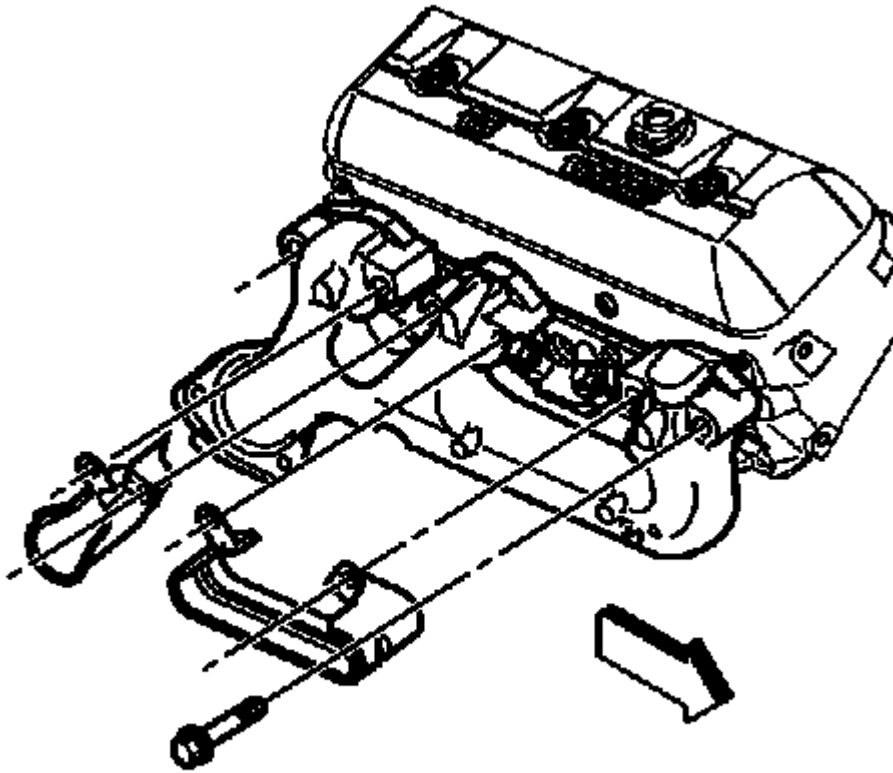


Fig. 773: Installing Exhaust Manifold (Right)
Courtesy of GENERAL MOTORS CORP.

3. Install the spark plug wire shields.
4. If reusing the fasteners, apply threadlock GM P/N 12345493 (Canadian P/N 10953488) or equivalent, to the threads of the exhaust manifold bolts.

NOTE: Refer to Fastener Notice in Cautions and Notices.

5. Install the exhaust manifold bolts.

Tighten:

1. Tighten the exhaust manifold bolts on the first pass to 15 N.m (11 lb ft).
 2. Tighten the exhaust manifold bolts on the final pass to 30 N.m (22 lb ft).
6. Install the spark plug wires to the spark plug wire retainers.
 7. Install the spark plug wires onto the spark plugs.

Clutch Pilot Bearing Installation

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

1. Install the NEW clutch pilot bearing using a suitable clutch pilot bearing installation tool.
2. Measure to ensure the proper installation depth is obtained.

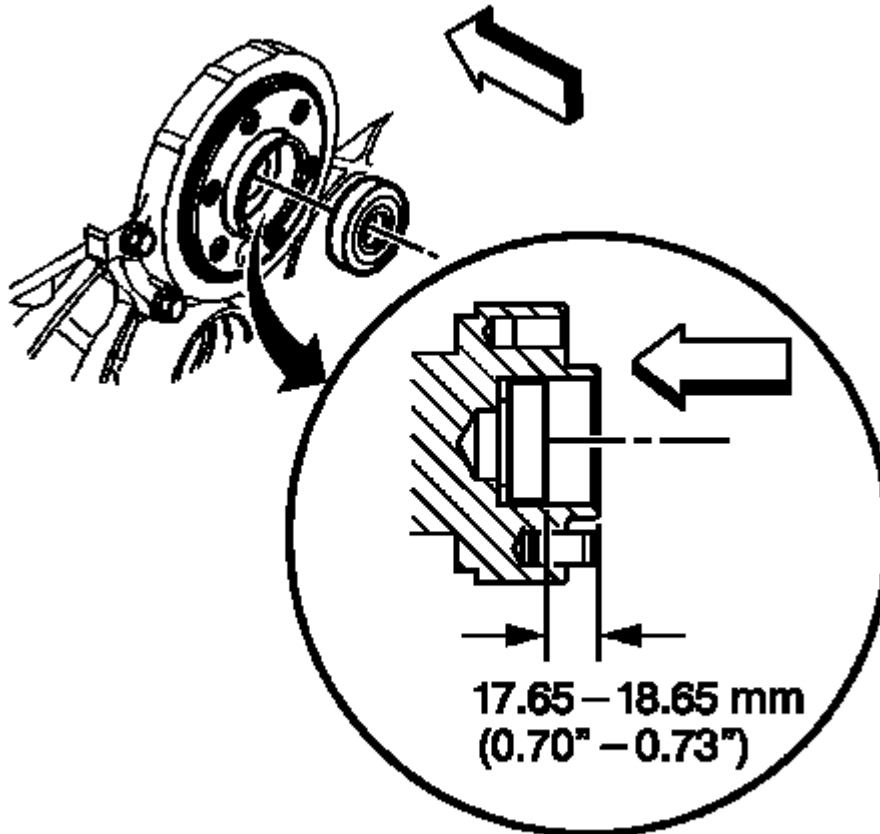


Fig. 774: Clutch Pilot Bearing Proper Installation Position
Courtesy of GENERAL MOTORS CORP.

