

2006 Hummer H3

2006 ENGINE Engine Mechanical - 3.5L (L52) - H3

2006 ENGINE**Engine Mechanical - 3.5L (L52) - H3****SPECIFICATIONS****FASTENER TIGHTENING SPECIFICATIONS****Fastener Tightening Specifications**

Application	Specifications	
	Metric	English
A/C Compressor Hose/Pipe Bracket Bolt	9 N.m	80 lb in
A.I.R. Cover Stud	25 N.m	18 lb ft
Balance Shaft Retaining Bolt	10 N.m	89 lb in
Balance Shaft Chain Guide Bolt	10 N.m	89 lb in
Balance Shaft Chain Tensioner Bolt	10 N.m	89 lb in
Battery Negative Cable to Engine Block Bolt	35 N.m	26 lb in
Battery Positive Cable to Starter Terminal Nut	9 N.m	80 lb in
Camshaft Cap Bolt	12 N.m	106 lb in
Camshaft Cover Bolt	10 N.m	89 lb in
Camshaft Position Actuator Valve Bolt	10 N.m	89 lb in
Connecting Rod Cap Bolt		
• First Pass	25 N.m	18 lb ft
• Final Pass	110 degrees	
Coolant Temperature Sensor	16 N.m	12 lb ft
Crankshaft Balancer Bolt		
• First Pass	150 N.m	110 lb ft
• Final Pass	180 degrees	
Crankshaft Main Bearing Cap Bolt		
• First Pass	25 N.m	18 lb ft
• Final Pass	180 degrees	
Crankshaft Position Sensor Bolt	10 N.m	89 lb in
Crankshaft Rear Oil Seal Housing Bolt	10 N.m	89 lb in
Cylinder Head Access Hole Plug - Plastic	5 N.m	44 lb in
Cylinder Head Bolt - 12		

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• First Pass	30 N.m	22 lb ft
• Final Pass	155 degrees	
Cylinder Head End Bolts - 2 Short		
• First Pass	7 N.m	62 lb in
• Final Pass	60 degrees	
Cylinder Head End Bolts - 1 Long		
• First Pass	7 N.m	62 lb in
• Final Pass	120 degrees	
Cylinder Head Oil Gallery Plug	38 N.m	28 lb ft
Differential Carrier Assembly Bushing to Frame Bolt	152 N.m	112 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 Coolant Plug	50 N.m	37 lb ft
Engine Block Oil Gallery Plug - Side	35 N.m	26 lb ft
Engine Flywheel Bolt		
• First Pass	40 N.m	30 lb ft
• Final Pass	45 degrees	
Engine Front Cover Bolt	10 N.m	89 lb in
Engine Front Cover - Center - Small Bolt	8 N.m	71 lb in
Engine Front Cover Spacer Bolt	10 N.m	89 lb in
Engine Front Lift Bracket Bolt		
• First Pass	5 N.m	44 lb in
• Final Pass	50 N.m	37 lb ft
Engine Mount Bolt	50 N.m	37 lb ft
Engine Mount-to-Frame Bracket Bolt	85 N.m	63 lb ft
Engine Wiring Ground Lead Bolt	20 N.m	15 lb ft
Engine Wiring Harness Bracket Bolt	10 N.m	89 lb ft
EVAP Purge Solenoid Valve Bolt	10 N.m	89 lb in
Exhaust Camshaft Actuator Bolt		
• First Pass	25 N.m	18 lb ft
• Final Pass	135 degrees	

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Exhaust Camshaft Position Sensor Bolt	10 N.m	89 lb in
Exhaust Manifold Bolt		
• First Pass	20 N.m	15 lb ft
• Second Pass	20 N.m	15 lb ft
• Final Pass	20 N.m	15 lb ft
Exhaust Manifold Heat Shield Nut	10 N.m	89 lb in
Exhaust Manifold Heat Shield Stud	10 N.m	89 lb in
Fuel Hose/Pipe Bracket Nut	20 N.m	15 lb ft
Fuel Injector Rail Bolt	10 N.m	89 lb in
Fuel Pressure Regulator Bolt	8 N.m	70 lb in
Generator Mounting Bolt	50 N.m	37 lb in
Heater Inlet Pipe Bolt	10 N.m	89 lb in
Heater Outlet Fitting	45 N.m	33 lb ft
Ignition Control Module Bolt	10 N.m	89 lb in
Heater Outlet Hose/Pipe Bracket to Left Engine Mount Bolt	9 N.m	80 lb in
Intake Camshaft Position Sensor Bolt	10 N.m	89 lb in
Intake Camshaft Sprocket Bolt		
• First Pass	20 N.m	15 lb ft
• Final Pass	100 degrees	
Intake Manifold Bolt	10 N.m	89 lb in
Knock Sensor	25 N.m	18 lb ft
Oil Filter	30 N.m	22 lb ft
Oil Filter Adapter	50 N.m	37 lb ft
Oil Filter Bypass Hole Plug	14 N.m	124 lb in
Oil Level Indicator Tube Bolt	10 N.m	89 lb in
Oil Pan Bolt - Ends	10 N.m	89 lb in
Oil Pan Bolt - Sides	25 N.m	18 lb ft
Oil Pan Drain Plug	26 N.m	19 lb ft
Oil Pressure Switch	20 N.m	15 lb ft
Oil Pump Cover Bolt	10 N.m	89 lb in
Oil Pump Pipe and Screen Assembly Bolt	10 N.m	89 lb in
Oil Pump Pressure Relief Valve Plug	14 N.m	124 lb in
Power Steering Pump Bolt	25 N.m	18 lb ft

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Power Steering Pump Bracket Bolt	50 N.m	37 lb ft
Spark Plug	18 N.m	13 lb ft
Starter Motor Bolt	50 N.m	37 lb ft
Starter Motor Nut	50 N.m	37 lb ft
Starter Motor Stud	16 N.m	12 lb ft
Starter Solenoid -S Terminal Nut	3.5 N.m	31 lb in
Thermostat Housing bolt	10 N.m	89 lb in
Throttle Control Module Bolt	10 N.m	89 lb in
Timing Chain Tensioner Bolt	25 N.m	18 lb ft
Timing Chain Tensioner Guide Bolt	18 N.m	13 lb ft
Timing Chain Tensioner Shoe Bolt	25 N.m	18 lb ft
Timing Chain Top Guide Bolt	10 N.m	89 lb in
Torque Converter Bolts	60 N.m	44 lb ft
Transmission Mounting Bolts	50 N.m	37 lb ft
Transmission Oil Cooler Pipes Bracket Bolt	20 N.m	15 lb ft
Water Outlet Bolt	10 N.m	89 lb in
Water Pump Bolt	10 N.m	89 lb in
Water Pump Pulley Bolt	25 N.m	18 lb ft

ENGINE MECHANICAL SPECIFICATIONS

Engine Mechanical Specifications

Application	Specifications	
	Metric	English
General		
• Engine Type	In-Line-5	
• Displacement	3.5L	212 cu in
• RPO	L52	
• VIN	6	
• Bore	93 mm	3.66 in
• Stroke	102 mm	4.02 in
• Compression Ratio	10:1	
• Engine Compression Test	1482 kPa	215 psi
• Firing Order	1-3-5-4-2	

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• Spark Plug Gap	1.14-1.25 mm	0.044-0.050 in
Block		
• Crankshaft Main Bearing Bore Diameter	78.070-78.088 mm	3.0760-3.0766 in
• Cylinder Bore Diameter	92.990-93.006 mm	3.6638-3.6644 in
• Cylinder Bore Out-of-Round	0.013 mm	0.0005 in
• Cylinder Head Deck Surface Flatness	0.08 mm	0.003 in
• Cylinder Liner Recession	0.015 mm	0.0006 in
Camshaft		
• Camshaft End Play - Exhaust	0.045-0.215 mm	0.0017-0.0084 in
• Camshaft End Play - Intake	0.051-0.201 mm	0.0020-0.0079 in
• Camshaft Journal Diameter - All Intake and Exhaust #2-#7	26.936-26.960 mm	1.0612-1.0622 in
• Camshaft Journal Diameter - Exhaust #1	29.936-29.960 mm	1.1794-1.1804 in
• Camshaft Journal to Bore Clearance	0.040-0.085 mm	0.0015-0.0033 in
Connecting Rod		
• Connecting Rod Bearing Clearance	0.021-0.065 mm	0.0008-0.0025 in
• Connecting Rod Bore Diameter - Bearing End	60.332-60.338 mm	2.3749-2.3755 in
• Connecting Rod Bore Out-of-Round - Bearing End	0.006 mm	0.0002 in
Connecting Rod Side Clearance	0.05-0.35 mm	0.0019-0.0137 in
Crankshaft		
• Crankshaft End Play	0.112-0.388 mm	0.0044-0.0153 in
• Crankshaft Main Bearing Clearance	0.012-0.064 mm	0.0004-0.0025 in
• Crankshaft Main Journal Diameter	69.968-69.984 mm	2.7567-2.7574 in
• Crankshaft Main Journal Out-of-Round	0.005 mm	0.0002 in
• Crankshaft Main Journal Taper	0.005 mm	0.0002 in
Cylinder Head		
• Surface Flatness - Block Deck	0.08 mm	0.003 in

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• Surface Flatness - Exhaust Manifold Deck	0.08 mm	0.003 in
• Surface Flatness - Intake Manifold Deck	0.08 mm	0.003 in
Exhaust Manifold		
• Surface Flatness	0.08 mm	0.003 in
Lubrication System		
• Oil Capacity - with Filter	5.6 L	6.0 qts
• Oil Capacity - without Filter	5.1 L	5.5 qts
• Oil Pressure - Minimum	85 kPa	12 psi at 1200 RPM
Oil Pump		
• Gear Diameter - Drive	73.415-73.370 mm	2.893-2.891 in
• Gear Diameter - Driven	87-86.975 mm	3.428-3.426 in
• Gear Pocket - Depth	15.609-15.584 mm	0.615-0.614 in
• Gear Pocket - Diameter	87.065-87.040 mm	3.430-3.429 in
• Gear Thickness - Drive	15.546-15.521 mm	0.613-0.611 in
• Gear Thickness - Driven	15.360-15.511 mm	0.605-0.611 in
• Lobe Inner Diameter - Maximum	11.9 mm	0.469 in
• Relief Valve-to-Bore Clearance	2.57-1.63 mm	0.101-0.064 in
Piston Rings		
• Piston Ring End Gap - First Compression Ring	0.2-0.4 mm	0.0079-0.0157 in
• Piston Ring End Gap - Second Compression Ring	0.36-0.51 mm	0.0142-0.0201 in
• Piston Ring End Gap - Oil Control Ring	0.250-0.760 mm	0.0098-0.0299 in
• Piston Ring to Groove Clearance - First Compression Ring	0.043-0.093 mm	0.0017-0.0037 in
• Piston Ring to Groove Clearance - Second Compression Ring	0.053-0.093 mm	0.0021-0.0037 in
• Piston Ring to Groove Clearance - Oil Control Ring	0.059-0.215 mm	0.0023-0.0085 in

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Pistons and Pins

● Piston - Piston Diameter	92.963-92.977 mm	3.6627-3.6633 in
● Piston - Piston Pin Bore Diameter	23.002-23.008 mm	0.9056-0.9058 in
● Piston - Piston to Bore Clearance	0.013-0.043 mm	0.0004-0.0017 in
● Pin - Piston Pin Clearance to Connecting Rod Bore	0.001-0.018 mm	0.0004-0.0007 in
● Pin - Piston Pin Clearance to Piston Pin Bore	0.003-0.012 mm	0.00012-0.0005 in
● Pin - Piston Pin Diameter	22.996-22.999 mm	0.9054-0.9055 in

Valve System

● Valves - Valve Face Runout	0.038 mm	0.0015 in
● Valves - Valve Seat Runout	0.05 mm	0.002 in
● Valves - Valve Stem-to-Guide Clearance - Exhaust	0.0375-0.0775 mm	0.0015-0.0030 in
● Valves - Valve Stem-to-Guide Clearance - Intake	0.030-0.065 mm	0.0011-0.0025 in
● Valve Springs - Valve Spring Load - Closed	211-233 N at 35 mm	47.4-52.4 lb at 1.701 in
● Valve Springs - Valve Spring Load - Open	578-632 N at 24.5 mm	130-142 lb at 1.260 in

SEALERS, ADHESIVES, AND LUBRICANTS

Sealers, Adhesives, and Lubricants

Application	Type of Material	GM Part Number	
		United States	Canada
Camshaft Position Actuator Bolt	Sealant	12378521	88901148
Camshaft Position Sensor Bolt	Sealant	12378521	88901148
Coolant Sensor Threads	Sealant	12378521	88901148
Crankshaft Position Sensor Bolt	Sealant	12378521	88901148
Cylinder Block Heater Plug	Sealant	12378521	88901148
Cylinder Head Core Hole Plugs	Sealant	12378521	88901148
Cylinder Head Expansion Plugs			

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(Aluminum)	Sealant	12378521	88901148
Engine Block Oil Gallery Plugs	Sealant	123785214	88901148
Engine Block Plug	Sealant	12378521	88901148
Engine Front Cover Surface	(3-Bond) Sealant	12378521	88901148
Engine Oil	5W-30 Oil	12345610	993193
EVAP Purge Solenoid Valve Bolt	Sealant	12378521	88901148
Exhaust Manifold Bolt Threads	Threadlock	89021297	10953488
Exhaust Manifold Heat Shield Nuts	Anti-Sieze	12371386	993128
Lubricant	Lubricant	1052864	992881
Oil Level Indicator Tube Stud	Sealant	12378521	88901148
Oil Pan Surface	(3-Bond) Sealant	12378521	88901148
Oil Pressure Sensor Threads	Sealant	12378521	889011480
Oil Pump Pipe Bolt	Sealant	12378521	88901148
Parts Cleaner	Cleaner	12377981	10953463
PVC Hose	Lubricant	12345884	5728223
Rear Oil Seal Housing Surface	(3-Bond) Sealant	12378521	88901148
Throttle Control Module Bolt	Sealant	12378521	88901148
Timing Chain Guide Bolt	Threadlock	89021297	10953488

THREAD REPAIR SPECIFICATIONS**Engine Block - Top View**

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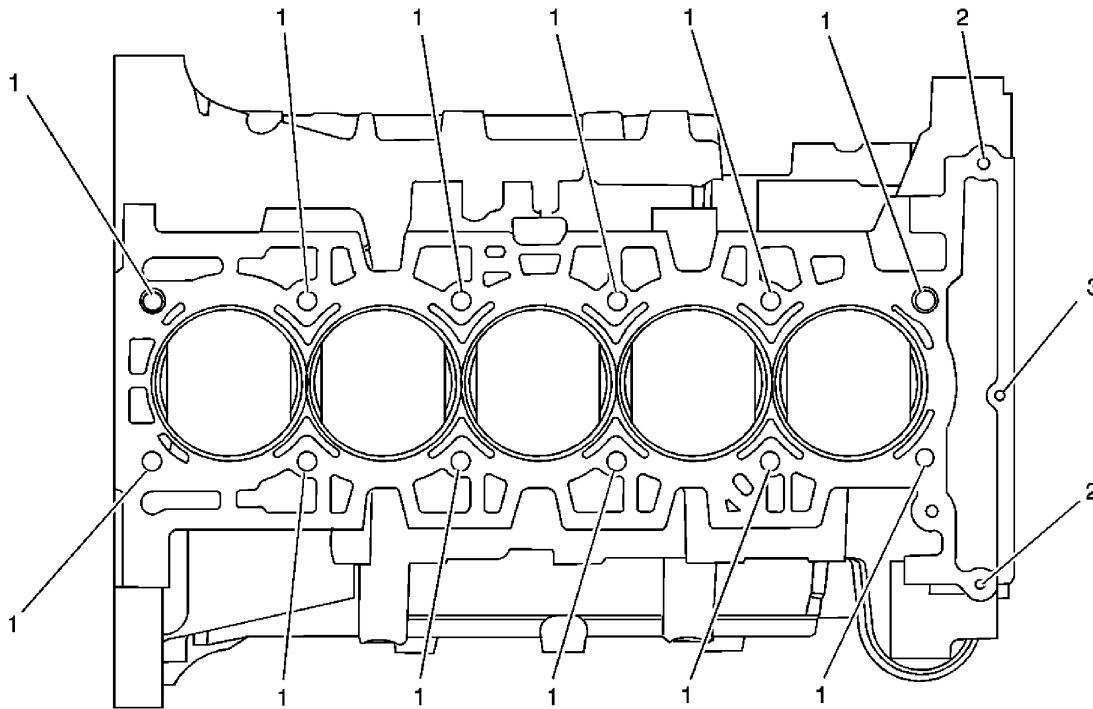


Fig. 1: Engine Block - Top View
 Courtesy of GENERAL MOTORS CORP.

Engine Block - Top View

Service Hole Location	Thread Size	Drill	Counterbore Tool	Stop Collar	Tap	Driver	Insert	Drill Depth (Max)		Tap Depth (Min)	
								mm	(in)	mm	(in)
J 42385-400 . See Special Tools.											
1	M 11 x 2	402	n/a	n/a	403	404	108	59	2.324	51	2.009
2	M 6 x 1	201	202	n/a	203	204	205	22	0.866	18	0.709
3	M 6 x 1	201	202	n/a	203	204	205	30	1.182	26	1.024

Engine Block - Bottom View

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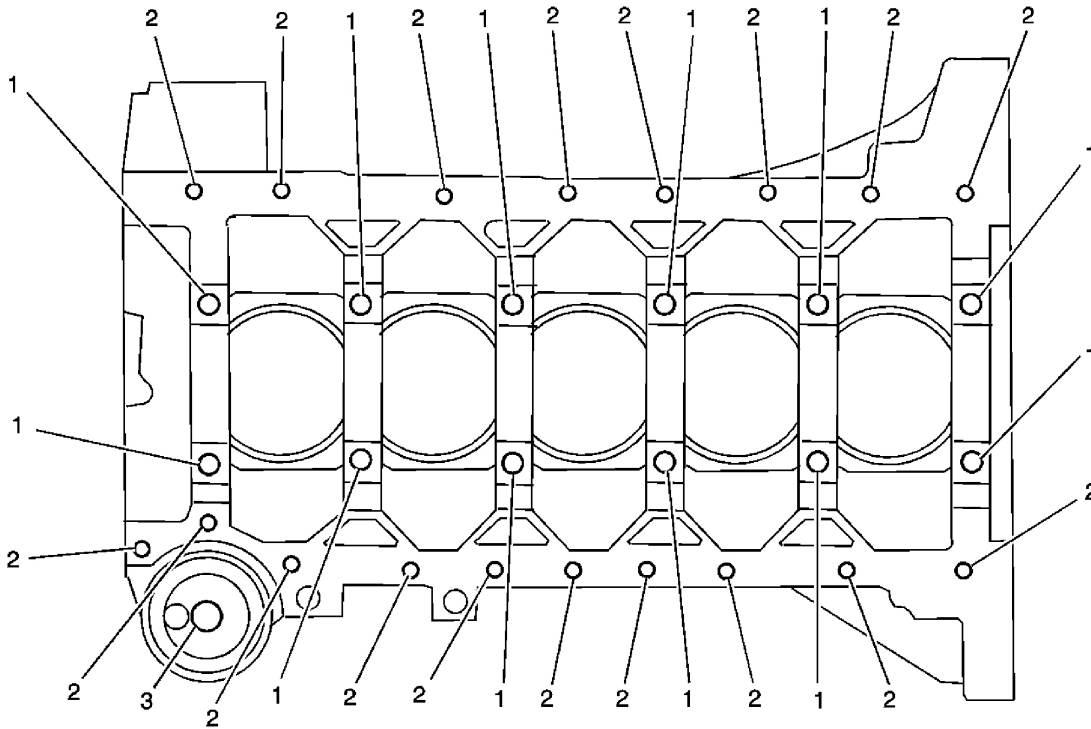


Fig. 2: Engine Block - Bottom View
 Courtesy of GENERAL MOTORS CORP.