Engine Flywheel Installation

IMPORTANT: If replacing the engine flywheel, manual transmission, note the position and length of the original flywheel weights, if applicable. Flywheel weights of the same length must be installed into the new engine flywheel in the same location as the old flywheel weights were in the old engine flywheel.

1. Note the position of the flywheel weights and install the NEW flywheel weights as required.

A properly installed flywheel weight will be flush or slightly below flush with the face of the engine flywheel.

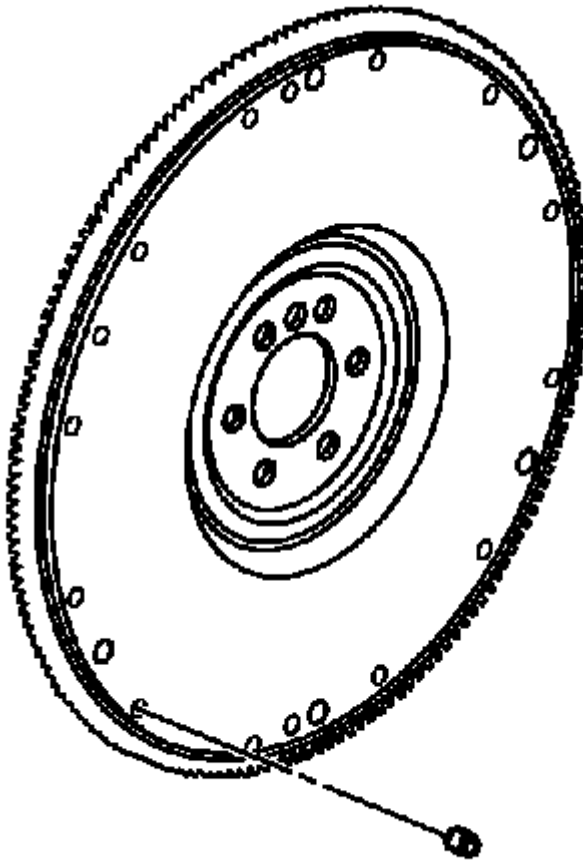


Fig. 775: Locating Flywheel Weights (Manual Transmission)
Courtesy of GENERAL MOTORS CORP.

2. Install the engine flywheel (1 or 2) to the crankshaft.

Align the engine flywheel locator hole to the flywheel locator pin.

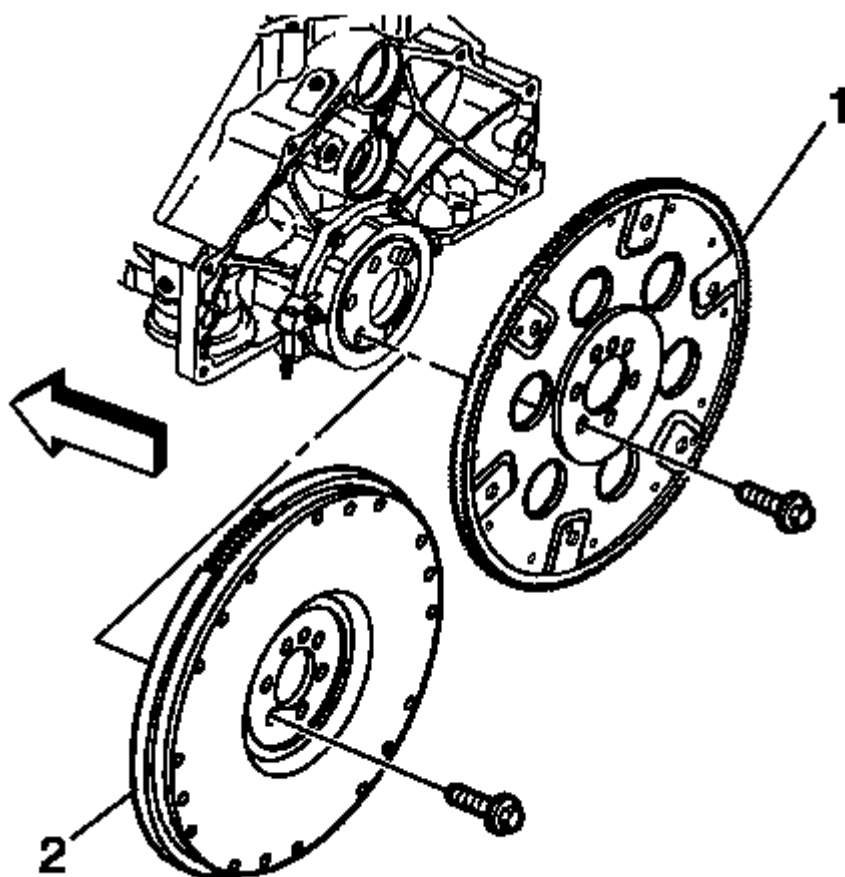


Fig. 776: Installing Engine Flywheels
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install the engine flywheel bolts.

Tighten: Tighten the engine flywheel bolts in sequence to 100 N.m (74 lb ft).

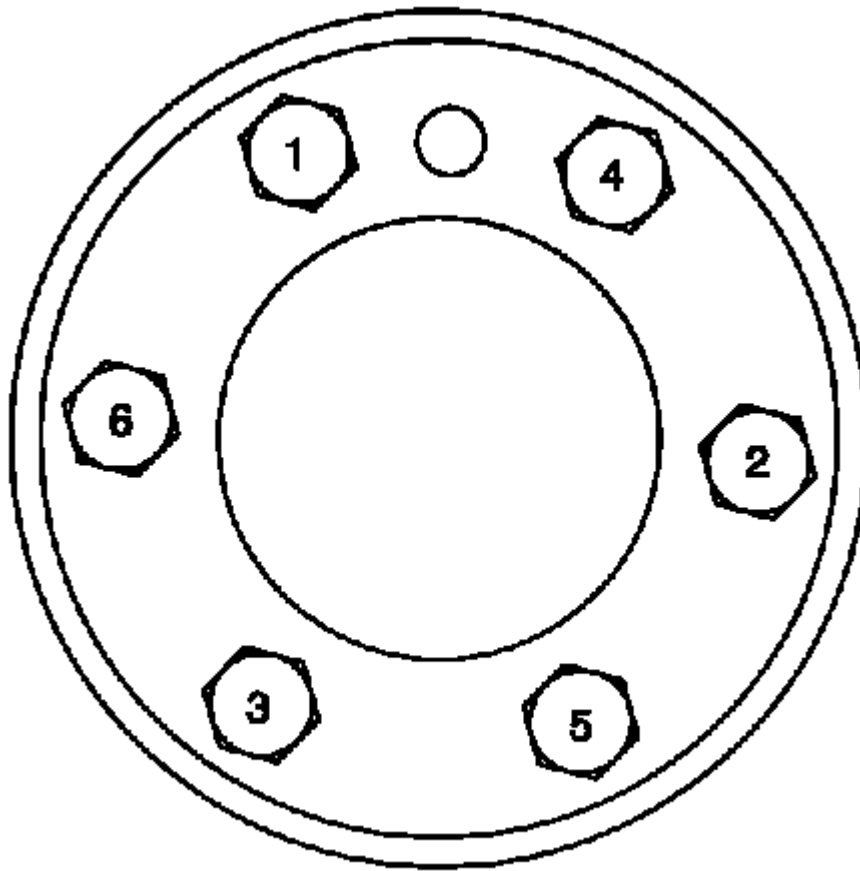


Fig. 777: Identifying Flywheel Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

DESCRIPTION AND OPERATION

CRANKCASE VENTILATION SYSTEM DESCRIPTION

A crankcase ventilation system is used in order to provide a more complete scavenging of crankcase vapors. The air cleaner supplies fresh air through a filter to the crankcase. The crankcase mixes the fresh air with blow-by gases. This mixture then passes through a crankcase ventilation valve into the intake manifold.

The primary control is through the crankcase ventilation valve (1), which meters the flow at a rate depending on the manifold vacuum.

In order to maintain an idle quality, the crankcase ventilation valve restricts the flow when the intake manifold vacuum is high. If abnormal operating conditions arise, the system is designed in order to allow the excessive amounts of blow-by gases to back flow through the crankcase vent tube into the air cleaner in order to be consumed by normal combustion.

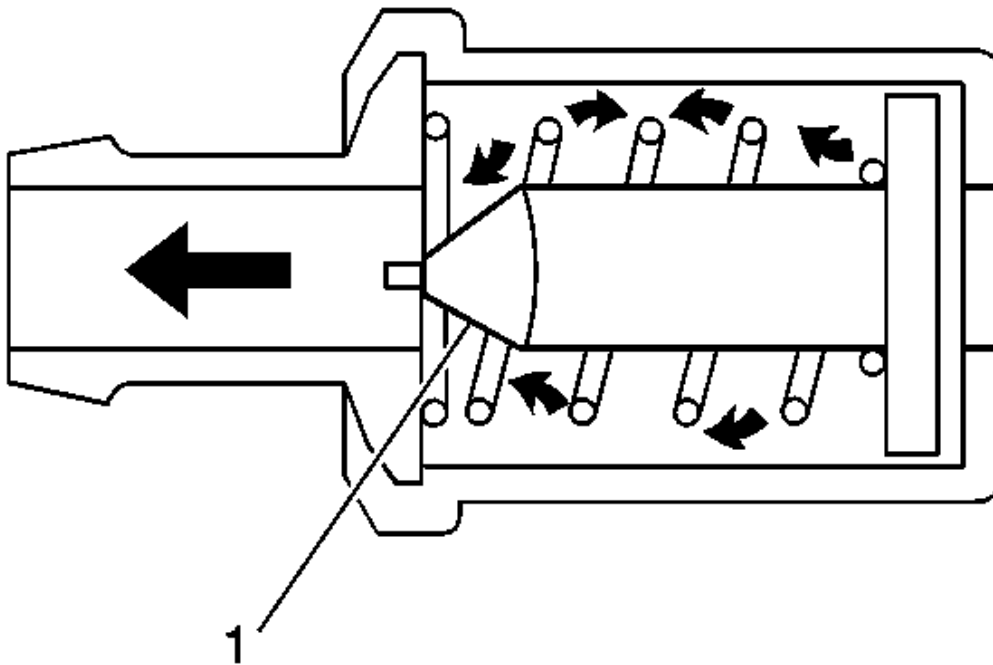


Fig. 778: Crankcase Ventilation

Courtesy of GENERAL MOTORS CORP.