Engine Block - Bottom View

Service Hole Location	Thread Size	Drill	Counterbore Tool	Stop Collar	Tap	Driver	Insert	Drill Depth (Max)		Tap Depth (Min)	
								mm	(in)	mm	(in)
J 42385-400 . See Special Tools.											
1	M 10 x 1.5	417	n/a	n/a	418	419	420	49	1.93	42	1.655
2	M 8 x 1.25	206	207	n/a	208	209	210	30	1.182	25	0.985
3	M 10 x 1.5	417	n/a	n/a	418	419	420	30	1.182	25	0.985

Engine Block - Left Side View

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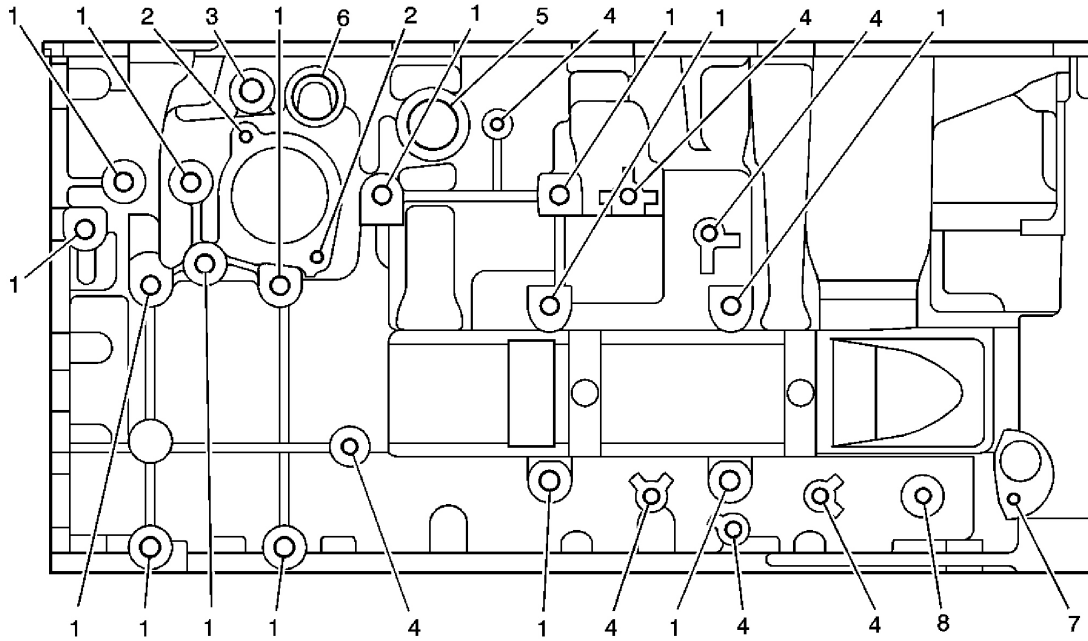


Fig. 3: Engine Block - Left Side View
 Courtesy of GENERAL MOTORS CORP.

Engine Block - Left Side View

Service Hole Location	Thread Size	Drill	Counterbore Tool	Stop Collar	Tap	Driver	Insert	Drill Depth (Max)		Tap Depth (Min)	
								mm	(in)	mm	(in)
J 42385-400 . See Special Tools.											
1	M 10 x 1.5	211	212	n/a	213	214	420	33	1.3	27	1.063
2	M 6 x 1	201	202	n/a	203	204	205	22	0.866	18	0.709
3	M 12 x 1.75	856	857	n/a	858	859	416	33	1.3	17	0.669
4	M 8x 1.25	206	207	n/a	208	209	210	25	0.985	20	0.788
5	M 28x 1.25	n/a	n/a	n/a	n/a	n/a	n/a	25	0.985	17	0.669
6	M 24 x 1.5	n/a	n/a	n/a	n/a	n/a	n/a	30	1.182	20	0.788
7	M 6 x 1	201	202	n/a	203	204	205	19	0.748	15	0.591
8	M 6 x 1	206	207	n/a	208	209	210	19	0.748	15	0.591

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Engine Block - Right Side View

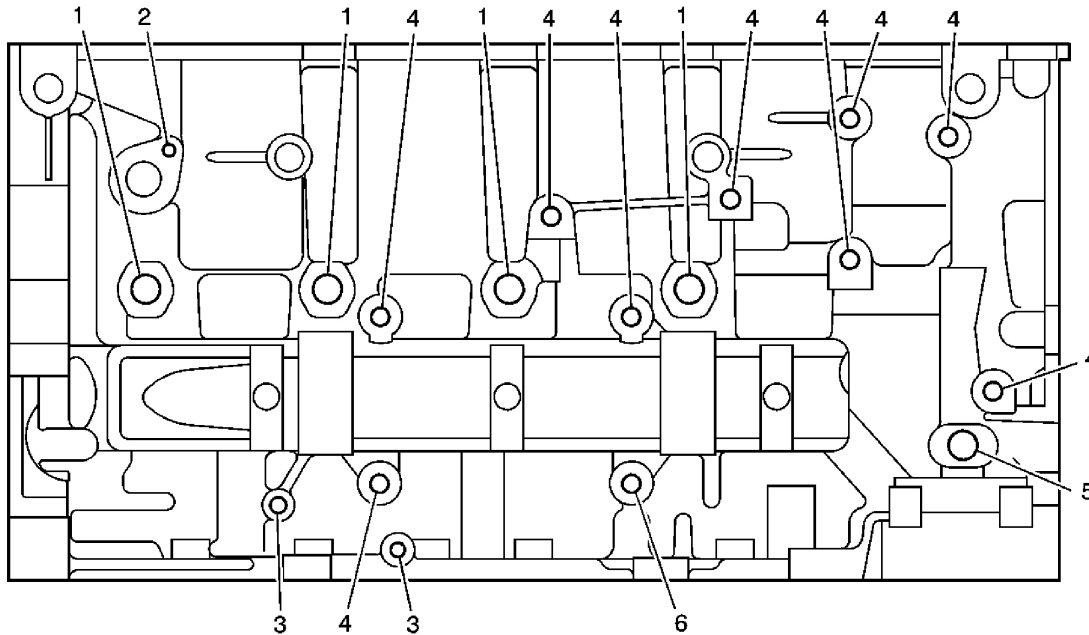


Fig. 4: Engine Block - Right Side View
 Courtesy of GENERAL MOTORS CORP.

Engine Block - Right Side View

Service Hole Location	Thread Size	Drill	Counterbore Tool	Stop Collar	Tap	Driver	Insert	Drill Depth (Max)		Tap Depth (Min)	
								mm	(in)	mm	(in)
J 42385-400 . See Special Tools.								mm	(in)	mm	(in)
1	M 16 x 1.5	n/a	n/a	n/a	n/a	n/a	n/a	32	1.260	23	0.906
2	M 6 x 1	201	202	n/a	203	204	205	22	0.866	18	0.709
3	M 8 x 1.25	206	207	n/a	208	209	210	23	0.906	18	0.709
4	M 10 x 1.5	211	212	n/a	213	214	420	33	1.300	27	1.063
5	M 16 x 2.0	n/a	n/a	n/a	n/a	n/a	n/a	29	1.142	16	1.024
6	M 10 x 1.5	211	212	n/a	213	214	420	23	0.906	18	0.709

Engine Block - Front View

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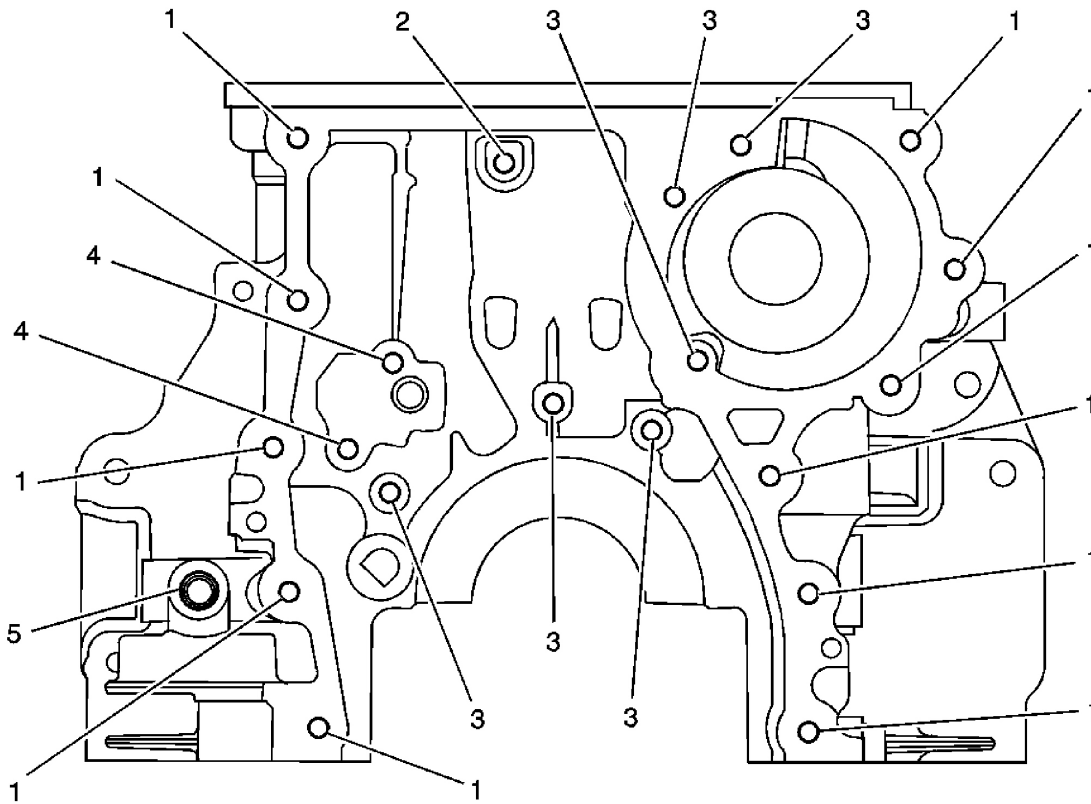


Fig. 5: Engine Block - Front View
 Courtesy of GENERAL MOTORS CORP.

Engine Block - Front View

Service Hole Location	Thread Size	Drill	Counterbore Tool	Stop Collar	Tap	Driver	Insert	Drill Depth (Max)		Tap Depth (Min)	
								mm	(in)	mm	(in)
J 42385-400 . See Special Tools.											
1	M 6 x 1	405	n/a	407	203	204	205	30	1.182	26	1.024
2	M 6 x 1	201	202	n/a	203	204	205	18	0.709	14	0.551
3	M 6 x 1	201	202	n/a	203	204	205	22	0.866	18	0.709
4	M 8 x 1.25	206	207	n/a	208	209	210	23	0.906	18	0.709
5	M 16 x 1.5	405	n/a	407	203	204	205	24	0.945	16	0.630

Engine Block - Rear View

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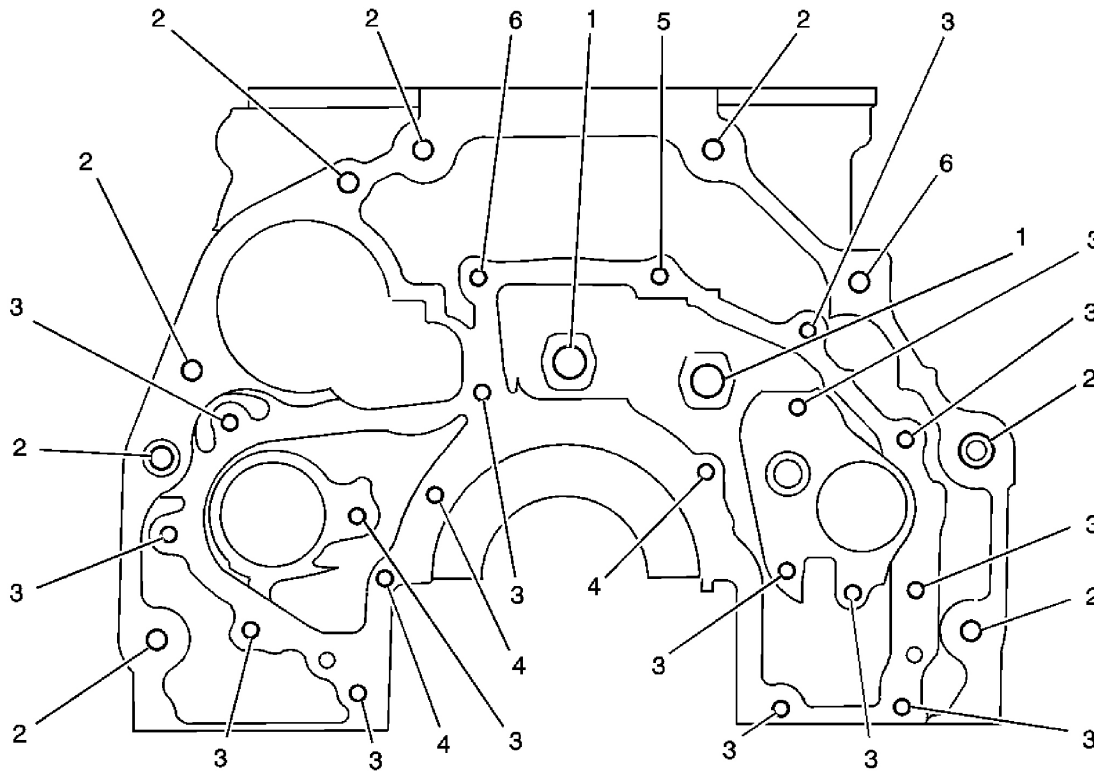


Fig. 6: Engine Block - Rear View
 Courtesy of GENERAL MOTORS CORP.

Engine Block - Rear View

Service Hole Location	Thread Size	Drill	Counterbore Tool	Stop Collar	Tap	Driver	Insert	Drill Depth (Max)		Tap Depth (Min)	
								mm	(in)	mm	(in)
J 42385-400 . See Special Tools.											
1	M 16 x 1.5	n/a	n/a	n/a	n/a	n/a	n/a	39	1.536	33	1.300
2	M 10 x 1.5	211	212	n/a	213	214	420	39	1.536	33	1.300
3	M 6 x 1	201	202	n/a	203	204	205	20	0.788	16	0.630
4	M 8 x 1	206	207	n/a	208	209	210	39	1.536	33	1.300
5	M 6 x 1	211	212	n/a	213	214	215	39	1.536	33	1.300
6	M 10 x 1.5	211	212	n/a	213	214	215	57	2.245	54	2.127

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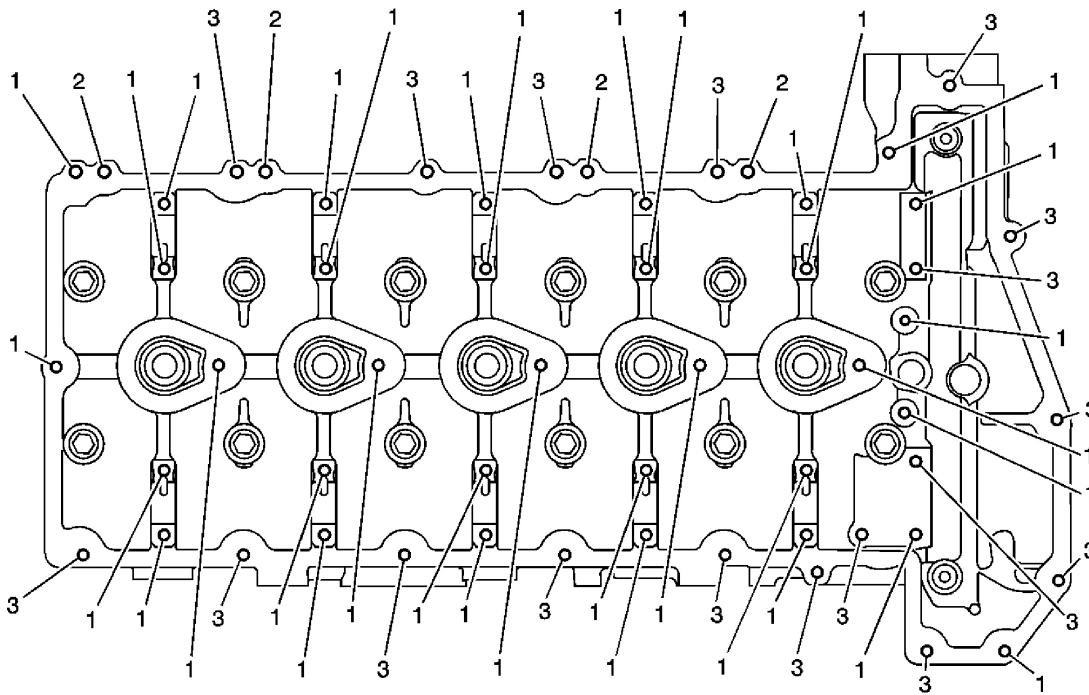


Fig. 7: Cylinder Head - Top View
 Courtesy of GENERAL MOTORS CORP.

Cylinder Head - Top View

Service Hole Location	Thread Size	Drill	Counterbore Tool	Stop Collar	Tap	Driver	Insert	Drill Depth (Max)		Tap Depth (Min)	
								mm	(in)	mm	(in)
J 42385-400 . See Special Tools.								mm	(in)	mm	(in)
1	M 6 x 1	405	n/a	406	203	204	205	28	1.103	24	0.945
2	M 6 x 1	201	202	n/a	203	204	205	THRU		THRU	
3	M 6 x 1	201	202	n/a	203	204	205	22	0.866	18	0.709

Cylinder Head - End - Front View

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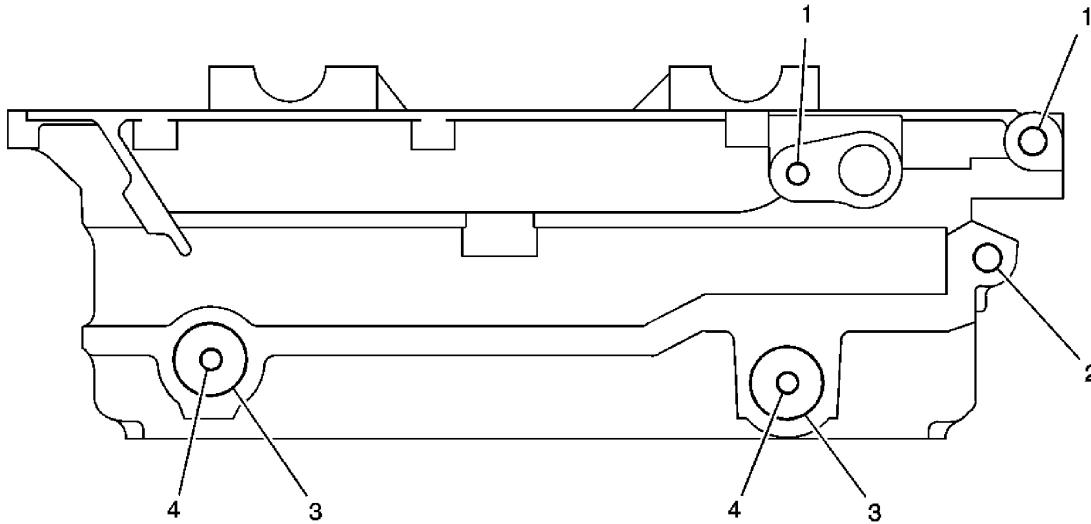


Fig. 8: Cylinder Head - End - Front View
 Courtesy of GENERAL MOTORS CORP.

Cylinder Head - End - Front View

Service Hole Location	Thread Size	Drill	Counterbore Tool	Stop Collar	Tap	Driver	Insert	Drill Depth (Max)		Tap Depth (Min)	
								mm	(in)	mm	(in)
J 42385-400 . See Special Tools.											
1	M 6 x 1	201	202	n/a	203	204	205	28	1.103	22	0.866
2	M 10 x 1.5	211	212	n/a	213	214	215	28	1.103	22	0.866
3	M 24 x 1.5	n/a	n/a	n/a	n/a	n/a	n/a	THRU		THRU	
4	M 8 x 1.25	206	207	n/a	208	209	210	28	1.103	23	0.906

Cylinder Head - End - Rear View

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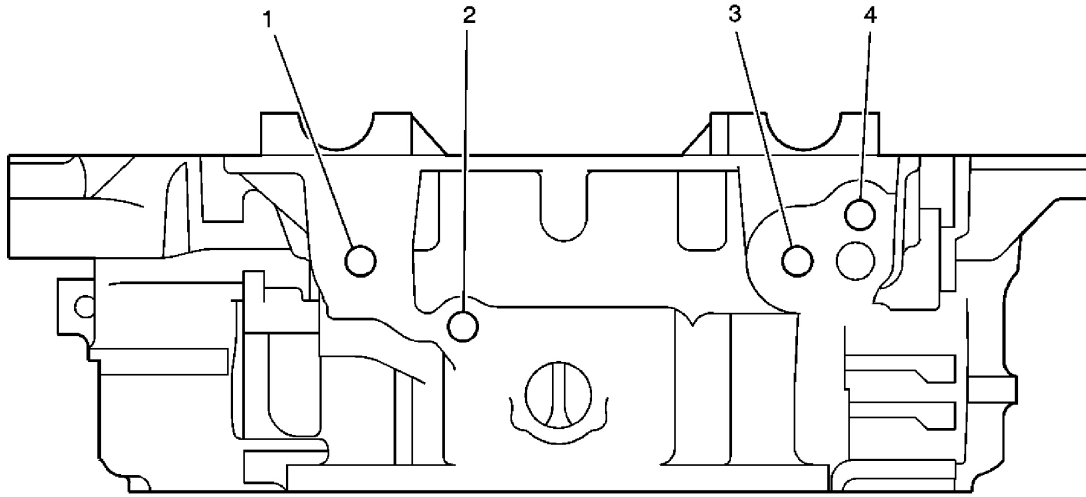


Fig. 9: Cylinder Head - End - Rear View
 Courtesy of GENERAL MOTORS CORP.