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 1 belt or 2 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

Balance Shaft

The cast iron balance shaft is mounted in the crankcase above and in-line with the camshaft. A camshaft gear drives the gear attached to the balance shaft. The front end of the balance shaft is supported by a ball-type bearing. The rear end of the balance shaft uses a sleeve-type bearing.

Camshaft

The steel camshaft is supported by four bearings pressed into the engine block. The camshaft timing chain sprocket mounted to the front of the camshaft is driven by the crankshaft sprocket through a camshaft timing chain.

Crankshaft

The cast nodular iron crankshaft is supported by four crankshaft bearings. The number four crankshaft bearing at the rear of the engine is the end thrust bearing. The crankshaft bearings are retained by bearing caps that are machined with the engine block for proper alignment and clearances. The crankshaft position sensor reluctor ring has three lugs used for crankshaft timing and is constructed of powdered metal. The crankshaft position sensor reluctor ring has a slight interference fit onto the crankshaft and an internal keyway for correct positioning.

Cylinder Heads

The cast iron cylinder heads have one intake and one exhaust valve for each cylinder. A spark plug is located between the valves in the side of the cylinder head. The valve guides and seats are integral to the cylinder head. The 4.3L heavy duty applications have pressed in exhaust valve seats. The valve rocker arms are positioned on the valve rocker arm supports and retained by a bolt.

Engine Block

The cast iron engine block has six cylinders arranged in a V shape with three cylinders in each bank. Starting at the front side of the engine block, the cylinders in the left bank are numbered 1-3-5 and cylinders in the right bank are numbered 2-4-6 (when viewed from the rear). The firing order of the cylinders is 1-6-5-4-3-2. The cylinders are encircled by coolant jackets.

Exhaust Manifolds

The cast iron exhaust manifolds direct exhaust gases from the combustion chambers to the exhaust system.

Intake Manifold

The intake manifold is a two-piece design. The upper portion is made from a composite material and the lower portion is cast aluminum. The throttle body attaches to the upper manifold. The Central Multipoint Flexible Injection system uses multiple fuel injectors to meter and distribute fuel to each engine cylinder. The Central (MFI) is retained by a bracket bolted to the lower intake manifold. The fuel meter body also houses the pressure regulator. Metal inlet and outlet fuel lines and nylon delivery tubes connect to the Central (MFI) unit. The delivery tubes independently distribute fuel to each cylinder through injectors located at the port entrance of each manifold runner where the fuel is atomized.

Piston and Connecting Rod Assemblies

The cast aluminum pistons use two compression rings and one oil control assembly. The piston is a low friction, lightweight design with a flat top and barrel shaped skirt. The piston pins are offset 0.9 mm (0.0354 in) toward the major thrust side (right side) to reduce piston slap as the connecting rod travels from one side of the piston to the other side after a stroke. The piston pins have a floating fit in the piston and are retained by a press fit in the connecting rod. The connecting rods are forged steel. The connecting rods are machined with the rod cap installed for proper clearances and alignments.

Valve Train

Motion is transmitted from the camshaft through the hydraulic roller valve lifters and the tubular valve pushrods to the roller type valve rocker arms. The roller type valve rocker arm pivots on a needle type bearing in order to open the valve. The valve rocker arms for each bank of cylinders are mounted to a one piece valve rocker arm support. Each valve rocker arm is retained on the valve rocker arm support and the cylinder head by a bolt. The hydraulic valve lifters keep all the parts of the valve train in constant contact. Each hydraulic valve lifter acts as an automatic adjuster and maintains zero lash in the valve train. This eliminates the need for periodic valve adjustment.

NEW PRODUCT INFORMATION

The purpose of New Product Information is to highlight or indicate important product changes from the previous model year.

Changes may include one or more of the following items:

- A component comparison from the previous year

- Fastener changes
- Torque values and/or fastener tightening strategies
- Changed engine specifications
- New sealants and/or adhesives
- Disassembly and assembly procedure revisions
- Engine mechanical diagnostic procedure revisions
- New special tools required

Component Comparison

- Engine Oil Level Sensor has been deleted completely in 2004
- Timing Chain Tensioner has been added

Torque Values and/or Fastener Tightening Strategies

Addition of timing tensioner bolt torque

Changed Engine Specifications

No changes for 2004.

New Sealants and/or Adhesives

No new sealants or adhesives for 2004.

Disassembly and Assembly Procedure Revisions

Timing chain disassembly and assembly procedures changed due to the addition of the timing chain tensioner.

Engine Mechanical Diagnostic Procedure Revisions

No changes for 2004.

New Special Tools Required

- J 45059 Angle Meter has been added
- J 36660-A Torque Angle Meter has been deleted for 2004

LUBRICATION DESCRIPTION

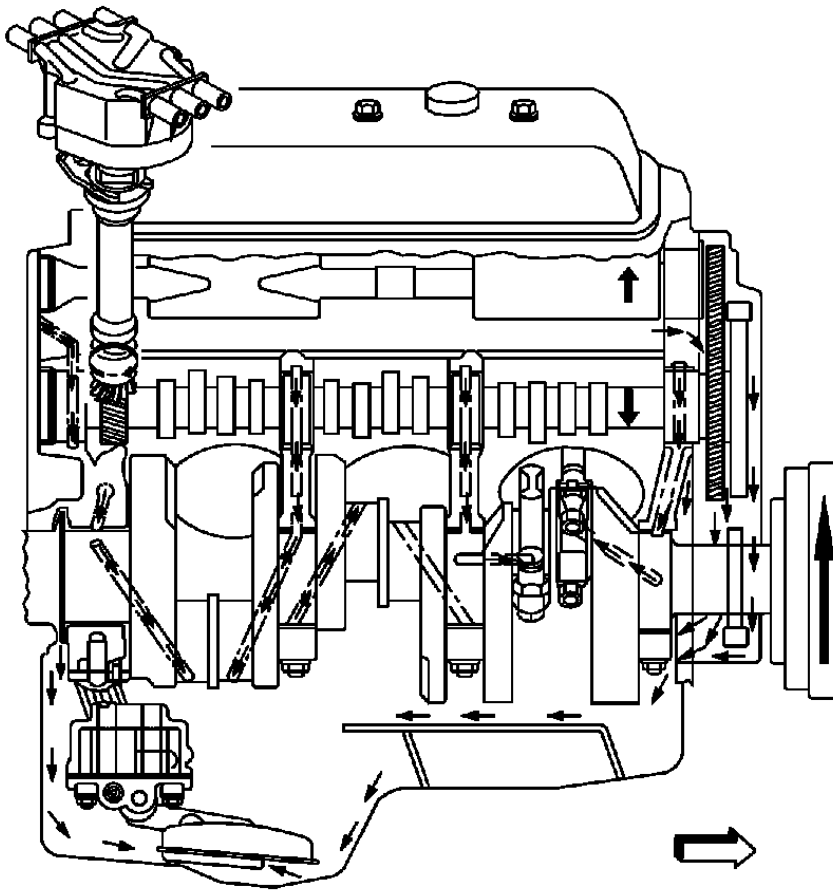


Fig. 779: Engine Lubrication
 Courtesy of GENERAL MOTORS CORP.

Full pressure lubrication, through a full-flow oil filter is supplied by a gear-type oil pump. Oil is drawn up through the oil pump screen and passes through the pump to the oil filter. The oil filter is a full-flow paper element unit with an anti-drain back valve. An oil filter bypass valve is used to ensure adequate oil supply, in the event the filter becomes plugged or develops excessive pressure drop. Filtered oil flows into the main gallery and then to the camshaft, the balance shaft, the rear bearing, and the crankshaft bearings. The valve lifter oil gallery supplies oil to the valve lifters. Oil flows from the valve lifters through the hollow valve pushrods to the valve rocker arms. Oil drains back to the crankcase through the oil drain holes in the cylinder head. The camshaft timing chain is drip fed from the front camshaft bearing. The pistons and piston pins are lubricated by oil splash.

CLEANLINESS AND CARE

- Throughout this section, it should be understood that proper cleaning and protection of machined surfaces and friction areas is part of the repair procedure. This is considered standard shop practice even if not specifically stated.
- When any internal engine parts are serviced, care and cleanliness is important.

- When components are removed for service, the components should be marked, organized or retained in a specific order for re-assembly.
- At the time of installation, the components should be installed in the same location and with the same mating surface as when removed.
- An automobile engine is a combination of many machined, honed, polished and lapped surfaces with tolerances that are measured in millimeters or thousandths of an inch. The surfaces should be protected to avoid component damage.
- Apply a liberal amount of clean engine oil to friction areas during assembly.
- Proper lubrication will protect and lubricate friction areas during initial operation.

SEPARATING PARTS

IMPORTANT: Many internal engine components will develop specific wear patterns on their friction surfaces.
When disassembling the engine, internal components MUST be separated, marked and organized in a way to ensure reinstallation to original location and position.

Mark or identify the following components:

- Piston and the piston pin
- Piston to the specific cylinder bore
- Piston rings to the specific cylinder bore
- Connecting rod to the crankshaft journal
- Connecting rod to connecting rod cap
- Crankshaft bearings and connecting rod bearings
- Engine camshaft and valve lifters
- Valve lifters, valve rocker arms, and valve rocker arm supports
- Valve to the valve guide
- Valve spring to cylinder head location
- Engine block bearing cap location and direction
- Oil pump drive and driven gears

REPLACING ENGINE GASKETS

Gasket Reuse and Applying Sealant

- Do not reuse any gasket unless specified.
- Gaskets that can be reused will be identified in the service procedure.
- Do not apply sealant to any gasket or sealing surface unless specified in the service procedure.

Separating Components

- Use a rubber mallet in order to separate the components.
- Bump the part sideways in order to loosen the components.
- Bumping of the component should be done at bends or reinforced areas of the component to prevent distortion of the components.

Cleaning Gasket Surfaces

- Use care to avoid gouging or scraping the sealing surfaces.
- Use a plastic or wood scraper in order to remove all the sealant from the components.

Do not use any other method or technique to remove the sealant or the gasket material from a part.

- Do not use abrasive pads, sand paper, or power tools to clean the gasket surfaces.
 - These methods of cleaning can cause damage to the component sealing surfaces.
 - Abrasive pads also produce a fine grit that the oil filter cannot remove from the engine oil.

This fine grit is an abrasive and can cause internal engine damage.