Cylinder Head - End - Rear View

Service Hole Location	Thread Size	Drill	Counterbore Tool	Stop Collar	Tap	Driver	Insert	Drill Depth (Max)		Tap Depth (Min)	
								mm	(in)	mm	(in)
J 42385-400 . See Special Tools.								mm	(in)	mm	(in)
1	M 14 x 1.5	409	410	n/a	411	412	413	36	1.418	28	1.103
2	M 10 x 1.5	409	410	n/a	411	412	413	28	1.103	22	0.866
3	M 14 x 1.5	211	212	n/a	213	214	215	36	1.418	28	1.103
4	M 10 x 1.5	211	212	n/a	213	214	215	28	1.103	22	0.866

Cylinder Head - Intake Manifold Deck View

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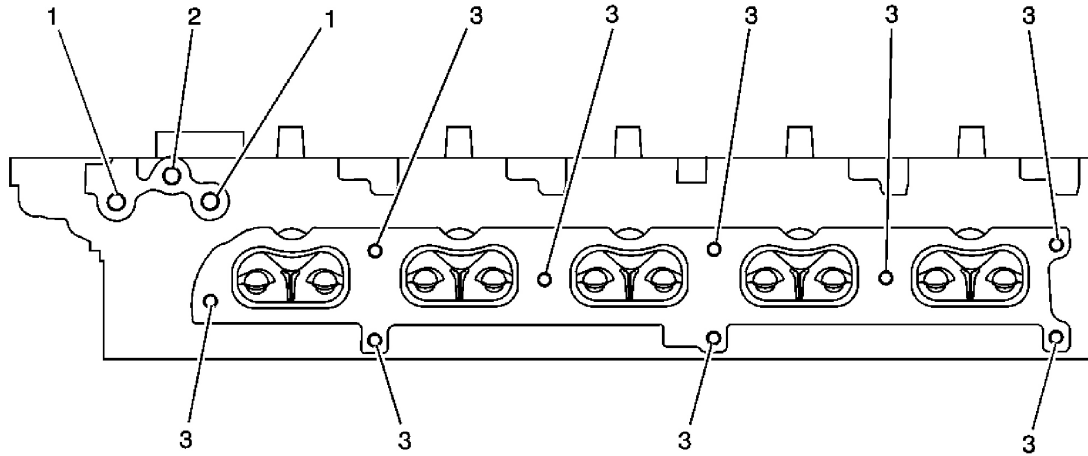
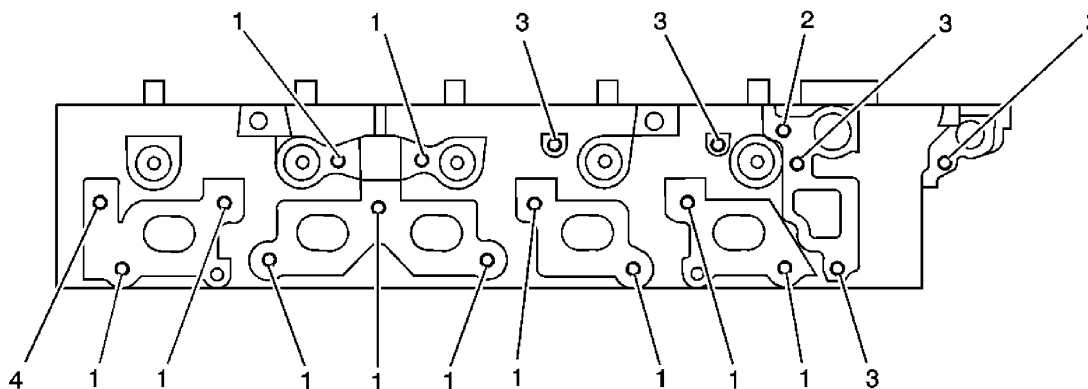


Fig. 10: Cylinder Head - Intake Manifold Deck View
 Courtesy of GENERAL MOTORS CORP.

Cylinder Head - Intake Manifold Deck View

Service Hole Location	Thread Size	Drill	Counterbore Tool	Stop Collar	Tap	Driver	Insert	Drill Depth (Max)		Tap Depth (Min)	
								mm	(in)	mm	(in)
J 42385-400 . See Special Tools.											
1	M 10 x 1.5	211	212	n/a	213	214	420	33	1.3	27	1.063
2	M 10 x 1.5	211	212	n/a	213	214	215	28	1.103	22	0.866
3	M 6 x 1	201	202	n/a	203	204	205	23	0.906	18	0.709

Cylinder Head - Exhaust Manifold Deck View



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Fig. 11: Cylinder Head - Exhaust Manifold Deck View
 Courtesy of GENERAL MOTORS CORP.

Cylinder Head - Exhaust Manifold Deck View

Service Hole Location	Thread Size	Drill	Counterbore Tool	Stop Collar	Tap	Driver	Insert	Drill Depth (Max)		Tap Depth (Min)	
								mm	(in)	mm	(in)
J 42385-400 . See Special Tools.											
1	M 8 x 1.25	206	207	n/a	208	209	210	28	1.103	23	0.906
2	M 6 x 1	201	202	n/a	203	204	205	22	0.866	18	0.709
3	M 6 x 1	405	n/a	406	203	204	205	28	1.103	23	0.906
4	M 10 x 1.5	417	n/a	n/a	418	419	420	53	2.088	45	1.773

Oil Pan - Bottom View

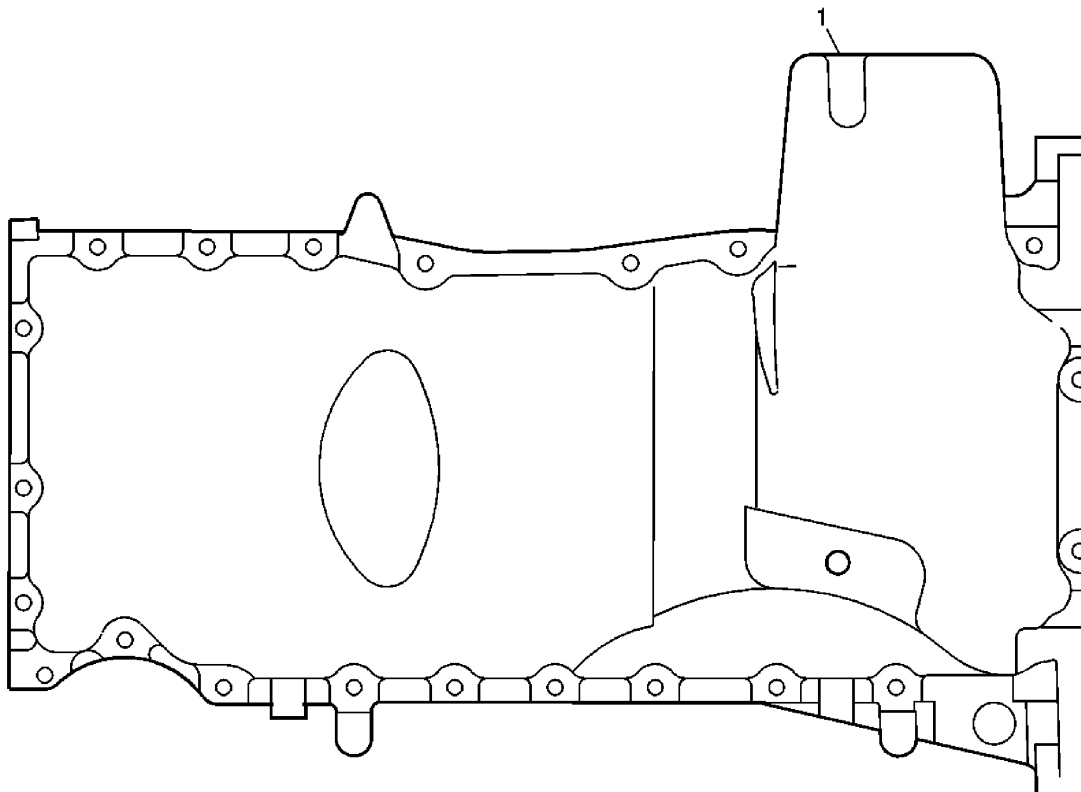


Fig. 12: Oil Pan - Bottom View
 Courtesy of GENERAL MOTORS CORP.

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Oil Pan - Bottom View

Service Hole Location	Thread Size	Drill	Counterbore Tool	Stop Collar	Tap	Driver	Insert	Drill Depth (Max)		Tap Depth (Min)	
								mm	(in)	mm	(in)
J 42385-400 . See Special Tools.											
1	M 8 x 1.25	206	207	n/a	208	209	415	THRU		THRU	

Oil Pan - Rear View

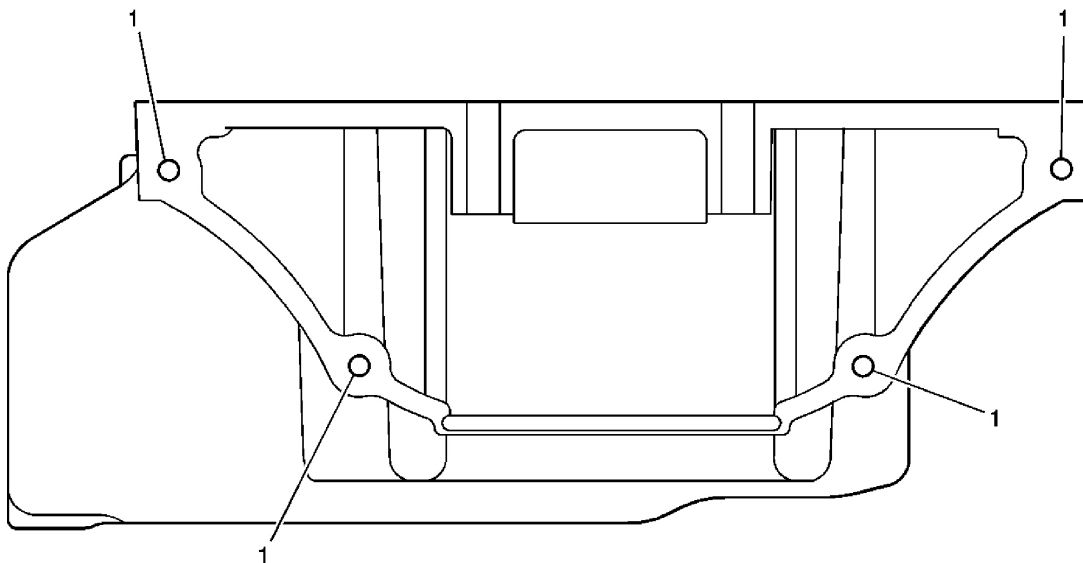


Fig. 13: Oil Pan - Rear View

Courtesy of GENERAL MOTORS CORP.

Oil Pan - Rear View

Service Hole Location	Thread Size	Drill	Counterbore Tool	Stop Collar	Tap	Driver	Insert	Drill Depth (Max)		Tap Depth (Min)	
								mm	(in)	mm	(in)
J 42385-400 . See Special Tools.											
1	M 10 x 1.5	211	212	n/a	213	214	215	THRU		THRU	

Engine Front Cover

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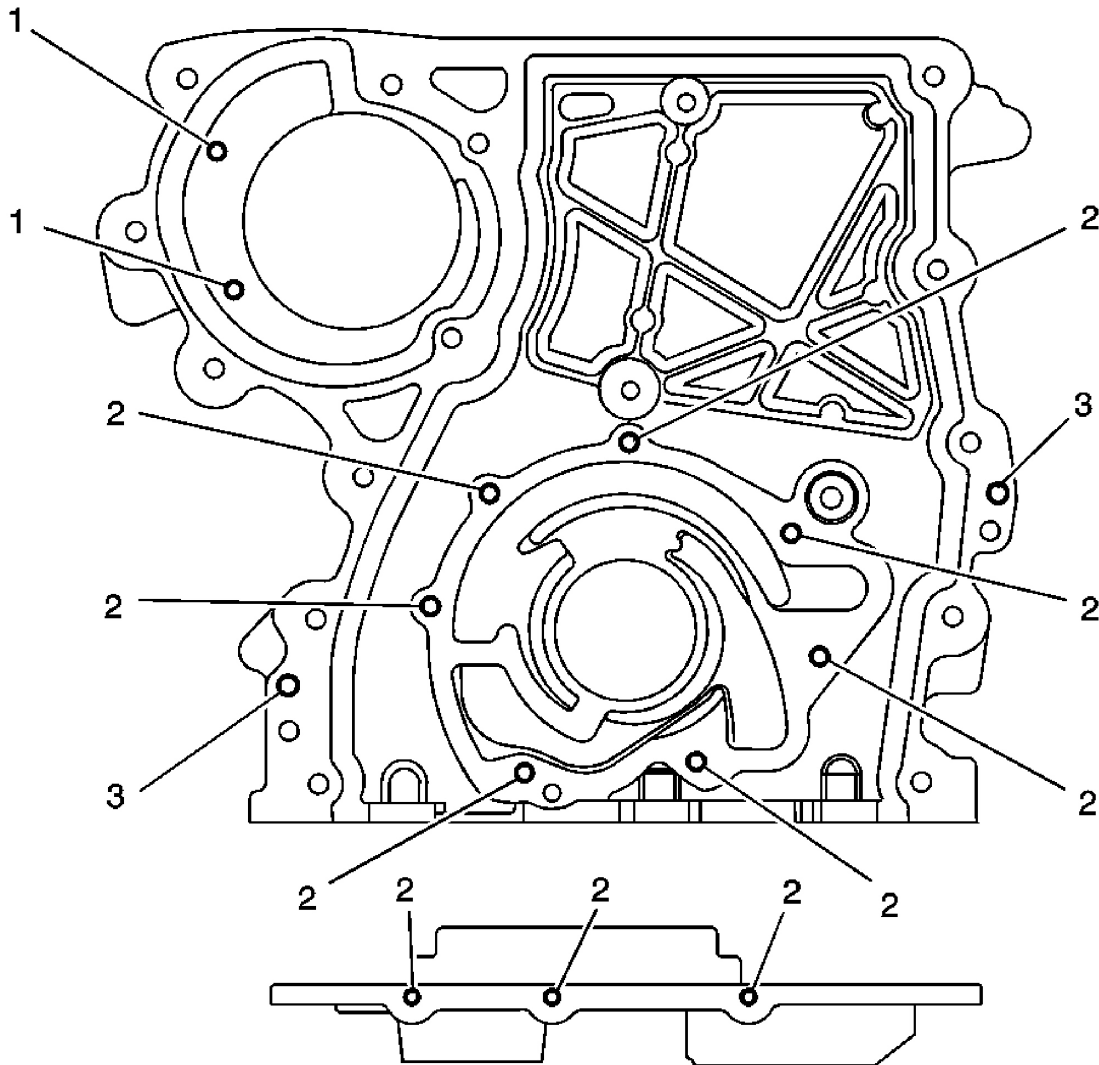


Fig. 14: Engine Front Cover
 Courtesy of GENERAL MOTORS CORP.

Engine Front Cover

Service Hole Location	Thread Size	Drill	Counterbore Tool	Stop Collar	Tap	Driver	Insert	Drill Depth (Max)		Tap Depth (Min)	
								mm	(in)	mm	(in)
J 42385-400 . See Special Tools.								mm	(in)	mm	(in)
1	M 6 x 1	n/a	n/a	n/a	n/a	n/a	n/a	30	1.182	26	1.024
2	M 6 x 1	201	202	n/a	203	204	205	17	0.669	14	0.551
3	M 6 x 1	201	202	n/a	203	204	205	THRU		THRU	

Crankshaft Rear Oil Seal Housing

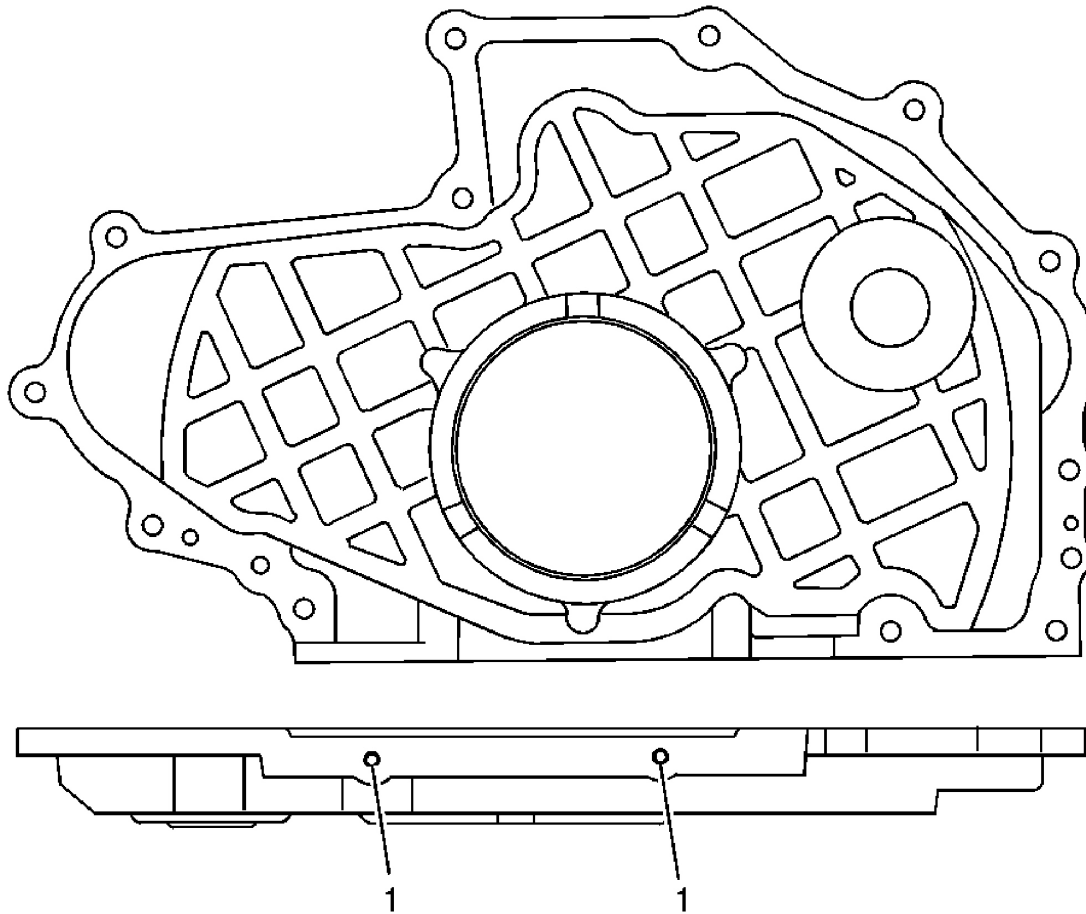


Fig. 15: Crankshaft Rear Oil Seal Housing
 Courtesy of GENERAL MOTORS CORP.

Crankshaft Rear Oil Seal Housing

Service Hole Location	Thread Size	Drill	Counterbore Tool	Stop Collar	Tap	Driver	Insert	Drill Depth (Max)		Tap Depth (Min)	
J 42385-400 . See Special Tools.								mm	(in)	mm	(in)
1	M 6 x 1	201	202	n/a	203	204	205	22	0.866	18	0.709

COMPONENT LOCATOR

DISASSEMBLED VIEWS

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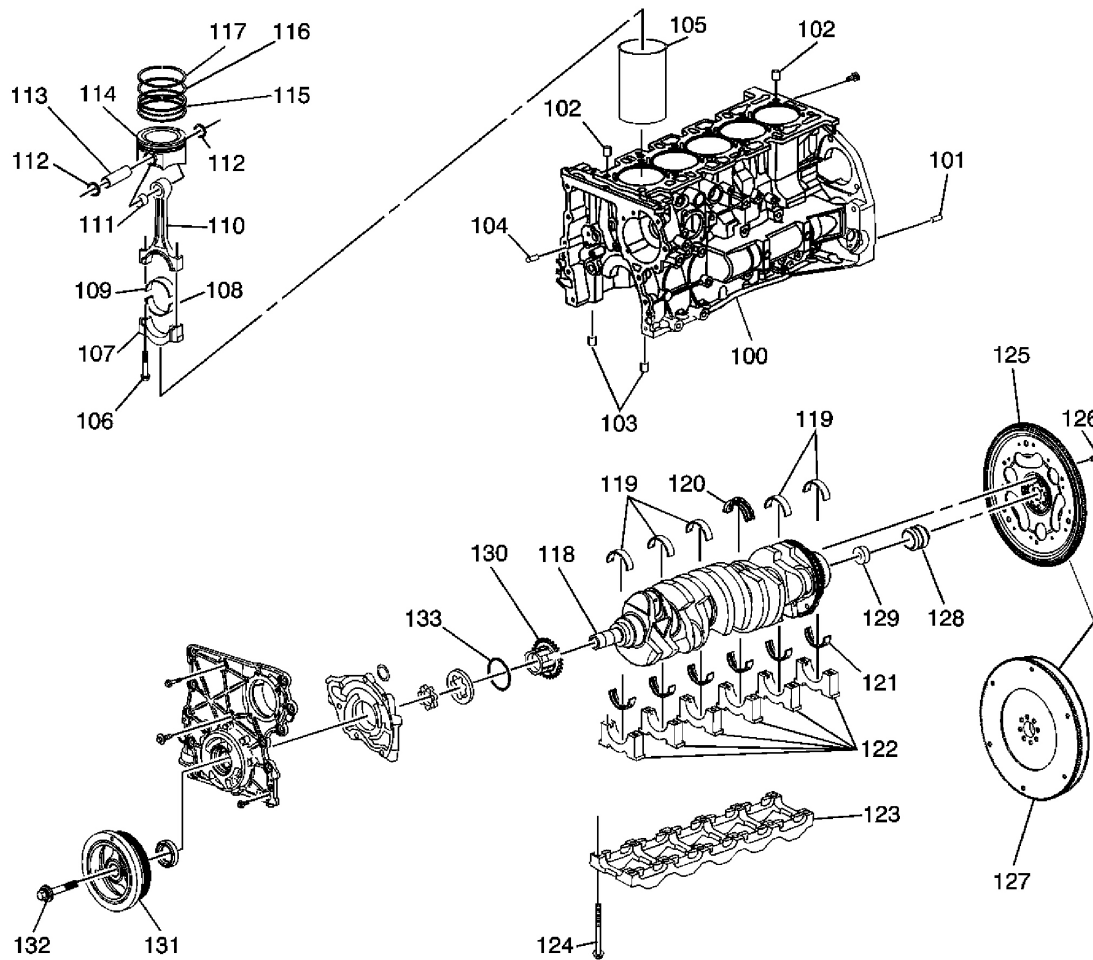


Fig. 16: Lower Engine Components
 Courtesy of GENERAL MOTORS CORP.

Callouts For Fig. 16

Callout	Component Name
100	Engine Block
101	Transmission Locator Pin
102	Cylinder Head Locator Pin
102	Cylinder Head Locator Pin
103	Main Bearing Cap Locator Pin
104	Engine Front Cover Locator Pin
105	Cylinder Sleeve
106	Connecting Rod Bolt
107	Connecting Rod Cap

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108	Connecting Rod Lower Bearing
109	Connecting Rod Upper Bearing
110	Connecting Rod
111	Connecting Rod Bushing
112	Piston Pin Retainer
112	Piston Pin Retainer
113	Piston Pin
114	Piston
115	Oil Control Ring Set
116	Lower Compression Ring
117	Upper Compression Ring
118	Crankshaft
119	Upper Main Bearings
119	Upper Main Bearings
120	Main Thrust Bearing
121	Lower Main Bearings
122	Main Bearing Caps
123	Main Bearing Cap Stiffener
124	Main Bearing Cap Bolt
125	Flywheel - Automatic Transmission
126	Flywheel Bolt
127	Flywheel - Manual Transmission
128	Flywheel Locator
129	Clutch Pilot Bearing
130	Crankshaft Sprocket
131	Crankshaft Balancer
132	Crankshaft Balancer Bolt
133	Friction Washer

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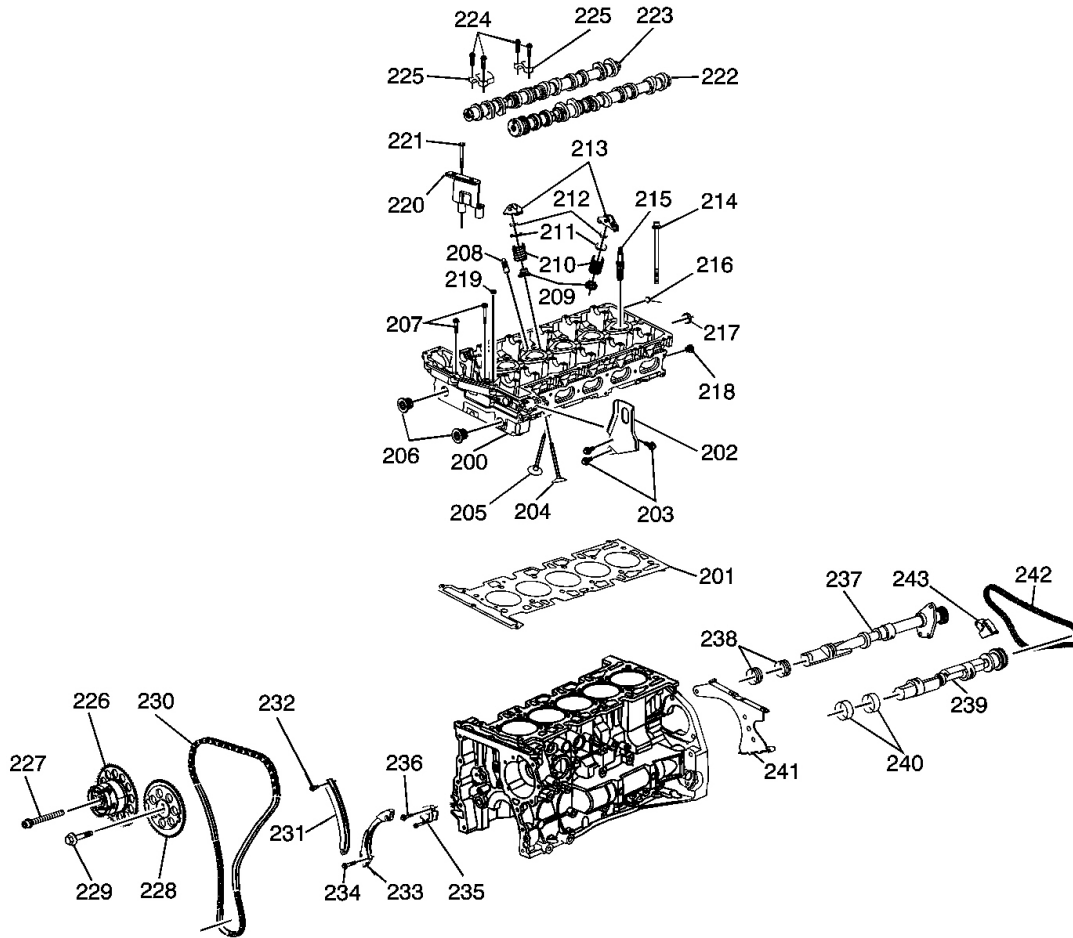


Fig. 17: Cylinder Head Components
 Courtesy of GENERAL MOTORS CORP.

Callouts For Fig. 17

Callout	Component Name
200	Cylinder Head
201	Cylinder Head Gasket
202	Engine Lift Bracket
203	Engine Lift Bracket Bolts
204	Intake Valve
205	Exhaust Valve
206	Access Hole Plugs
207	Cylinder Head Bolt
208	Valve Lash Adjusters

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209	Valve Seals
210	Valve Springs
211	Valve Spring Retainers
212	Valve Keys
213	Valve Rocker Arms
214	Cylinder Head Bolt
215	Spark Plug
216	A.I.R. Pipe Plug
217	Water Jacket Plug
218	Oil Gallery Plug
219	Oil Gallery Plug
220	Timing Chain Top Guide
221	Timing Chain Top Guide Bolt
222	Intake Camshaft
223	Exhaust Camshaft
224	Camshaft Cap Bolts
225	Camshaft Cap
225	Camshaft Cap
226	Exhaust Camshaft Actuator
227	Exhaust Camshaft Actuator Bolt
228	Intake Camshaft Sprocket
229	Intake Camshaft Sprocket Bolt
230	Timing Chain
231	Timing Chain Tensioner Shoe
232	Timing Chain Tensioner Shoe Bolt
233	Timing Chain Guide
234	Timing Chain Guide Bolt
235	Timing Chain Tensioner
236	Timing Chain Tensioner Bolt
237	Right Balance Shaft
238	Right Front and Rear Balance Shaft Bearings
239	Left Balance Shaft
240	Left Front and Rear Balance Shaft Bearings
241	Balance Shaft Chain Guide
242	Balance Shaft Chain

Balance Shaft Chain Tensioner

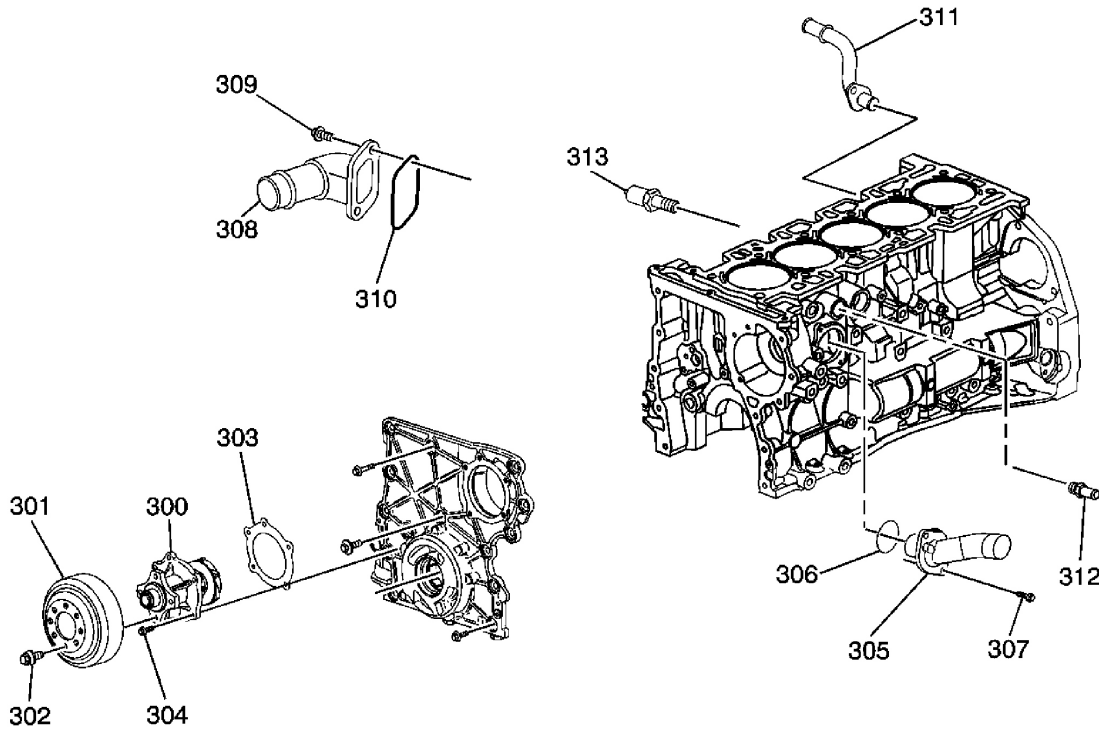


Fig. 18: Cooling Components
 Courtesy of GENERAL MOTORS CORP.

Callouts For Fig. 18

Callout	Component Name
300	Water Pump
301	Water Pump Pulley
302	Water Pump Pulley Bolt
303	Water Pump Gasket
304	Water Pump Bolt
305	Thermostat Housing
306	Thermostat Housing Seal
307	Thermostat Housing Bolt
308	Water Outlet
309	Water Outlet Bolt
310	Water Outlet Seal
311	Heater Inlet Hose Fitting

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312	Heater Outlet Hose Fitting
313	Coolant Temperature Sensor

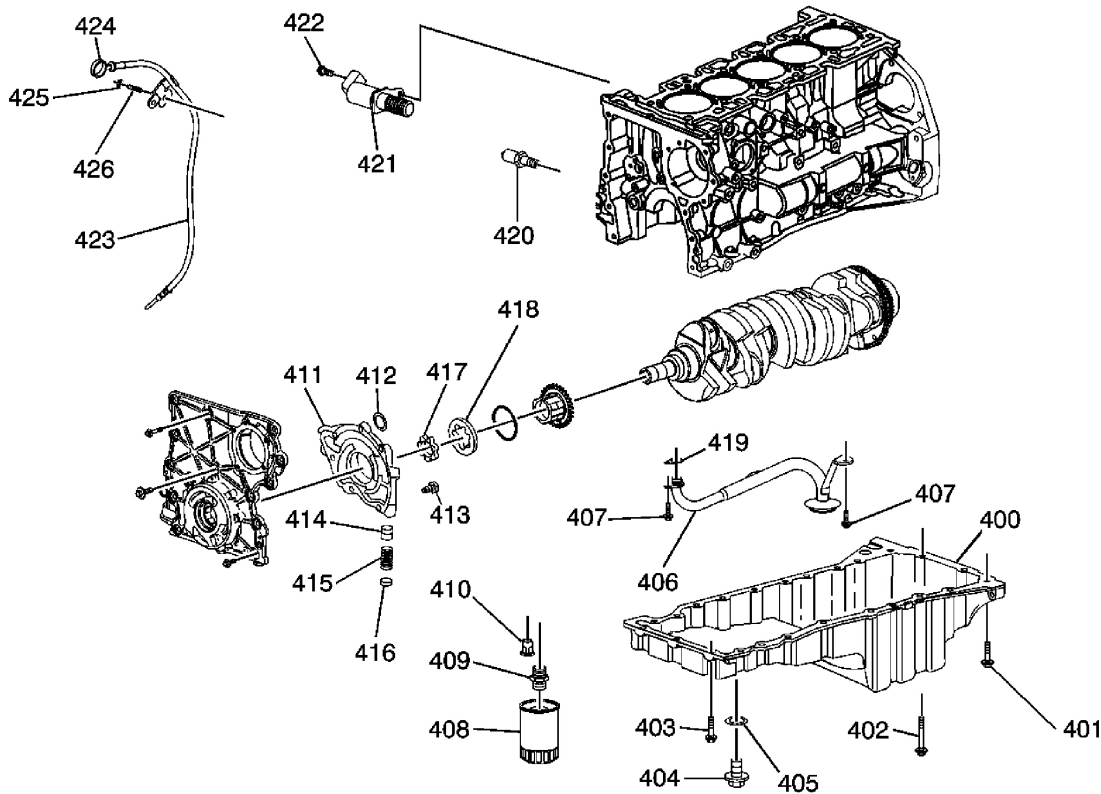


Fig. 19: Lubrication Components
 Courtesy of GENERAL MOTORS CORP.

Callouts For Fig. 19

Callout	Component Name
400	Oil Pan
401	Oil Pan Bolt
401	Oil Pan Bolts
402	Oil Pan Bolt
403	Oil Pan Bolt
404	Oil Drain Plug
405	Oil Drain Plug Gasket
406	Oil Pump Pickup Tube
407	Oil Pump Pickup Tube Bolt

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407	Oil Pump Pickup Tube Bolt
408	Oil Filter
409	Oil Filter Adapter
410	Oil Filter Bypass Valve
411	Oil Pump
412	Oil Pump Seal
413	Oil Pump Bolt
414	Oil Pressure Relief Valve
415	Oil Pressure Relief Valve Spring
416	Oil Pressure Relief Valve Plug
417	Oil Pump Inner Gear
418	Oil Pump Outer Gear
419	Oil Pump Pickup Tube Gasket
420	Oil Pressure Switch
421	Camshaft Position Actuator Solenoid Valve
422	Camshaft Position Actuator Solenoid Valve Bolt
423	Oil Level Indicator Tube
424	Oil Level Indicator
425	Oil Level Indicator Tube Stud
426	Oil Level Indicator Nut

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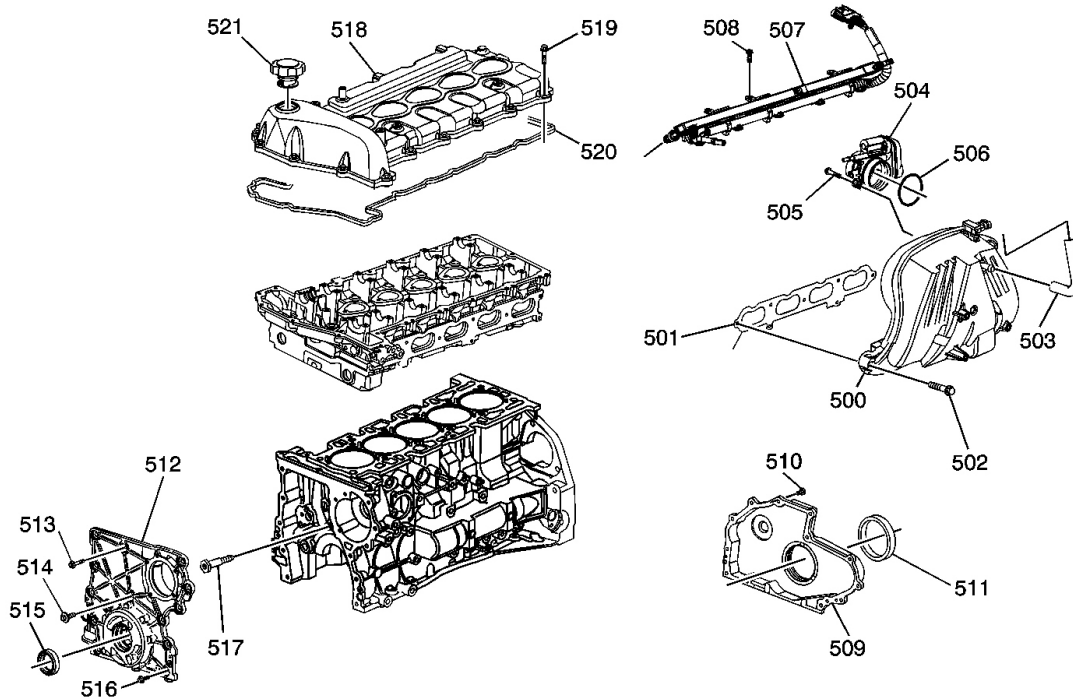


Fig. 20: Engine Cover and Components
 Courtesy of GENERAL MOTORS CORP.

Callouts For Fig. 20

Callout	Component Name
500	Intake Manifold
501	Intake Manifold Seal
502	Intake Manifold Bolt
503	Positive Crankcase Vent Hose
504	Throttle Control Module
505	Throttle Control Module Bolt
506	Throttle Control Module Seal
507	Fuel Injector Rail
508	Fuel Injector Rail Bolt
509	Crankshaft Rear Oil Seal Housing
510	Crankshaft Rear Oil Seal Housing Bolt
511	Crankshaft Rear Oil Seal
512	Engine Front Cover
513	Engine Front Cover Bolt

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514	Engine Front Center Cover Bolt
515	Engine Front Oil Seal
516	Engine Front Cover Bolt
517	Engine Front Cover Bolt Spacer
518	Camshaft Cover
519	Camshaft Cover Bolt
520	Camshaft Cover Seal
521	Oil Fill Cap

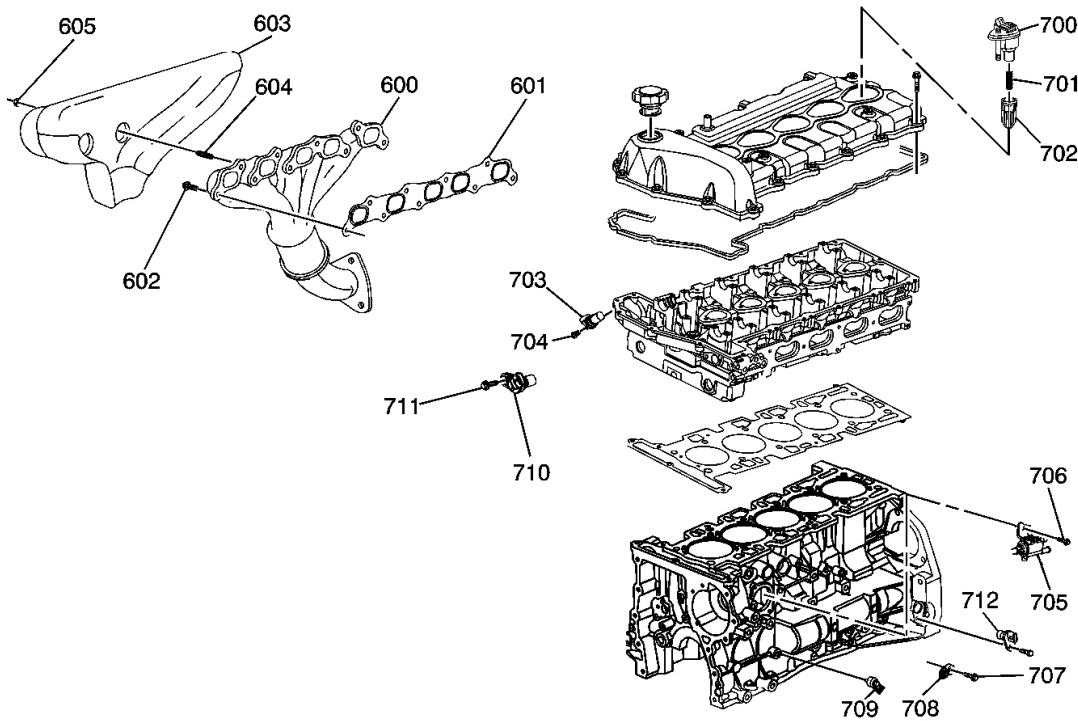


Fig. 21: Engine Exhaust & Components
 Courtesy of GENERAL MOTORS CORP.