Assembling Components

- Assemble components using only the sealant (or equivalent) that is specified in the service procedure.
- Sealing surfaces must be clean and free of debris or oil.
- Specific components such as crankshaft oil seals or valve stem oil seals may require lubrication during assembly.
- Components requiring lubrication will be identified in the service procedure.
- Apply only the amount of sealant specified in the service procedure to a component.
- Do not allow the sealant to enter into any blind threaded holes, as the sealant may prevent the fastener from clamping properly or cause component damage when tightened.

IMPORTANT: Do not overtighten the fasteners.

- Tighten the fasteners to the proper specifications.

USE OF ROOM TEMPERATURE VULCANIZING (RTV) AND ANAEROBIC SEALER**Sealant Types**

IMPORTANT: The correct sealant and amount of sealant must be used in the proper location to prevent oil leaks, coolant leaks, or the loosening of the fasteners. DO NOT interchange the sealants. Use only the sealant, or equivalent, as specified in the service procedure.

The following 2 major types of sealant are commonly used in engines:

- Anaerobic sealant room temperature vulcanizing (RTV)
- Anaerobic sealant, which include the following:
 - Gasket eliminator
 - Pipe
 - Threadlock

Anaerobic Type Room Temperature Vulcanizing (RTV) Sealant

Anaerobic type room temperature vulcanizing (RTV) sealant cures when exposed to air. This type of sealant is used where 2 components, such as the intake manifold and the engine block, are assembled together.

Use the following information when using RTV sealant:

- Do not use RTV sealant in areas where extreme temperatures are expected. These areas include:
 - The exhaust manifold
 - The head gasket
 - Any other surfaces where a different type of sealant is specified in the service procedure
- Always follow all the safety recommendations and the directions that are on the RTV sealant container.
- Use a plastic or wood scraper in order to remove all the RTV sealant from the components.

NOTE: Do not allow the RTV sealant to enter any blind threaded hole. RTV sealant that is allowed to enter a blind threaded hole can cause hydraulic lock of the fastener when the fastener is tightened. Hydraulic lock of a fastener can lead to damage to the fastener and/or the components. Hydraulic lock of a fastener can also prevent the proper clamping loads to be obtained when the fastener is tightened. Improper clamping loads can prevent proper sealing of the components allowing leakage to occur. Preventing proper fastener tightening can allow the components to loosen or separate leading to extensive engine damage.

- The surfaces to be sealed must be clean and dry.
- Use a RTV sealant bead size as specified in the service procedure.
- Apply the RTV sealant bead to the inside of any bolt holes areas.

IMPORTANT: Do not wait for the RTV sealant to skin over.

- Assemble the components while the RTV sealant is still wet to the touch, within 3 minutes.

IMPORTANT: Do not overtighten the fasteners.

- Tighten the fasteners in sequence, if specified, and to the proper torque specifications.

Anaerobic Type Gasket Eliminator Sealant

Anaerobic type gasket eliminator sealant cures in the absence of air. This type of sealant is used where 2 rigid parts, such as castings, are assembled together. When 2 rigid parts are disassembled and no sealant or gasket is readily noticeable, then the 2 parts were probably assembled using an anaerobic type gasket eliminator sealant.

Use the following information when using gasket eliminator sealant:

- Always follow all the safety recommendations and directions that are on the gasket eliminator sealant container.
- Apply a continuous bead of gasket eliminator sealant to one flange.

The surfaces to be sealed must be clean and dry.

NOTE: Do not allow the sealant to enter a blind hole. The sealant may prevent the fastener from achieving proper clamp load, cause component damage when the fastener is tightened, or lead to component failure.

- IMPORTANT:**
- Gasket eliminator sealed joint fasteners that are partially torqued and the gasket eliminator sealant allowed to cure more than 5 minutes, may result in incorrect shimming and sealing of the joint.
 - Do not overtighten the fasteners.
 - Apply the gasket eliminator sealant evenly to get a uniform thickness of the gasket eliminator sealant on the sealing surface.
 - Tighten the fasteners in sequence, if specified, and to the proper torque specifications.
 - After properly tightening the fasteners, remove the excess gasket eliminator sealant from the outside of the joint.

Anaerobic Type Threadlock Sealant

Anaerobic type threadlock sealant cures in the absence of air. This type of sealant is used for threadlocking and sealing of bolts, fittings, nuts, and studs. This type of sealant cures only when confined between 2 close fitting metal surfaces.

Use the following information when using threadlock sealant:

- Always follow all safety recommendations and directions that are on the threadlock sealant container.
- The threaded surfaces to be sealed must be clean and dry.
- Apply the threadlock sealant as specified on the threadlock sealant container.

- IMPORTANT:**
- Fasteners that are partially torqued and then the threadlock sealant allowed to cure more than 5 minutes, may result in incorrect clamp load of assembled components.
 - Do not overtighten the fasteners.

- Tighten the fasteners in sequence, if specified, and to the proper torque specifications.

Anaerobic Type Pipe Sealant

Anaerobic type pipe sealant cures in the absence of air and remains pliable when cured. This type of sealant is used where 2 parts are assembled together and require a leak proof joint.

Use the following information when using pipe sealant:

- Do not use pipe sealant in areas where extreme temperatures are expected. These areas include:
 - The exhaust manifold
 - The head gasket
 - Surfaces where a different sealant is specified
- Always follow all the safety recommendations and the directions that are on the pipe sealant container.
- The surfaces to be sealed must be clean and dry.
- Use a pipe sealant bead of the size or quantity as specified in the service procedure.