Callouts For Fig. 21

Callout	Component Name
600	Exhaust Manifold
601	Exhaust Manifold Gasket
602	Exhaust Manifold Bolt
603	Exhaust Manifold Heat Shield

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604	Exhaust Manifold Heat Shield Stud
605	Exhaust Manifold Heat Shield Nut
700	Ignition Control Module
701	Ignition Control Module Spring
702	Ignition Control Module Boot
703	Exhaust Camshaft Position Sensor
704	Exhaust Camshaft Position Sensor Bolt
705	EVAP Emission Canister Purge Solenoid
706	EVAP Emission Canister Purge Solenoid Bolt
707	Knock Sensor Bolt
708	Knock Sensor
709	Knock Sensor
710	Intake Camshaft Sensor
711	Intake Camshaft Sensor Bolt
712	Crankshaft Position Sensor

ENGINE IDENTIFICATION

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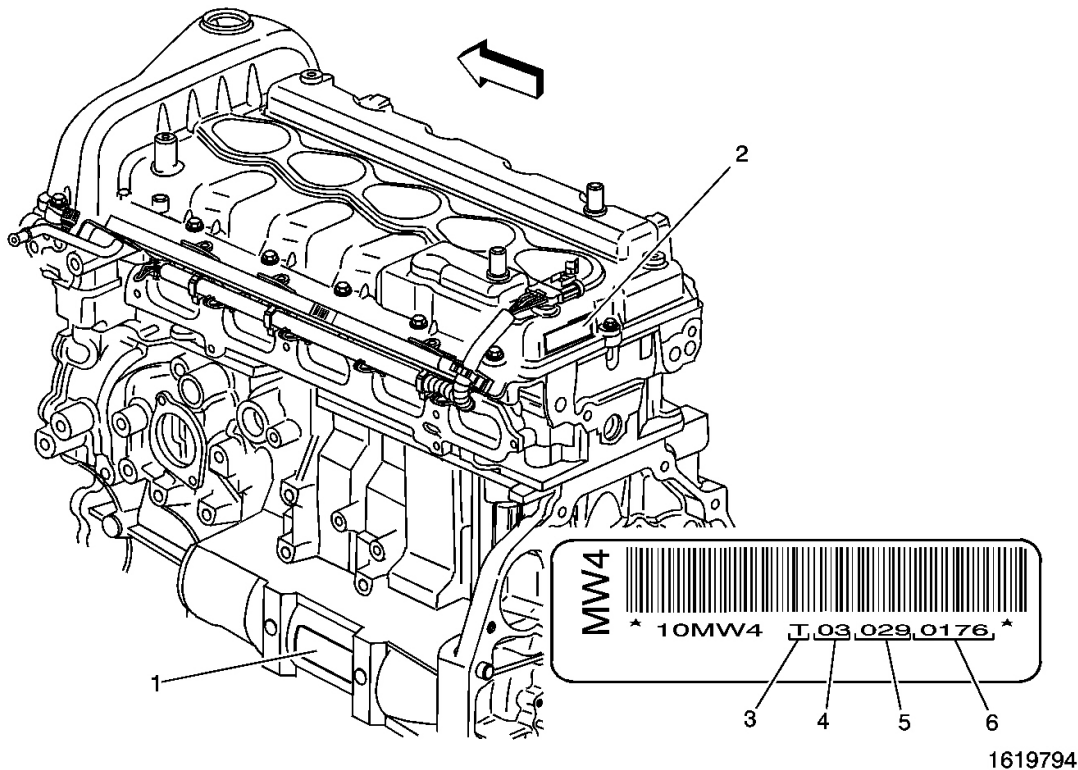


Fig. 22: Engine Identification
Courtesy of GENERAL MOTORS CORP.

Callouts For Fig. 22

Callout	Component Name
1	Engine ID Location
2	Engine ID Location
3	The first digit identifies the engine build location - All first digits will be a T, this engine is only being built at Tonawanda
4	The second and third digits identifies the build year
5	The fourth, fifth and sixth digits identify the build month - Julian Date
6	The seventh through tenth digits identify the engine build sequence

SCHEMATIC AND ROUTING DIAGRAMS

TIMING CHAIN ALIGNMENT DIAGRAM

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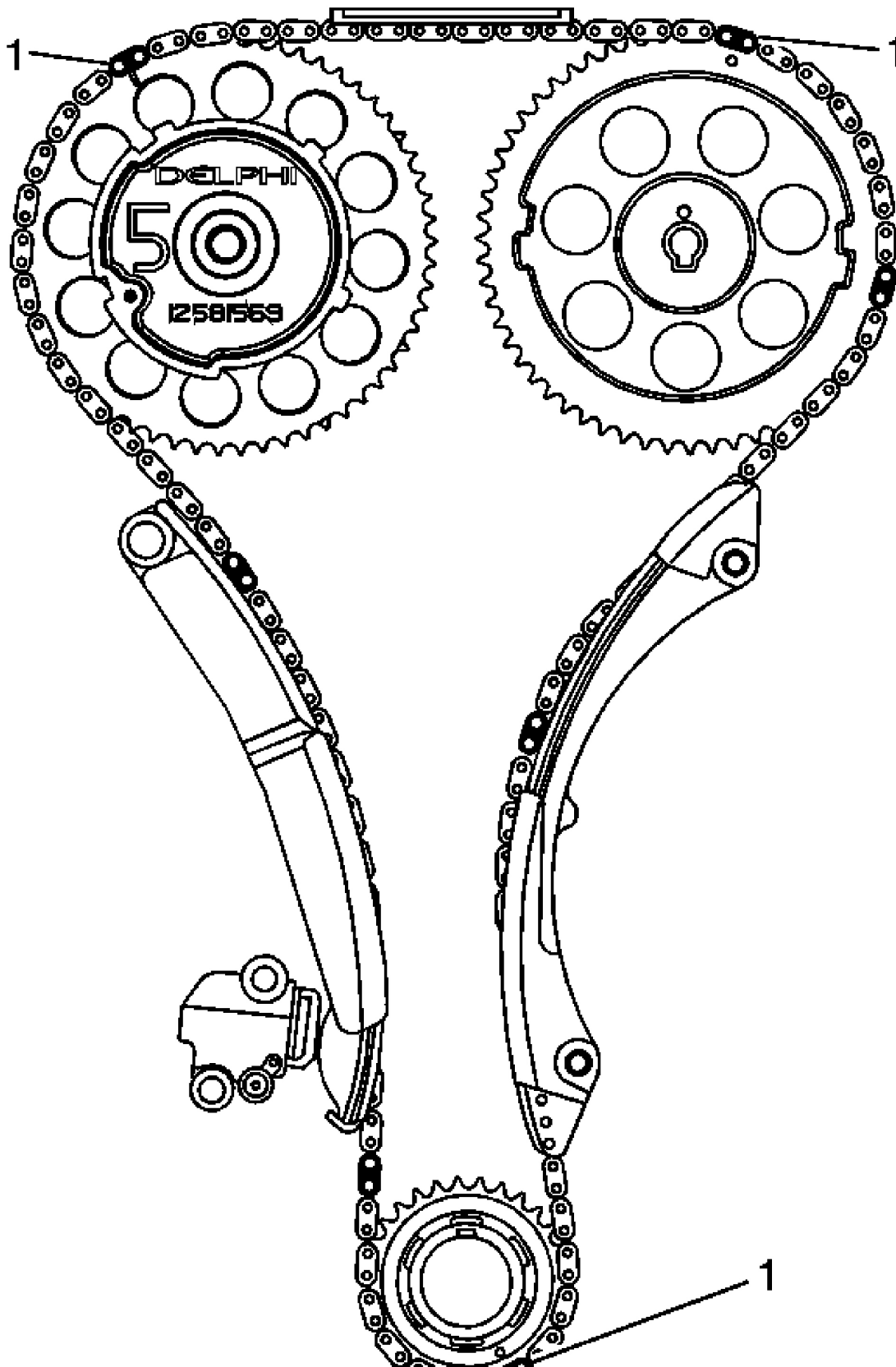


Fig. 23: Timing Chain Alignment Diagram
Courtesy of GENERAL MOTORS CORP.

Callouts For Fig. 23

Callout	Component Name
1	Timing Marks
1	Timing Marks
1	Timing Marks

DIAGNOSTIC INFORMATION AND PROCEDURES

DIAGNOSTIC STARTING POINT - ENGINE MECHANICAL

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

SYMPTOMS - ENGINE MECHANICAL

Strategy Based Diagnostics

1. Perform A Diagnostic System Check in Engine Controls 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, and Lubrication Description**.

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

Visual/Physical Inspection

- Inspect for aftermarket devices which could affect the operation of the engine.
- Inspect the easily accessible or visible system components for obvious damage or conditions which could cause the symptom.

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- 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 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**
- **Engine Compression Test**
- **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
Abnormalities (severe cracking, bumps, or	Replace the drive belt.

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missing areas) in the accessory drive belt (Abnormalities in the accessory drive system and/or components may cause engine RPM variations and lead to a misfire DTC. A misfire code may be present without an actual misfire condition).	
Worn, damaged, or mis-aligned accessory drive components or excessive pulley runout and may lead to a misfire DTC. A misfire code may be present without an actual misfire condition.	Inspect the components, and repair or replace as required.
Loose or improperly installed engine flywheel or crankshaft balancer A misfire code may be present without an actual misfire condition.	Repair or replace the flywheel and/or balancer as required.
Restricted exhaust system A severe restriction in the exhaust flow can cause significant loss of engine performance and may set a DTC. Possible causes of restrictions include collapsed or dented pipes or plugged mufflers and/or catalytic converters.	Repair or replace as required.
Improperly installed or damaged vacuum hoses	Repair or replace as required.
Improper sealing between the intake manifold and cylinder head or throttle body.	Replace the intake manifold, gaskets, cylinder head, and/or throttle body as required.
Improperly installed or damaged MAP sensor The sealing grommet of the MAP sensor should not be torn or damaged.	Repair or replace the MAP sensor as required.
Damage to the MAP sensor housing and/or O-ring seal	Replace the intake manifold.
Worn or loose valve rocker arms The rocker arm bearing end caps and/or needle bearings should be intact and in the proper position.	Replace the valve rocker arms as required.
Worn valve lash adjusters	Replace the valve lash adjusters.
Stuck valves	Repair or replace as required.

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Carbon buildup on the valve stem can cause the valve not to close properly.	
Excessively worn or mis-aligned timing chain	Replace the timing chain and sprockets as required.
Worn camshaft lobes	Replace the camshaft and rocker arms.
Excessive oil pressure	<ul style="list-style-type: none"> • Perform an oil pressure test. Refer to <u>Oil Pressure Diagnosis and Testing</u>. • Repair or replace the oil pump as required.
Faulty cylinder head gasket and/or cracking or other damage to the cylinder head and engine block cooling system passages. Coolant consumption may or may not cause the engine to overheat.	<ul style="list-style-type: none"> • Inspect for spark plugs saturated by coolant. • Inspect the cylinder head, engine block, and/or head gasket. • Repair or replace as required.
Worn Piston Rings Oil consumption may or may not cause the engine to misfire.	<ul style="list-style-type: none"> • Inspect the spark plugs for oil deposits. • Inspect the cylinders for a loss of compression. Refer to <u>Engine Compression Test</u>. • Perform cylinder leak down and compression testing to identify the cause. • Repair or replace as required.
<p>A damaged crankshaft reluctor wheel A damaged crankshaft reluctor wheel can result in different symptoms depending on the severity and location of the damage.</p> <ul style="list-style-type: none"> • 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. • Systems with electronic communication (DIS or coil per cylinder) and slight reluctor ring damage may exhibit no loss of crankshaft position and no 	Replace the sensor and/or crankshaft as required.

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misfire may occur. However, a P0300 DTC 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 to the point of generating a P0300 DTC or P0336.

BASE ENGINE MISFIRE WITH ABNORMAL INTERNAL LOWER ENGINE NOISES

Base Engine Misfire with Abnormal Internal Lower Engine Noises

Cause	Correction
Abnormalities (severe cracking, bumps or missing areas) in the accessory drive belt Abnormalities in the accessory drive system and/or components may cause engine RPM variations, noises similar to a faulty lower engine and also lead to a misfire condition. A misfire code may be present without an actual misfire condition.	Replace the drive belt.
Worn, damaged, or mis-aligned accessory drive components or excessive pulley runout A misfire code may be present without an actual misfire condition.	Inspect the components, repair or replace as required.
Loose or improperly installed engine flywheel or crankshaft balancer A misfire code may be present without an actual misfire condition.	Repair or replace the flywheel and/or balancer as required.
Worn Piston Rings Oil consumption may or may not cause the engine to misfire.	<ul style="list-style-type: none">• Inspect the spark plugs for oil deposits.• Inspect the cylinders for a loss of compression. Refer to <u>Engine Compression Test</u>.• Perform cylinder leak down and compression testing to determine the cause.• Repair or replace as required.
Worn Crankshaft Thrust Bearings	Replace the crankshaft and bearings as

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Severely worn thrust surfaces on the crankshaft and/or thrust bearing may permit fore and aft movement of the crankshaft and create a DTC without an actual misfire condition.	required.
--	-----------

BASE ENGINE MISFIRE WITH ABNORMAL VALVE TRAIN NOISE

Base Engine Misfire with Abnormal Valve Train Noise

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

BASE ENGINE MISFIRE WITH COOLANT CONSUMPTION

Base Engine Misfire with Coolant Consumption

Cause	Correction
Faulty cylinder head gasket and/or cracking or other damage to the cylinder head and engine block cooling system passages. Coolant consumption may or may not cause the engine to overheat.	<ul style="list-style-type: none">• Inspect for spark plugs saturated by coolant.• Perform a cylinder leak down test.• Inspect the cylinder head and engine block for damage to the coolant passages and/or a faulty head gasket.• Repair or replace as required.

BASE ENGINE MISFIRE WITH EXCESSIVE OIL CONSUMPTION

Base Engine Misfire with Excessive Oil Consumption

Cause	Correction
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Worn valves, valve guides and/or valve stem oil seals	<ul style="list-style-type: none">• Inspect the spark plugs for oil deposits.• Repair or replace as required.
Worn Piston Rings Oil consumption may or may not cause the engine to misfire.	<ul style="list-style-type: none">• Inspect the spark plugs for oil deposits.• Inspect the cylinders for a loss of compression. Refer to <u>Engine Compression Test</u>.• Perform cylinder leak down and compression testing to determine the cause.• Repair or replace as required.

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 oil filter without anti-drainback feature	Install the correct oil filter.
Incorrect oil viscosity	<ol style="list-style-type: none">1. Drain the oil.2. Install the correct viscosity oil.
Worn crankshaft thrust bearing	<ul style="list-style-type: none">• Inspect the thrust bearing and crankshaft.• Repair or replace as required.
Damaged or faulty oil filter by-pass valve	<ul style="list-style-type: none">• Inspect the oil filter by-pass valve for proper operation.• Repair or replace as required.

UPPER ENGINE NOISE, REGARDLESS OF ENGINE SPEED

Upper Engine Noise, Regardless of Engine Speed

Cause	Correction
Low oil pressure	<ul style="list-style-type: none">• Perform an oil pressure test. Refer to <u>Oil Pressure Diagnosis and Testing</u>.• Repair or replace as required.
Worn or damaged valve rocker arm	<ul style="list-style-type: none">• Inspect the rocker arm for wear or missing needle bearings

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	<ul style="list-style-type: none"> • Replace the valve rocker arms as required.
Improper lubrication to the valve rocker arms	<p>Inspect the following components, and repair or replace as required:</p> <ul style="list-style-type: none"> • The valve rocker arm • The valve lash adjusters • The oil filter bypass valve • The oil transfer tube • The oil pump and pump screen • The engine block oil galleries
Broken valve spring	Replace the valve spring.
Worn or dirty valve lash adjusters	Replace the valve lash adjusters.
Stretched or broken timing chain and/or damaged sprocket teeth	Replace the timing chain and sprockets.
Worn engine camshaft lobes	<ul style="list-style-type: none"> • Inspect the engine camshaft lobes. • Replace the camshaft, valve lash adjusters, and rocker arms as required.
Worn valve guides or valve stems	<p>Inspect the following components, and repair as required:</p> <ul style="list-style-type: none"> • The valves • The valve guides
<p>Stuck Valves</p> <p>Carbon on the valve stem or valve seat may cause the valve to stay open.</p>	<p>Inspect the following components, and repair as required:</p> <ul style="list-style-type: none"> • The valves • The valve guides

LOWER ENGINE NOISE, REGARDLESS OF ENGINE SPEED

Lower Engine Noise, Regardless of Engine Speed

Cause	Correction
Low oil pressure	<ul style="list-style-type: none"> • Perform an oil pressure test. Refer to <u>Oil Pressure Diagnosis and Testing</u>. • Repair or replace damaged components

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	as required.
Worn accessory drive components Abnormalities such as severe cracking, bumps or missing areas in the accessory drive belt and/or misalignment of system components.	<ul style="list-style-type: none">• Inspect the accessory drive system.• Repair or replace as required.
Loose or damaged crankshaft balancer	<ul style="list-style-type: none">• Inspect the crankshaft balancer.• Repair or replace as required.
Detonation or spark knock	Verify the correct operation of the ignition system. Refer to <u>Detonation/Spark Knock</u> in Engine Controls.
Loose torque converter bolts	<ul style="list-style-type: none">• Inspect the torque converter bolts and flywheel.• Repair or replace as required.
Loose or damaged flywheel	Repair or replace the flywheel.
Oil pump screen loose, damaged or restricted	<ul style="list-style-type: none">• Inspect the oil pump screen.• Repair or replace as required.
Oil transfer tube loose, damaged or restricted	<ul style="list-style-type: none">• Inspect the transfer tube.• Repair or replace as required.
Excessive piston-to-cylinder bore clearance	<ul style="list-style-type: none">• Inspect the piston and cylinder bore.• Repair as required.
Excessive piston pin-to-bore clearance	<ul style="list-style-type: none">• Inspect the piston, piston pin, and the connecting rod.• Repair or replace as required.
Excessive connecting rod bearing clearance	Inspect the following components, and repair as required: <ul style="list-style-type: none">• The connecting rod bearings• The connecting rods• The crankshaft• The crankshaft journals
Excessive crankshaft bearing clearance	Inspect the following components, and repair as required: <ul style="list-style-type: none">• The crankshaft bearings

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	<ul style="list-style-type: none">• The crankshaft journals
<p>Incorrect piston, piston pin and connecting rod installation Pistons must be installed with the arrow or paint on the top of the piston facing the front of the engine. From the bottom, the squared pin boss must be toward the front of the engine.</p>	<ul style="list-style-type: none">• Verify the pistons, piston pins and connecting rods are installed correctly.• Repair as required.

ENGINE NOISE UNDER LOAD

Engine Noise Under Load

Cause	Correction
Low oil pressure	<ul style="list-style-type: none">• Perform an oil pressure test. Refer to <u>Oil Pressure Diagnosis and Testing</u>.• Repair or replace as required.
Detonation or spark knock	Verify the correct operation of the ignition system. Refer to <u>Detonation/Spark Knock</u> in Engine Controls.
Loose torque converter bolts	<ul style="list-style-type: none">• Inspect the torque converter bolts and flywheel.• Repair as required.
Cracked flywheel (automatic transmission)	<ul style="list-style-type: none">• Inspect the flywheel bolts and flywheel.• Repair as required.
Excessive connecting rod bearing clearance	Inspect the following components, and repair as required: <ul style="list-style-type: none">• The connecting rod bearings• The connecting rods• The crankshaft
Excessive crankshaft bearing clearance	Inspect the following components, and repair as required: <ul style="list-style-type: none">• The crankshaft bearings• The crankshaft journals• The cylinder block crankshaft bearing

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bore

ENGINE WILL NOT CRANK - CRANKSHAFT WILL NOT ROTATE

Engine Will Not Crank - Crankshaft Will Not Rotate

Cause	Correction
Seized accessory drive system component	<ol style="list-style-type: none">1. Remove the accessory drive belt.2. Confirm that the engine will rotate. Rotate the crankshaft by hand at the crankshaft balancer or flywheel location.3. Repair or replace the components as required.
Seized automatic transmission torque converter	<ol style="list-style-type: none">1. Remove the torque converter-to-flywheel bolts.2. Confirm that the engine will rotate. Rotate the crankshaft by hand at the crankshaft balancer or flywheel location.3. Repair or replace the components as required.
Broken timing chain	<ul style="list-style-type: none">• Inspect the timing chain and gears.• Repair or replace the components as required.
Seized timing chain or timing gears	<ul style="list-style-type: none">• Inspect the timing chain and gears for foreign material or a seized chain.• Repair or replace the components as required.
Seized or broken camshaft	<ul style="list-style-type: none">• Inspect the camshaft.• Repair or replace the components as required.
Bent valve in the cylinder head	<ul style="list-style-type: none">• Inspect the valves and the cylinder head.• Repair or replace the components as required.

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Seized oil pump	<ul style="list-style-type: none">• Inspect the oil pump assembly.• Repair or replace as required.
Hydraulically locked cylinder <ul style="list-style-type: none">• Coolant/antifreeze in the cylinder• Oil in the cylinder• Fuel in the cylinder	<ol style="list-style-type: none">1. Remove spark plugs and check for fluid in the cylinder. When rotating the engine with the spark plugs removed, the piston (on compression stroke) will push fluid from the combustion chamber.2. Inspect for failed/broken head gasket.3. Inspect for a cracked engine block or cylinder head.4. Inspect for a sticking fuel injector.5. Repair or replace the components as required.
Material in the cylinder <ul style="list-style-type: none">• Broken valve• Broken piston ring(s)• Piston material• Foreign material	<ul style="list-style-type: none">• Inspect the cylinder for damaged components and/or foreign materials.• Repair or replace the components as required.
Seized crankshaft or connecting rod bearings	<ul style="list-style-type: none">• Inspect crankshaft and connecting rod bearings.• Repair or replace the components as required.
Bent or broken connecting rod	<ul style="list-style-type: none">• Inspect the connecting rods.• Repair or replace the components as required.
Broken crankshaft	<ul style="list-style-type: none">• Inspect the crankshaft.• Repair or replace the components as required.

COOLANT IN COMBUSTION CHAMBER

Coolant in Combustion Chamber

Cause	Correction
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DEFINITION: Excessive white smoke and/or coolant type odor coming from the exhaust pipe may indicate coolant in the combustion chamber. Low coolant levels, an inoperative cooling fan, or a faulty thermostat may lead to an "overtemperature" condition which may cause engine component damage.

- A slower than normal cranking speed may indicate coolant entering the combustion chamber. Refer to **Engine Will Not Crank - Crankshaft Will Not Rotate**.
- Remove the spark plugs and inspect for spark plugs saturated by coolant or coolant in the cylinder bore.
- Inspect by performing a **Cylinder Leakage Test**. During this test, excessive air bubbles within the coolant may indicate a faulty gasket or damaged component.
- Inspect by performing a cylinder compression test. Two cylinders "side-by-side" on the engine block, with low compression, may indicate a failed cylinder head gasket. Refer to **Engine Compression Test**.

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</u> .
Warped cylinder head	Replace the cylinder head and gasket. Refer to <u>Cylinder Head Replacement</u> .
Cracked cylinder head	Replace the cylinder head and gasket.
Cracked cylinder sleeve 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
<p>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.</p> <ul style="list-style-type: none">• 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>.• Inspect by performing a <u>Cylinder Leakage Test</u>. During this test, excessive air bubbles within the cooling system may indicate a faulty gasket or damaged	

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component.

- Inspect by performing a cylinder compression test. Two cylinders "side-by-side" on the engine block with low compression may indicate a failed cylinder head gasket. Refer to **Engine Compression Test**.

Faulty external engine oil cooler	Replace the components as required.
Faulty cylinder head gasket	Replace the head gasket and components as required. Refer to <u>Cylinder Head Cleaning and Inspection</u> and <u>Cylinder Head Replacement</u> .
Warped cylinder head	Replace the cylinder head gasket. Refer to <u>Cylinder Head Replacement</u> .
Cracked cylinder head	Replace the cylinder head and gasket.
Cracked cylinder sleeve or engine block	Replace the components as required.
Cylinder head, block, or manifold porosity	Replace the components as required.
Faulty sealing on engine front cover	Reseal or replace front cover.

ENGINE COMPRESSION TEST

Tools Required

J 38722 Compression Tester. See **Special Tools**.

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

IMPORTANT: The battery must be at or near full charge. Do not block the throttle open.

1. Remove the air duct from the throttle control module.
2. Remove the ignition control modules.
3. Disable the fuel system.
4. Remove the spark plugs.

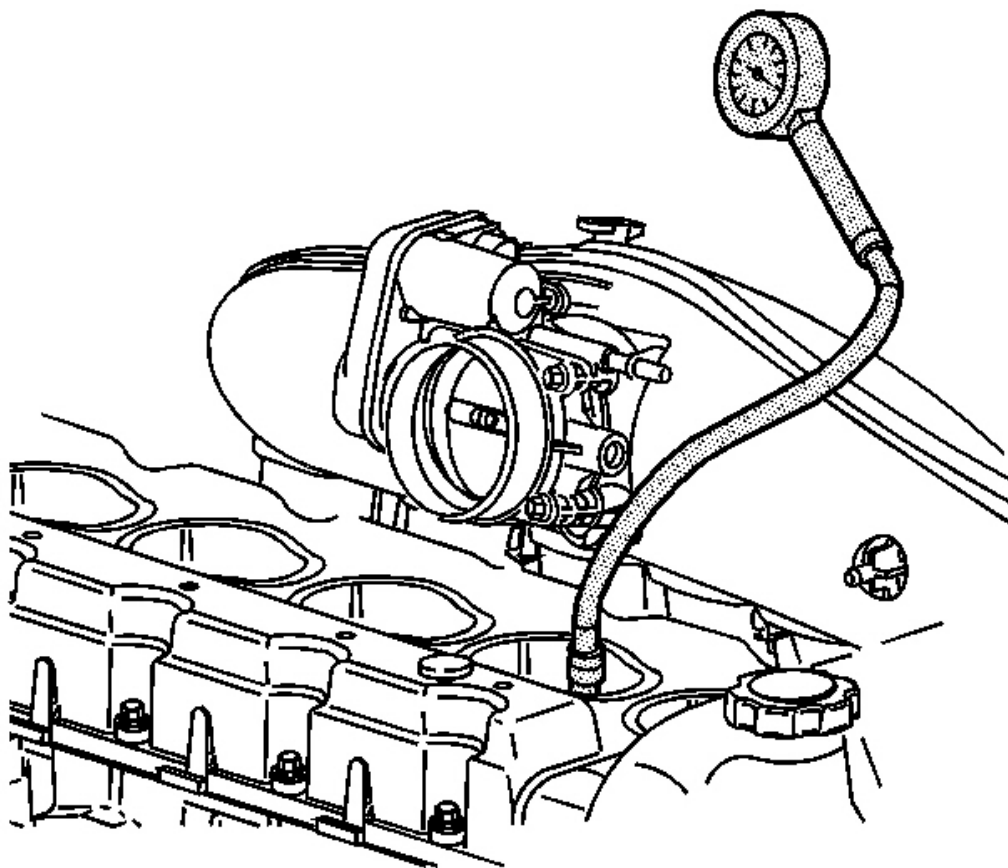


Fig. 24: Measuring Engine Compression
Courtesy of GENERAL MOTORS CORP.

5. Measure the engine compression, using the following procedure:
 1. Firmly install **J 38722** to the spark plug hole. See **Special Tools**.
 2. Have an assistant crank the engine through at least four compression strokes in the testing cylinder.
 3. Check and record the readings on **J 38722** at each stroke. See **Special Tools**.
 4. Disconnect **J 38722** . See **Special Tools**.
 5. Repeat the compression test for each cylinder.
6. Record the compression readings from all of the cylinders. A normal reading should be approximately 1482 kPa (215 psi).

The lowest reading should not be less than 70 percent of the highest reading.

7. The following are examples of the possible measurements:

- When the compression measurement is normal, the compression builds up quickly and evenly to the specified compression on each cylinder.
- When the compression is low on the first stroke and tends to build up on the following strokes, but does not reach the normal compression, or if the compression improves considerably with the addition of three squirts of oil, the piston rings may be the cause.
- When the compression is low on the first stroke and does not build up in the following strokes, or the addition of oil does not affect the compression, the valves may be the cause.
- When the compression is low on two adjacent cylinders, or coolant is present in the crankcase, the head gasket may be the cause.

8. Install the air duct to the throttle body.

9. Install the spark plugs.

10. Enable the fuel system.

11. Install the ignition control modules.

CYLINDER LEAKAGE TEST

Tools Required

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

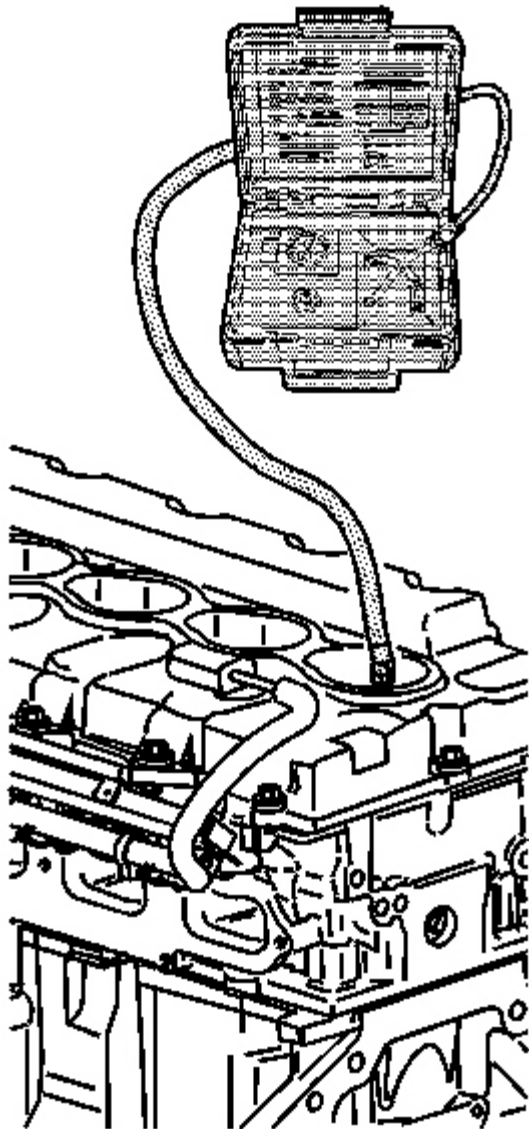


Fig. 25: Checking For Cylinder Leakage
Courtesy of GENERAL MOTORS CORP.

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

IMPORTANT: A leakage test may be performed to measure cylinder/combustion chamber leakage. High cylinder leakage may indicate one or more of the following:

- Worn or burnt valves
- Broken valve springs
- Stuck valve lash adjuster
- Damaged piston
- Worn piston rings
- Worn or scored cylinder bore
- Damaged cylinder head gasket
- Cracked or damaged cylinder head
- Cracked or damaged engine block

1. Disconnect the battery ground negative cable.
2. Remove the spark plugs. Refer to **Spark Plug Replacement** in Engine Control.
3. Rotate the crankshaft to place the piston in the cylinder being tested at Top Dead Center (TDC) of the compression stroke.
4. Install **J 35667-A** . See **Special Tools**.

IMPORTANT: It may be necessary to hold the crankshaft balancer bolt to prevent the engine from rotating.

5. Apply shop air pressure to **J 35667-A** and adjust according to the manufacturers instructions. See **Special Tools**.
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:
 - Air leakage sounds at the throttle control module or air inlet hose may indicate a worn or burnt intake valve or a broken valve spring.
 - Air leakage sounds at the exhaust system tailpipe may indicate a worn or burnt exhaust valve or a broken valve spring.
 - Air leakage sounds from the crankcase, oil level indicator tube, 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.
 - Air bubbles in the cooling system may indicate a damaged cylinder head or a damaged

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cylinder head gasket.

7. Perform the leakage test on the remaining cylinders and record the values.

OIL CONSUMPTION DIAGNOSIS

Oil Consumption Diagnosis

Checks	Causes
Excessive oil consumption (not due to leaks) is the use of 0.95 L (1.0 qts) or more of engine oil within 2,414 kilometers (1,500 miles).	
Preliminary	<p>The causes of excessive oil consumption may include the following conditions:</p> <ul style="list-style-type: none">• External oil leaks <p>Refer to <u>Oil Leak Diagnosis</u>.</p> <ul style="list-style-type: none">• Incorrect oil level or improper reading of the oil level indicator <p>With the vehicle on a level surface, run the engine for a few minutes, allow adequate drain down time (2-3 minutes) and check for the correct engine oil level.</p> <ul style="list-style-type: none">• Improper oil viscosity <p>Refer to the vehicle owners manual and use the recommended SAE grade and viscosity for the prevailing temperatures.</p> <ul style="list-style-type: none">• Continuous high speed driving and/or severe usage• Crankcase ventilation system restrictions or malfunctioning components• Worn valve guides and/or valve stems• Worn or improperly installed valve stem oil seals• Piston rings broken, worn, not seated properly <p>Allow adequate time for the rings to seat.</p> <p>Replace worn piston rings as necessary.</p>

- Piston and rings improperly installed or miss-fitted to the cylinder bore

OIL PRESSURE DIAGNOSIS AND TESTING

Tools Required

- **J 21867** Pressure Gage and Hose Assembly. See **Special Tools**.
- **J 42907** Oil Pressure Tester. See **Special Tools**.

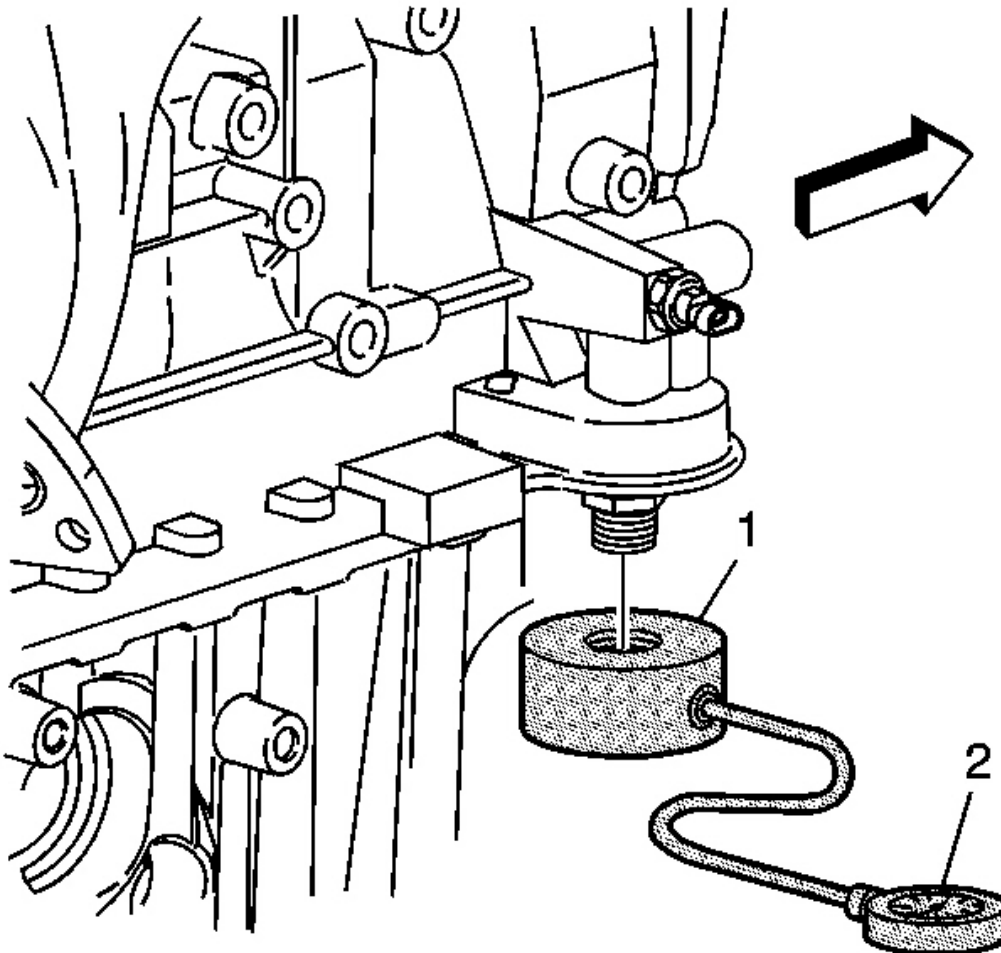


Fig. 26: Measuring Oil Pressure Using J 42907

Courtesy of GENERAL MOTORS CORP.

1. With the vehicle on a level surface, run the vehicle for a few minutes, allow adequate drain down time (2-3 minutes) and measure for a low oil level.
2. If required, add the recommended grade engine oil and fill the crankcase until the oil level measures full on the oil level indicator.
3. Run the engine briefly (10-15 seconds) and verify low or no oil pressure on the vehicle gage or light.
4. Listen for a noisy valve train or a knocking noise.
5. Inspect for the following:
 - Oil diluted by water or glycol (anti freeze)
 - Foamy oil
6. Remove the oil filter and install the **J 42907** . See **Special Tools**.
7. Install **J 21867** or equivalent to the **J 42907** . See **Special Tools**.
8. Run the engine and measure the engine oil pressure.
9. Compare the readings to **Engine Mechanical Specifications**.
10. If the engine oil pressure is below specifications, inspect the engine for one or more of the following:
 - Oil pump worn or dirty

Refer to **Oil Pump Cleaning and Inspection** .

 - Oil pump screen loose, plugged, or damaged
 - Oil pump screen O-ring seal missing or damaged
 - Malfunctioning oil pump pressure regulator valve
 - Excessive bearing clearance
 - Cracked, porous, or restricted oil galleries
 - Oil gallery plugs missing or incorrectly installed

Refer to **Engine Block Plug Installation** .

 - Broken valve lash adjusters

Repair as necessary
11. If the reading on **J 21867** or equivalent is within specifications, inspect for the following:
See **Special Tools**.

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- Plugged or incorrect oil filter and/or malfunctioning oil bypass valve
- Malfunctioning vehicle oil pressure gage or sensor

Repair as necessary

OIL LEAK DIAGNOSIS

Oil Leak Diagnosis

Step	Action	Yes	No
<p>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.</p>			
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: <ul style="list-style-type: none"> • 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 surrounding components. 2. Operate the vehicle for several kilometers (miles) at normal operating temperature		

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4	<p>and at varying speeds.</p> <ol style="list-style-type: none"> 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. <p>Can you identify the type of fluid and the approximate location of the leak?</p>	Go to Step 10	Go to Step 5
5	<ol style="list-style-type: none"> 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: <ul style="list-style-type: none"> • Sealing surfaces • Fittings • Cracked or damaged components <p>Can you identify the type of fluid and the approximate location of the leak?</p>	Go to Step 10	Go to Step 6
6	<ol style="list-style-type: none"> 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. <p>Can you identify the type of fluid and the approximate location of the leak?</p>	Go to Step 10	Go to Step 7
	<ol style="list-style-type: none"> 1. Visually inspect the suspected area. Use a small mirror to assist in looking at hard to see areas. 		

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7	<p>2. Check for leaks at the following locations:</p> <ul style="list-style-type: none"> • Sealing surfaces • Fittings • Cracked or damaged components <p>Can you identify the type of fluid and the approximate location of the leak?</p>	Go to Step 10	Go to Step 8
8	<p>Use J 28428-E High Intensity Black Light to identify the type of fluid, and the approximate location of the leak. See Special Tools. Refer to the manufacturer's instructions when using the tool.</p> <p>Can you identify the type of fluid and the approximate location of the leak?</p>	Go to Step 10	Go to Step 9
9	<p>1. Visually inspect the suspected area. Use a small mirror to assist in looking at hard to see areas.</p> <p>2. Check for leaks at the following locations:</p> <ul style="list-style-type: none"> • Sealing surfaces • Fittings • Cracked or damaged components <p>Can you identify the type of fluid and the approximate location of the leak?</p>	Go to Step 10	System OK
10	<p>1. Inspect the engine for mechanical damage. Special attention should be shown to the following areas:</p> <ul style="list-style-type: none"> • 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 		

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	<ul style="list-style-type: none">• 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 <p>2. Inspect the engine for customer modifications.</p> <p>Is there mechanical damage, or customer modifications to the engine?</p>	Go to Step 11	System OK
11	<p>Repair or replace all damaged or modified components.</p> <p>Does the engine still leak oil?</p>	Go to Step 1	System OK

CRANKCASE VENTILATION SYSTEM INSPECTION/DESCRIPTION

Crankcase Ventilation (CV) System Inspection

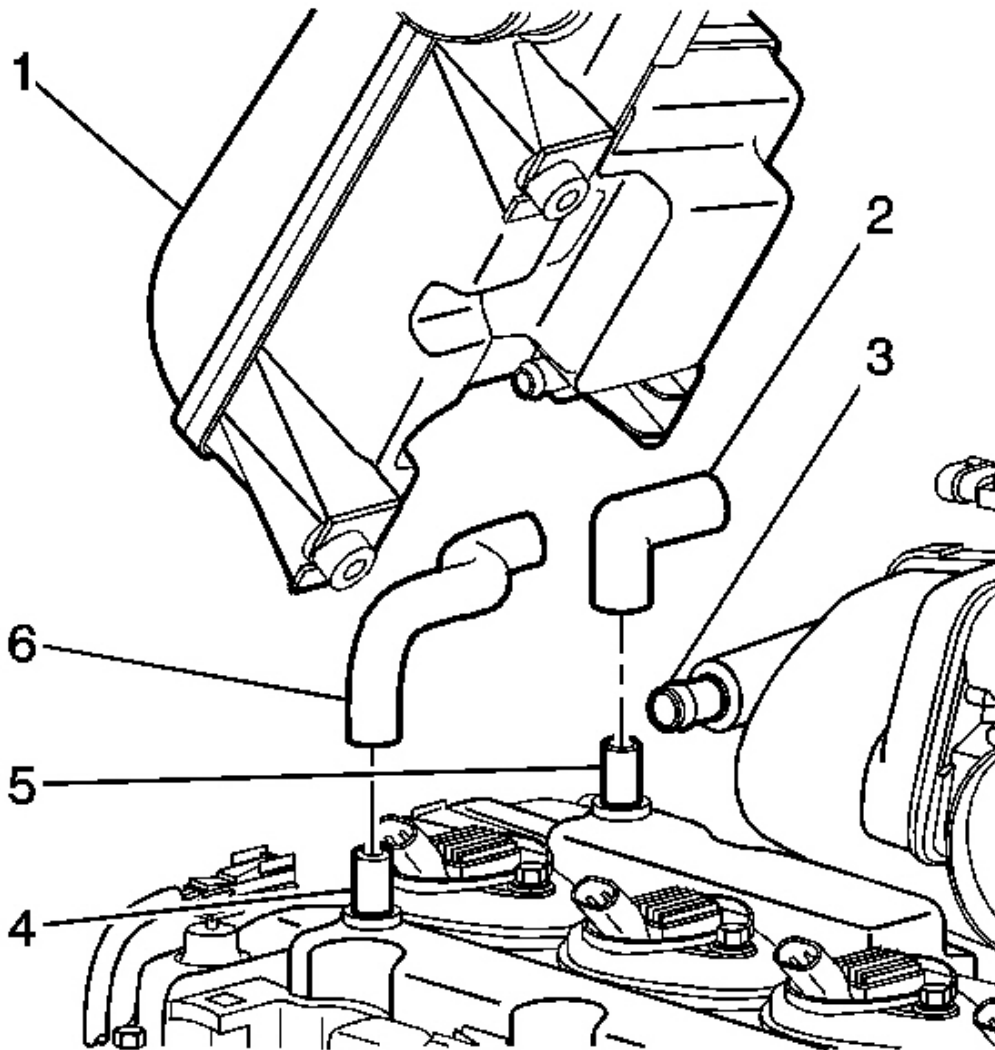


Fig. 27: View Of Crankcase Ventilation System
Courtesy of GENERAL MOTORS CORP.