NOTE: **Do not allow the sealant to enter a blind hole. The sealant may prevent the fastener from achieving proper clamp load, cause component damage when the fastener is tightened, or lead to component failure.**

- Apply the pipe sealant bead to the inside of any bolt hole areas.
- Apply a continuous bead of pipe sealant to one sealing surface.

IMPORTANT: Do not overtighten the fasteners.

- Tighten the fasteners in sequence, if specified, and to the proper torque specifications.

TOOLS AND EQUIPMENT

Special tools are listed and illustrated throughout this section with a complete listing at the end of the section. The tools (or the equivalents) are specially designed to quickly and safely accomplish the operations for which the tools are intended. The use of special tools will also minimize possible damage to engine components. Some precision measuring tools are required for inspection of certain critical components. Torque wrenches and a torque angle meter are necessary for the proper tightening of various fasteners.

To properly service the engine assembly, the following items should be readily available:

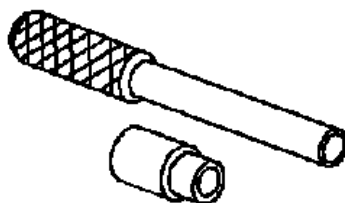
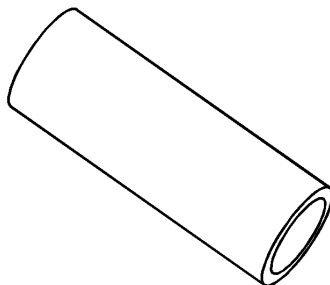
- Approved eye protection and safety gloves
- A clean, well-lit, work area
- A suitable parts cleaning tank
- A compressed air supply
- Trays or storage containers to keep parts and fasteners organized

- An adequate set of hand tools
- Approved engine repair stand
- An approved engine lifting device that will adequately support the weight of the components

SPECIAL TOOLS AND EQUIPMENT

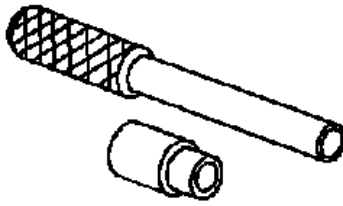
SPECIAL TOOLS

Special Tools

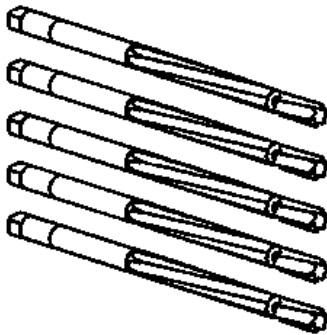
Illustration	Tool Number/ Description
	J 3049-A Valve Lifter Remover
	J 5239 Connecting Rod Bolt Guide Set
	J 5590 Pinion Bearing Race Installer - Rear
	J 5825-A

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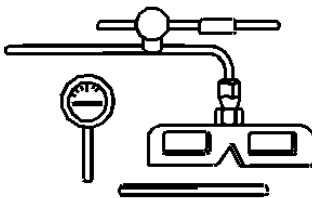
Crankshaft Gear Remover



J 5830-02
Valve Guide Reamer Set



J 5892-D
Valve Spring Compressor

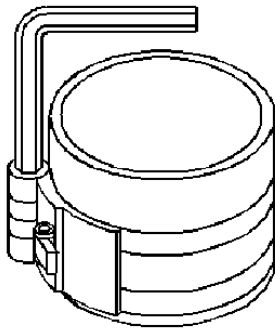
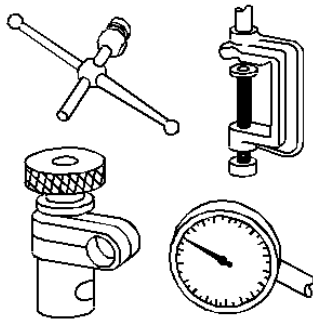


J 7872
Magnetic Base Dial Indicator

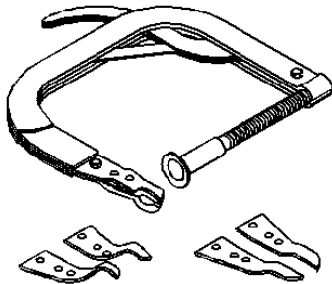
J 8001
Dial Indicator Set

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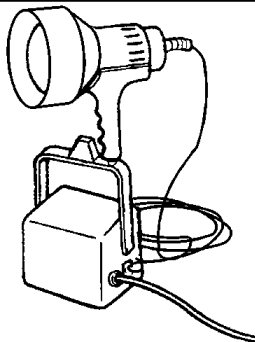
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J 8037
Ring Compressor