- Test for vacuum at the positive crankcase ventilation (PCV) dirty air hose (2) where it connects to the vacuum orifice tube (5) in the camshaft cover. There should be manifold vacuum present at the hose (2). If there is no vacuum, inspect for a plugged hose, leaking hose or a plugged intake manifold passage.
- If oil has accumulated in the air cleaner resonator (1), inspect for the following conditions:

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- Plugged vacuum orifice tube (5) in the camshaft cover
- Plugged, restricted, or leaking PCV dirty air hose (2)
- Plugged or restricted intake manifold passage (3)
- Excessive crankcase pressure or blow-by, refer to **Engine Compression Test**
- Additional items to inspect:
 - Plugged or restricted vacuum tube (4) in the camshaft cover
 - Plugged or restricted PCV fresh air hose (6)
 - Plugged or restricted passage in the air cleaner resonator (1)
 - Inspect the cam cover, the oil pan, engine front cover, and other sealing areas for leaks

Results of Incorrect Operation

A plugged crankcase ventilation system may contribute to the following conditions:

- A rough idle
- Stalling or a slow idle speed
- Oil leaks
- Oil accumulation in the air cleaner resonator (1)
- Sludge in the engine

A leaking hose may contribute to the following conditions:

- A rough idle
- Stalling
- Unstable idle speed

The crankcase ventilation system has no serviceable components so no maintenance of the system is required.

DRIVE BELT CHIRPING DIAGNOSIS

Diagnostic Aids

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

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A loose or improper installation of a body component, a suspension component, or other items of the vehicle may cause the chirping noise.

Test Description

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

- 2:** The noise may not be engine related. This step is to verify that the engine is making the noise. If the engine is not making the noise do not proceed further with this table.
- 3:** The noise may be an internal engine noise. Removing the drive belt and operating the engine for a brief period will verify the noise is related to the drive belt. When removing the drive belt(s) the water pump may not be operating and the engine may overheat. Also DTCs may set when the engine is operating with the drive belt removed.
- 4:** Inspect all drive belt pulleys for pilling. Pilling is the small balls or pills or it may be strings in the drive belt grooves from the accumulation of rubber dust.
- 6:** Misalignment of the pulleys may be caused from improper mounting of the accessory drive component, incorrect installation of the accessory drive component pulley, or the pulley bent inward or outward from a previous repair. Test for a misalign pulley using a straight edge in the pulley grooves across two or three pulleys. If a misalign pulley is found refer to that accessory drive component for the proper installation procedure for that pulley.
- 10:** Inspecting of the fasteners can eliminate the possibility that a wrong bolt, nut, spacer, or washer was installed.
- 12:** Inspecting the pulleys for being bent should include inspecting for a dent or other damage to the pulleys that would prevent the drive belt from not seating properly in all of the pulley grooves or on the smooth surface of a pulley when the back side of the belt is used to drive the pulley.
- 14:** 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:			
<ul style="list-style-type: none">• A high pitched noise that is heard once per revolution of the drive belt or a pulley.• It usually occurs on cold damp mornings and will subside once vehicle reached normal operating temp.			

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1	Did you review the Drive Belt Symptom operation and perform the necessary inspections?	Go to Step 2	Go to <u>Symptoms - Engine Mechanical</u>
2	Verify that there is a chirping noise. Does the engine make the chirping noise?	Go to Step 3	Go to Diagnostic Aids
3	<ol style="list-style-type: none"> 1. Remove the drive belt. Refer to <u>Drive Belt Replacement (Without A/C)</u> or <u>Drive Belt Replacement (With A/C)</u>. 2. Operate the engine for no longer than 30 to 40 seconds. Does the chirping noise still exist?	Go to <u>Engine Noise on Start-Up, but Only Lasting a Few Seconds</u>	Go to Step 4
4	Inspect for severe pilling exceeding 1/3 of the belt groove depth. Does the belt grooves have pilling?	Go to Step 5	Go to Step 6
5	Clean the drive belt pulleys with a suitable wire brush. Did you complete the repair?	Go to Step 15	Go to Step 6
6	Inspect for misalignment of the pulleys. Are any of the pulleys misaligned?	Go to Step 7	Go to Step 8
7	Replace or repair any misaligned pulleys. Did you complete the repair?	Go to Step 15	Go to Step 8
8	Inspect for bent or cracked brackets. Did you find any bent or cracked brackets?	Go to Step 9	Go to Step 10
9	Replace any bent or cracked brackets. Did you complete the repair?	Go to Step 15	Go to Step 10
10	Inspect for improper, loose or missing fasteners. Did you find the condition?	Go to Step 11	Go to Step 12
11	Tighten any loose fasteners. Replace any improper or missing fasteners. Refer to <u>Fastener Tightening Specifications</u> . Did you complete the repair?	Go to Step 15	Go to Step 12
12	Inspect for a bent pulley. Did you find the condition?	Go to Step 13	Go to Step 14
13	Replace the bent pulley. Did you complete the repair?	Go to Step 15	Go to Step 14

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14	Replace the drive belt. Refer to <u>Drive Belt Replacement (Without A/C)</u> or <u>Drive Belt Replacement (With A/C)</u> Did you complete the repair?	Go to Step 15	Go to Diagnostic Aids
15	Operate the system in order to verify the repair. Did you correct the condition?	System OK	Go to Step 3

DRIVE BELT SQUEAL DIAGNOSIS

Diagnostic Aids

A loose or improper installation of a body component, a suspension component, or other items of the vehicle may cause the squeal noise.

If the noise is intermittent, verify the accessory drive components by varying their loads making sure they are operated to their maximum capacity. An overcharged A/C system, power steering system with a pinched hose or wrong fluid, or a generator failing are suggested items to inspect.

Test Description

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

- 2:** The noise may not be engine related. This step is to verify that the engine is making the noise. If the engine is not making the noise do not proceed further with this table
- 3:** The noise may be an internal engine noise. Removing the drive belt and operating the engine for a brief period will verify the squeal noise is the drive belts or an accessory drive component. When removing the drive belt the water pump may not be operating and the engine may overheat. Also DTCs may set when the engine is operating with the drive belt removed.
- 4:** This test is to verify that an accessory drive component does not have a seized bearing. With the belt remove test the bearings in the accessory drive components for turning smoothly. Also test the accessory drive components with the engine operating by varying the load on the components to verify that the components operate properly.
- 5:** This test is to verify that the drive belt tensioner operates properly. If the drive belt tensioner is not operating properly, proper belt tension may not be achieved to keep the drive belt from slipping which could cause a squeal noise.
- 6:** This test is to verify that the drive belts is not too long, which would prevent the drive belt tensioner from working properly. Also if an incorrect length drive belt was installed, it may not be routed properly and may be turning an accessory drive component in the wrong direction.

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

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

Drive Belt Squeal Diagnosis

Step	Action	Yes	No
<p>NOTE: Refer to <u>Belt Dressing Notice</u> in Cautions and Notices.</p> <p>DEFINITION: The following items are indications of drive belt squeal:</p> <ul style="list-style-type: none"> • A loud screeching noise that is caused by a slipping drive belt (this is unusual for a drive belt with multiple ribs) • The noise occurs when a heavy load is applied to the drive belt, such as an air conditioning compressor engagement snapping the throttle, or slipping on a seized pulley or a faulty accessory drive component. 			
1	Did you review the Drive Belt Symptom operation and perform the necessary inspections?	Go to Step 2	Go to <u>Symptoms - Engine Mechanical</u>
2	Verify that there is a squeal noise. Does the engine make the squeal noise?	Go to Step 3	Go to Diagnostic Aids
3	<p>1. Remove the drive belt(s). Refer to <u>Drive Belt Replacement (Without A/C)</u> or <u>Drive Belt Replacement (With A/C)</u>.</p> <p>2. Operate the engine for no longer than 30 to 40 seconds.</p> <p>Does the noise still exist?</p>	Go to <u>Engine Noise on Start-Up, but Only Lasting a Few Seconds</u>	Go to Step 4
4	Inspect for an accessory drive component seized bearing or a faulty accessory drive component. Did you find and correct the condition?	Go to Step 9	Go to Step 5
5	Test the drive belt tensioner for proper operation. Refer to <u>Drive Belt Tensioner Diagnosis</u> .		

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	Did you find and correct the condition?	Go to Step 9	Go to Step 6
6	Inspect for the correct drive belt length. Refer to <u>Drive Belt Replacement (Without A/C)</u> or <u>Drive Belt Replacement (With A/C)</u> .		
	Did you find and correct the condition?	Go to Step 9	Go to Step 7
7	Inspect for misalignment of a pulley.		
	Did you find and correct the condition?	Go to Step 9	Go to Step 8
8	Inspect for the correct pulley size.		Go to <u>Drive Belt Idler Pulley Replacement</u>
	Did you find and correct the condition?	Go to Step 9	
9	Operate the system in order to verify the repair. Did you correct the condition?	System OK	Go to Step 3

DRIVE BELT WHINE DIAGNOSIS

Diagnostic Aids

The drive belt(s) will not cause the whine noise.

If the whine noise is intermittent, verify the accessory drive components by varying their loads making sure they are operated to their maximum capacity. Such items but not limited to may be an A/C system overcharged, the power steering system restricted or the wrong fluid, or the generator failing.

Test Description

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

3: This test is to verify that the noise is being caused by the drive belt(s) or the accessory drive components. When removing the drive belt the water pump may not be operating and the engine may overheat. Also DTCs may set when the engine is operating with the drive belt removed.

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

Drive Belt Whine Diagnosis

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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 Drive Belt Symptom operation and perform the necessary inspections?	Go to Step 2	Go to <u>Symptoms - Engine Mechanical</u>
2	Verify that there is a whine noise. Does the engine make the whine noise?	Go to Step 3	Go to Diagnostic Aids
3	1. Remove the drive belt(s). Refer to <u>Drive Belt Replacement (Without A/C)</u> or <u>Drive Belt Replacement (With A/C)</u> . 2. Operate the engine for no longer than 30 to 40 seconds. Does the whine noise still exist?	Go to <u>Engine Noise on Start-Up, but Only Lasting a Few Seconds</u>	Go to Step 4
4	Inspect for a failed accessory drive component bearing. Did you find and repair the condition?	Go to Step 5	Go to Diagnostic Aids
5	Operate the system in order to verify the repair. Did you correct the condition?	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 rumbling noise.

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

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Test Description

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

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

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

4: Inspecting the drive belt(s) is to ensure that it is not causing a the noise. Small cracks across the ribs of the drive belt will not cause the noise. Belt separation is identified by the plies of the belt separating and may be seen at the edge of the belt our felt as a lump in the belt.

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

Drive Belt Rumbling Diagnosis

Step	Action	Yes	No
NOTE: Refer to <u>Belt Dressing Notice</u> in Cautions and Notices.			
DEFINITION: <ul style="list-style-type: none">• A low pitch tapping, knocking, or thumping noise heard at or just above idle.• Heard once per revolution of the drive belt or a pulley.• Rumbling may be caused from:<ul style="list-style-type: none">○ 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 Drive Belt Symptom operation and perform the necessary inspections?	Go to Step 2	Go to <u>Symptoms - Engine Mechanical</u>
2	Verify that there is a rumbling noise. Does the engine make the rumbling noise?	Go to Step 3	Go to Diagnostic Aids

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3	<p>1. Remove the drive belt(s). Refer to <u>Drive Belt Replacement (Without A/C)</u> or <u>Drive Belt Replacement (With A/C)</u>.</p> <p>2. Operate the engine for no longer than 30 to 40 seconds.</p> <p>Does the rumbling noise still exist?</p>	<p>Go to <u>Engine Noise on Start-Up, but Only Lasting a Few Seconds</u></p>	<p>Go to Step 4</p>
4	<p>Inspect the drive belt(s) for damage, separation, or sections of missing ribs.</p> <p>Did you find any of these conditions?</p>	<p>Go to Step 7</p>	<p>Go to Step 5</p>
5	<p>Inspect for severe pilling of more than 1/3 of the drive belt pulley grooves.</p> <p>Did you find severe pilling?</p>	<p>Go to Step 6</p>	<p>Go to Step 7</p>
6	<p>1. Clean the drive belt pulleys using a suitable wire brush.</p> <p>2. Reinstall the drive belt. Refer to <u>Drive Belt Replacement (Without A/C)</u> or <u>Drive Belt Replacement (With A/C)</u>.</p> <p>Did you complete the repair?</p>	<p>Go to Step 8</p>	<p>Go to Step 7</p>
7	<p>Install a new drive belt. Refer to <u>Drive Belt Replacement (Without A/C)</u> or <u>Drive Belt Replacement (With A/C)</u>.</p> <p>Did you complete the replacement?</p>	<p>Go to Step 8</p>	<p>-</p>
8	<p>Operate the system in order to verify the repair.</p> <p>Did you correct the condition?</p>	<p>System OK</p>	<p>Go to Diagnostic Aids</p>

DRIVE BELT VIBRATION DIAGNOSIS

Diagnostic Aids

The accessory drive components can have an affect on engine vibration. Such as but not limited to the A/C system over charged, the power steering system restricted or the incorrect fluid, or an extra load on the generator. To help identify an intermittent or an improper condition, vary the loads on the accessory drive components.

Test Description

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

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2: This test is to verify that the symptom 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(s) or accessory drive components may be causing the vibration. When removing the drive belt the water pump may not be operating and the engine may overheat. Also DTCs may set when the engine is operating with the drive belt removed.

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

6: Inspecting of the fasteners can eliminate the possibility that a wrong 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 smoothness, ease of turning. Inspect for a bent fan shaft or bent mounting flange.

9: This step should only be performed if the water pump is driven by the drive belt. Inspect the water pump shaft for being bent. Also inspect the water pump bearings for smoothness 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 extra strain on that accessory component causing it to vibrate.

Drive Belt Vibration Diagnosis

Step	Action	Yes	No
<p>NOTE: Refer to <u>Belt Dressing Notice</u> in Cautions and Notices.</p> <p>DEFINITION: The following items are indications of drive belt vibration:</p> <ul style="list-style-type: none"> • The vibration is engine-speed related. • The vibration may be sensitive to accessory load. 			
1	Did you review the Drive Belt Symptom operation and perform the necessary inspections?	Go to Step 2	Go to <u>Symptoms - Engine Mechanical</u>
2	Verify that the vibration is engine related. Does the engine make the vibration?	Go to Step 3	Go to Diagnostic Aids
	1. Remove the drive belt. Refer to <u>Drive Belt Replacement (Without A/C)</u> or <u>Drive Belt Replacement (With A/C)</u> .	Go to <u>Diagnostic Starting Point</u>	

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3	<p>2. Operate the engine for no longer than 30 to 40 seconds.</p> <p>Does the engine still make the vibration?</p>	<p><u>- Vibration Diagnosis and Correction</u> in Vibration Diagnosis and Correction</p>	Go to Step 4
4	<p>Inspect the drive belt for wear, damage, debris build-up and missing drive belt ribs.</p> <p>Did you find any of these conditions?</p>	Go to Step 5	Go to Step 6
5	<p>Install a new drive belt. Refer to <u>Drive Belt Replacement (Without A/C)</u> or <u>Drive Belt Replacement (With A/C)</u>.</p> <p>Did you complete the replacement?</p>	Go to Step 11	Go to Step 6
6	<p>Inspect for improper, loose or missing fasteners.</p> <p>Did you find any of these conditions?</p>	Go to Step 7	Go to Step 8
7	<p>1. Tighten any loose fasteners.</p> <p>2. Replace improper or missing fasteners. Refer to <u>Fastener Tightening Specifications</u>.</p> <p>Did you complete the repair?</p>	Go to Step 11	Go to Step 8
8	<p>Inspect for damaged fan blades or bent fan clutch shaft, if the fan is belt driven. Refer to <u>Fan Replacement</u>.</p> <p>Did you find and correct the condition?</p>	Go to Step 11	Go to Step 9
9	<p>Inspect for a bent water pump shaft, if the water pump is belt driven. Refer to <u>Water Pump Replacement</u>.</p> <p>Did you find and correct the condition?</p>	Go to Step 11	Go to Step 10
10	<p>Inspect for bent or cracked brackets.</p> <p>Did you find and correct the condition?</p>	Go to Step 11	Go to Diagnostic Aids
11	<p>Operate the system in order to verify the repair.</p> <p>Did you correct the condition?</p>	System OK	Go to Step 3

DRIVE BELT FALLS OFF DIAGNOSIS

Diagnostic Aids

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

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An extra load that is quickly applied on released by an accessory drive component may cause the drive belt to fall off the pulleys. Verify the accessory drive components operate properly.

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

Test Description

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

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

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

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

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

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

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 Drive Belt Symptom operation and perform the necessary inspections?		Go to <u>Symptoms - Engine</u>

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		Go to Step 2	<u>Mechanical</u>
2	Inspect for a damaged drive belt. Did you find the condition?	Go to Step 3	Go to Step 4
3	Install a new drive belt. Refer to <u>Drive Belt Replacement (Without A/C)</u> or <u>Drive Belt Replacement (With A/C)</u> . Does the drive belt continue to fall off?	Go to Step 4	System OK
4	Inspect for misalignment of the pulleys. Did you find and repair the condition?	Go to Step 12	Go to Step 5
5	Inspect for a bent or dented pulley. Did you find and repair the condition?	Go to Step 12	Go to Step 6
6	Inspect for a bent or a cracked bracket. Did you find and repair the condition?	Go to Step 12	Go to Step 7
7	Inspect for improper, loose or missing fasteners. Did you find loose or missing fasteners?	Go to Step 8	Go to Step 9
8	1. Tighten any loose fasteners. 2. Replace improper or missing 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 operating correctly. 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
11	Inspect for failed drive belt idler and drive belt tensioner pulley bearings. Did you find and repair the condition?	Go to Step 12	Go to Diagnostic Aids
12	Operate the system in order to verify the repair. Did you correct the condition?	System OK	Go to Step 2

DRIVE BELT EXCESSIVE WEAR DIAGNOSIS

Diagnostic Aids

Excessive wear on a drive belt(s) is usually caused by an incorrect installation or the wrong drive

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belt for the application.

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

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

Test Description

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

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

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

4: This inspection is to verify the drive belt(s) is not contacting any parts of the engine or body while the engine is operating. There should be sufficient clearance when the drive belt accessory drive components load varies. The drive belt(s) 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 Drive Belt Symptom operation and perform the necessary inspections?	Go to Step 2	Go to <u>Symptoms - Engine Mechanical</u>
2	Inspect the drive belt(s) for the proper installation. Refer to <u>Drive Belt Replacement (Without A/C)</u> or <u>Drive Belt Replacement (With A/C)</u> . Did you find this condition?	Go to Step 5	Go to Step 3
3	Inspect for the proper drive belt.		

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	Did you find this condition?	Go to Step 5	Go to Step 4
4	Inspect for the drive belt rubbing against a bracket, hose, or wiring harness. Did you find and repair the condition?	Go to Step 6	Go to Diagnostic Aids
5	Replace the drive belt. Refer to <u>Drive Belt Replacement (Without A/C)</u> or <u>Drive Belt Replacement (With A/C)</u> . Did you complete the replacement?	Go to Step 6	-
6	Operate the system in order to verify the repair. Did you correct the condition?	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.

1. Remove the drive belts. Refer to **Drive Belt Replacement (Without A/C)** or **Drive Belt Replacement (With A/C)**.
2. Position a hex-head socket on the belt tensioner pulley bolt head.
3. 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.
4. If any binding is observed, replace the tensioner. Refer to **Drive Belt Tensioner Replacement**.
5. Install the drive belt. Refer to **Drive Belt Replacement (Without A/C)** or **Drive Belt Replacement (With A/C)**.