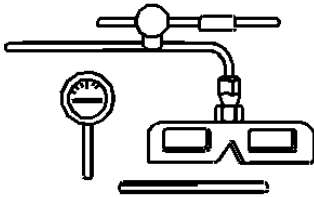


J 8062
Valve Spring Compressor

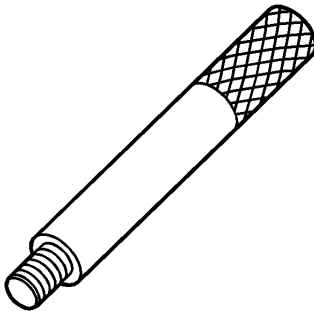


J 8087
Cylinder Bore Gage

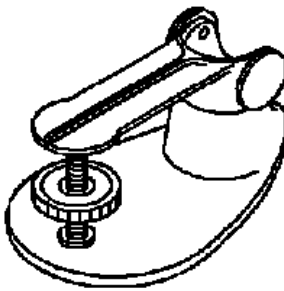
J 8089



Carbon Removing Brush



J 8092
Universal Driver Handle



J 9666
Valve Spring Tester



J 21882
Oil Suction Pipe Installer

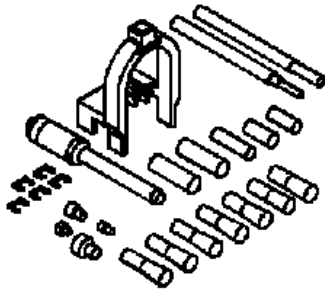
J 22794
Spark Plug Port Adapter

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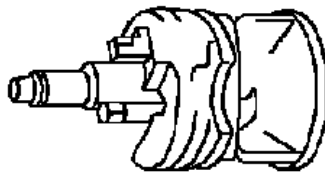
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J 23523-F
Balancer Remover and Installer



J 24086-C
Piston Pin Remover/Installer

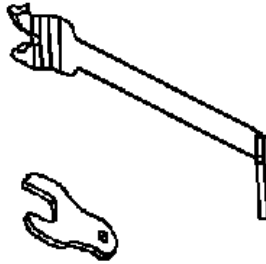


J 24270
Cylinder Bore Ridge Reamer

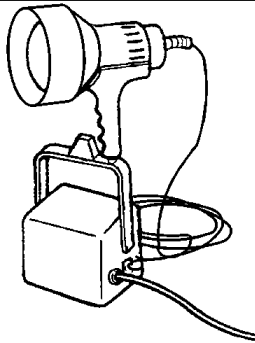
J 26941

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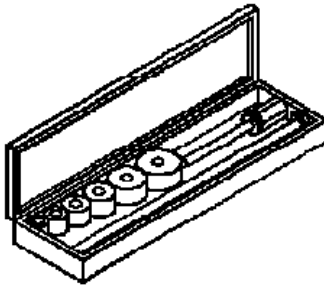
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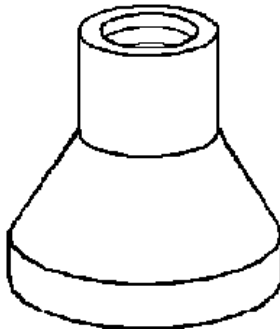
Bushing/Bearing Remover



J 28428-E
High Intensity Black Light



J 33049
Camshaft Bearing Service Kit



J 35468
Cover Aligner/Seal Installer

J 35621-B

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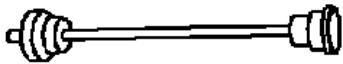
Rear Main Seal Installer



J 35667-A
Cylinder Head Leakdown Tester



J 36996
Balance Shaft Installer



J 38606
Valve Spring Compressor

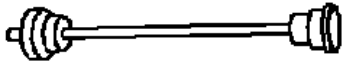


J 38834

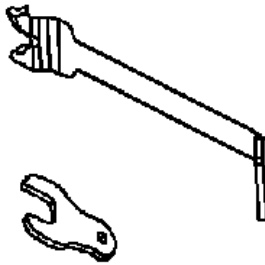
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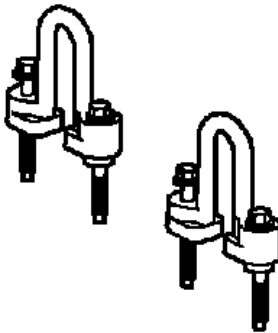
Balance Shaft Service Kit



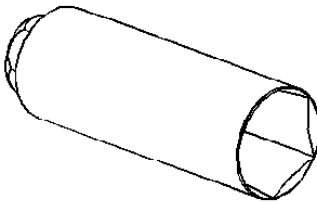
J 41240 Fan Clutch Remover and Installer



J 41427 Engine Lift Bracket

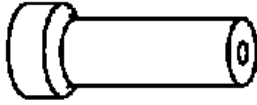


J 41712 Oil Pressure Switch Socket

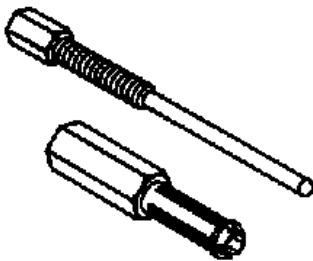


J 42073

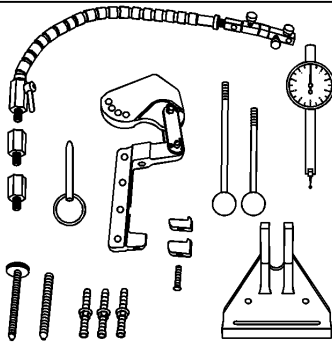
Valve Stem Seal Installer



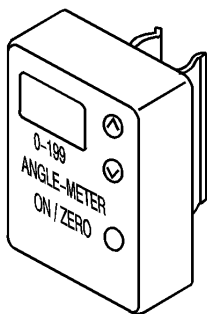
J 43276
Clutch Pilot Bearing Remover



J 43690
Rod Bearing Clearance Checking Tool



J 45059
Angle Meter



J 45299
Engine Preluber

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