CAMSHAFT POSITION (CMP) ACTUATOR DIAGNOSIS

For overall description of the camshaft position actuator refer to **Exhaust Camshaft Position Actuator Description**.

The camshaft position actuator will only phase 25-cam degrees retard (counterclockwise). Full advance (clockwise) is 0 degrees.

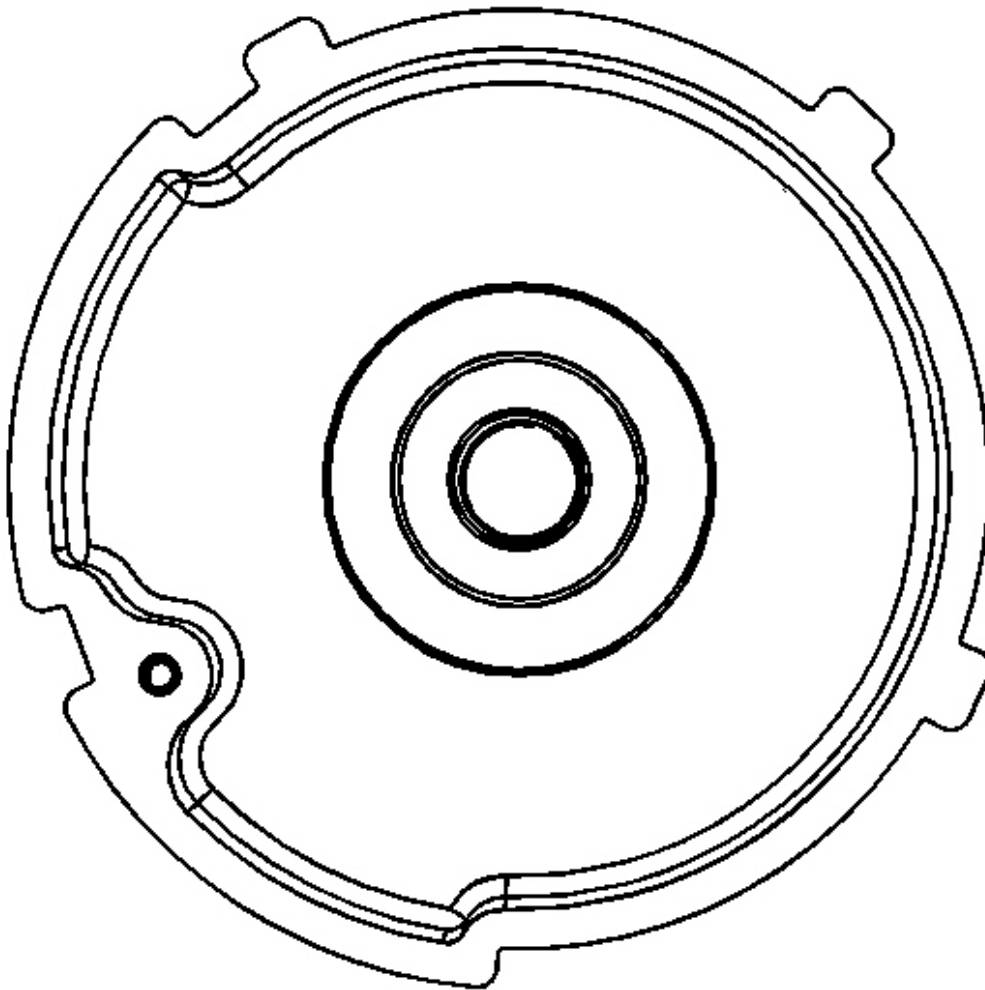


Fig. 28: Camshaft Position (CMP) Actuator
Courtesy of GENERAL MOTORS CORP.

The camshaft position actuator should always be serviced/replaced in the full advanced position (full clockwise or 0 degrees). New replacement (service) camshaft position actuators are shipped at full advance or 0 degrees. To be sure the camshaft position actuator is performing properly, perform the following to help in the diagnostics.

The camshaft position actuator must be removed from the engine to perform the proper diagnostic test.

1. Clamp the camshaft actuator in a vice. Use care not to damage the contact area of the sprocket.

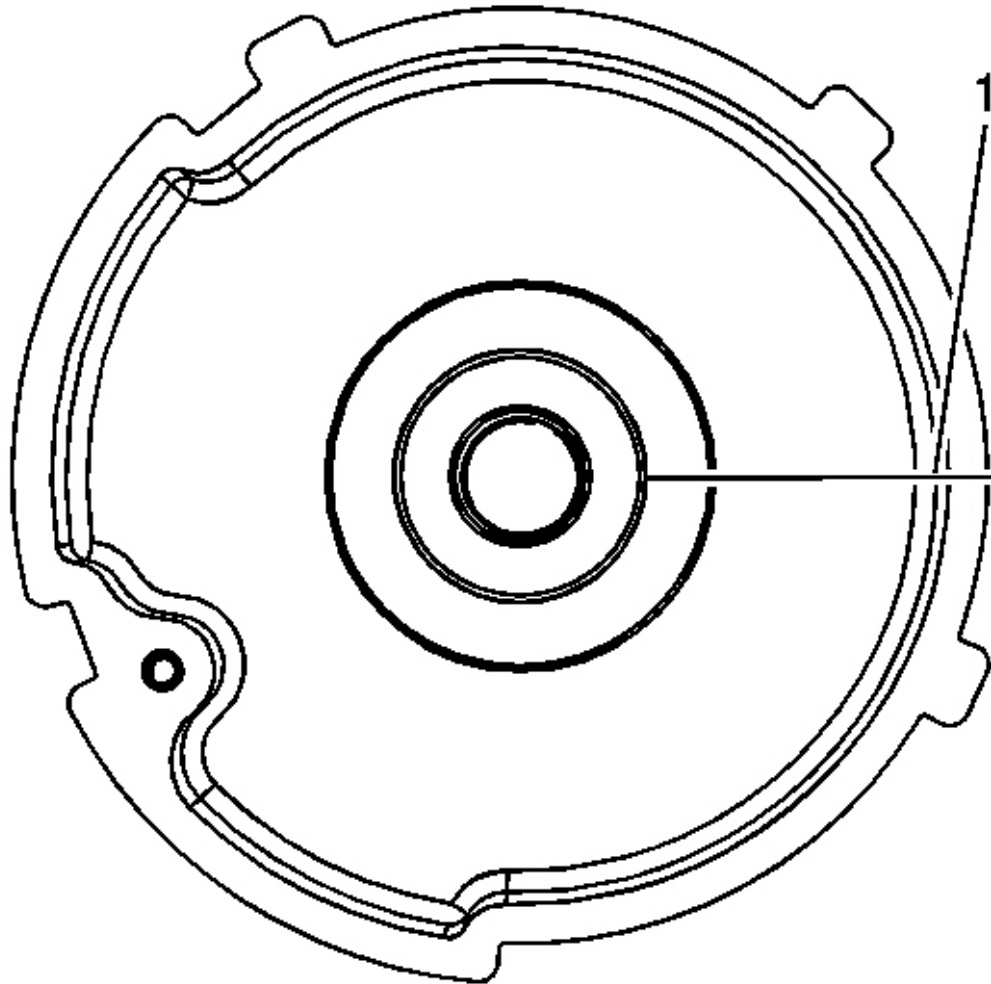


Fig. 29: Scribe or draw a line
Courtesy of GENERAL MOTORS CORP.

2. Scribe or draw a line (1) on the camshaft position actuator outer ring face, in the full advanced position. With the engine at TDC on #1 cylinder, the wording should be level.

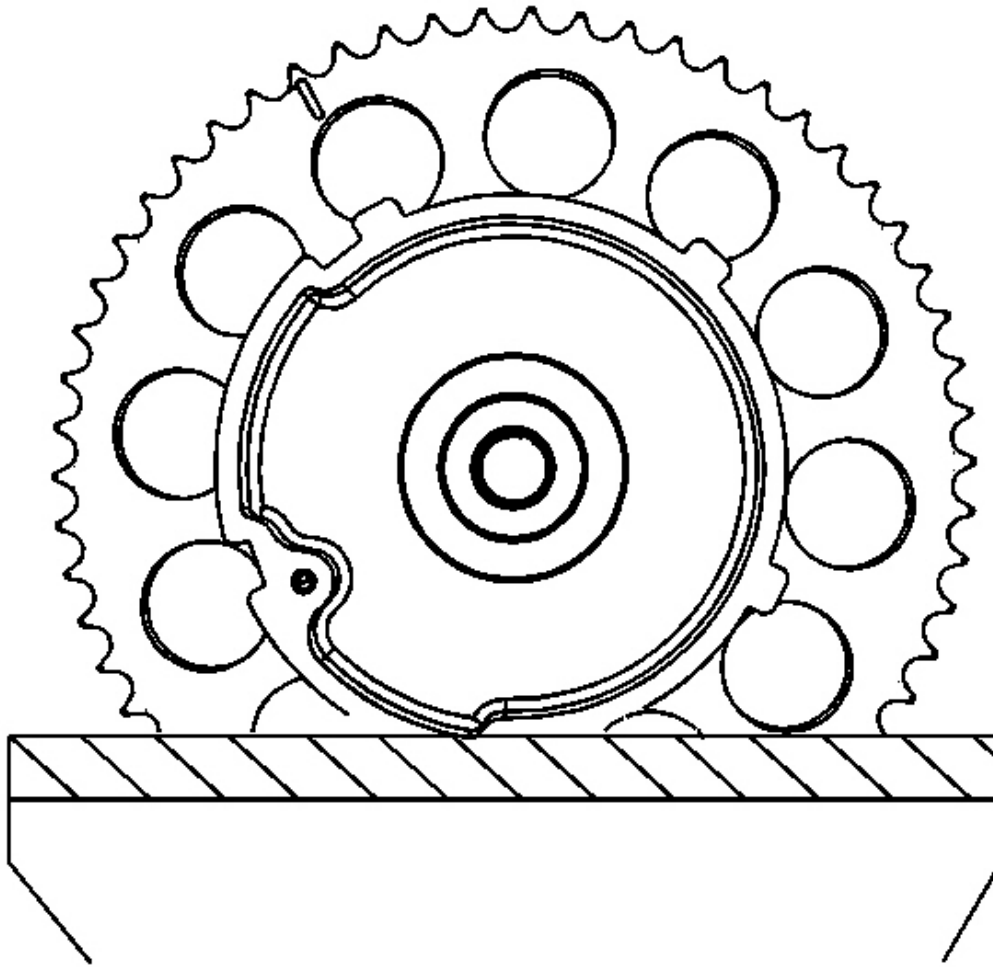


Fig. 30: Wording Should Be Level
Courtesy of GENERAL MOTORS CORP.

3. Apply compressed air pressure to the oil port (1) on the back side of the actuator to unlock the locking pin.
4. Turn the actuator, by hand, to the full counterclockwise position.
5. Scribe or draw a line (2) on the camshaft position actuator at that position.

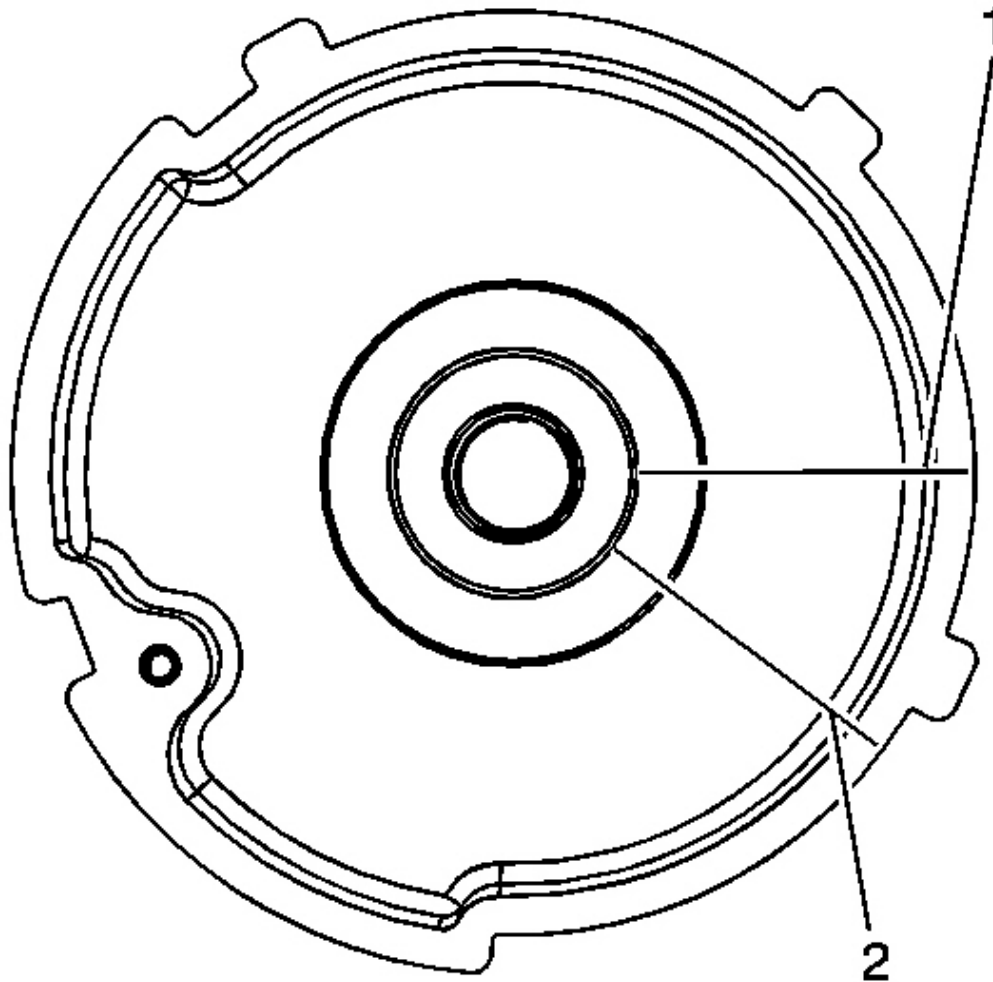


Fig. 31: Scribe or draw a 2nd line
Courtesy of GENERAL MOTORS CORP.

6. Measure the distance between the two lines. The measurement (3) should be 14-15 mm (0.55-0.59 in).

IMPORTANT: It is normal for oil to leak out of the camshaft actuator when compressed air is applied. It is also normal for oil bubbles to form on the camshaft sprocket itself.

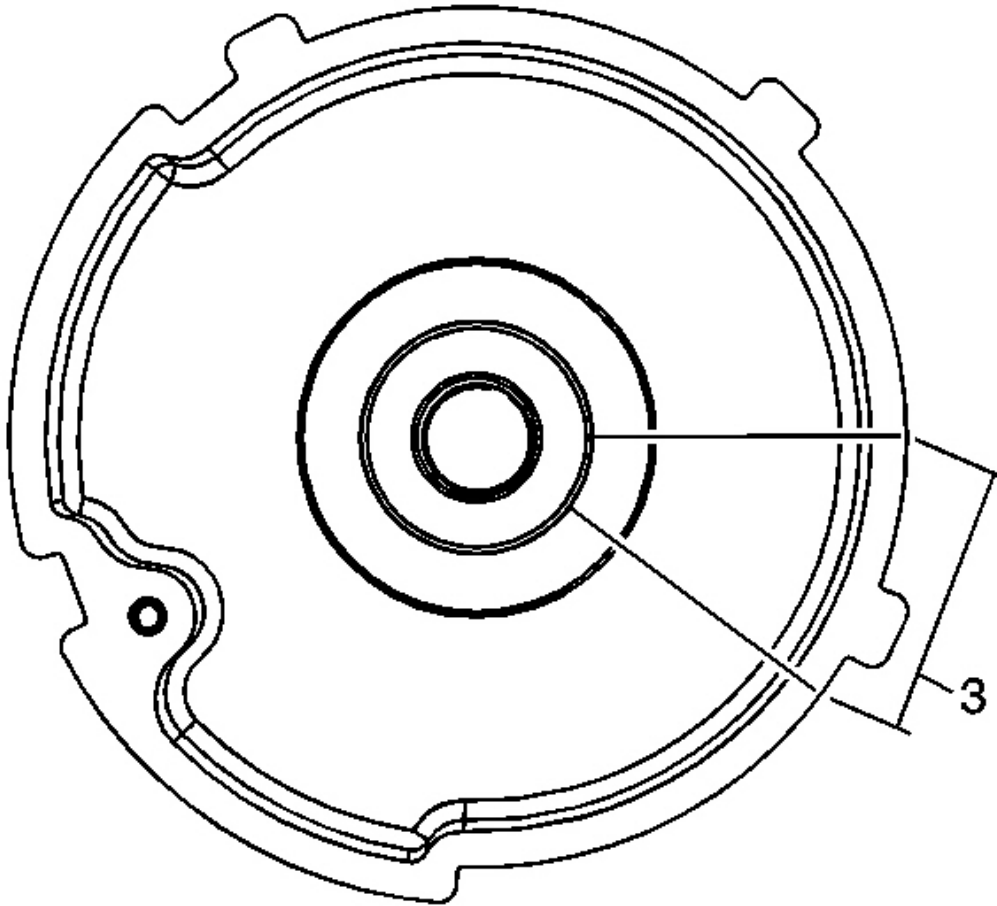


Fig. 32: Measure The Distance Between The Two Lines
Courtesy of GENERAL MOTORS CORP.

The camshaft position actuator must be replaced if it does not unlock when air pressure is applied, does not lock when air pressure is removed, or does not move within the 14-15 mm (0.55-0.59 in).

REPAIR INSTRUCTIONS

DRIVE BELT REPLACEMENT (WITHOUT A/C)

Removal Procedure

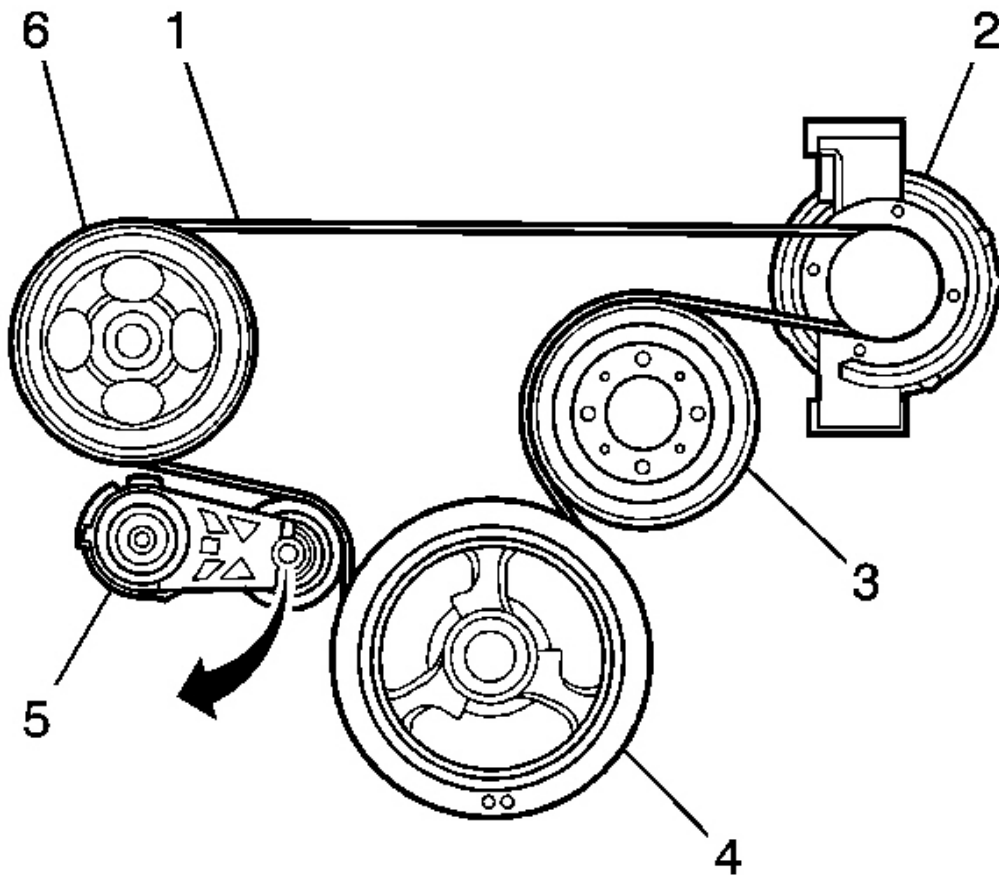


Fig. 33: View Of Drive Belt & Pulleys (No A/C)
Courtesy of GENERAL MOTORS CORP.

1. Install a 3/8 inch breaker bar into the drive belt tensioner (5).
2. Rotate the tensioner (7) clockwise, in order to relieve the tension on the drive belt (1).
3. Slide the drive belt (1) off of the water pump pulley (3).
4. Rotate the drive belt tensioner (7) counterclockwise, allowing the tensioner to return to the relaxed position.
5. Remove the drive belt (1) from the remaining pulleys.

Installation Procedure

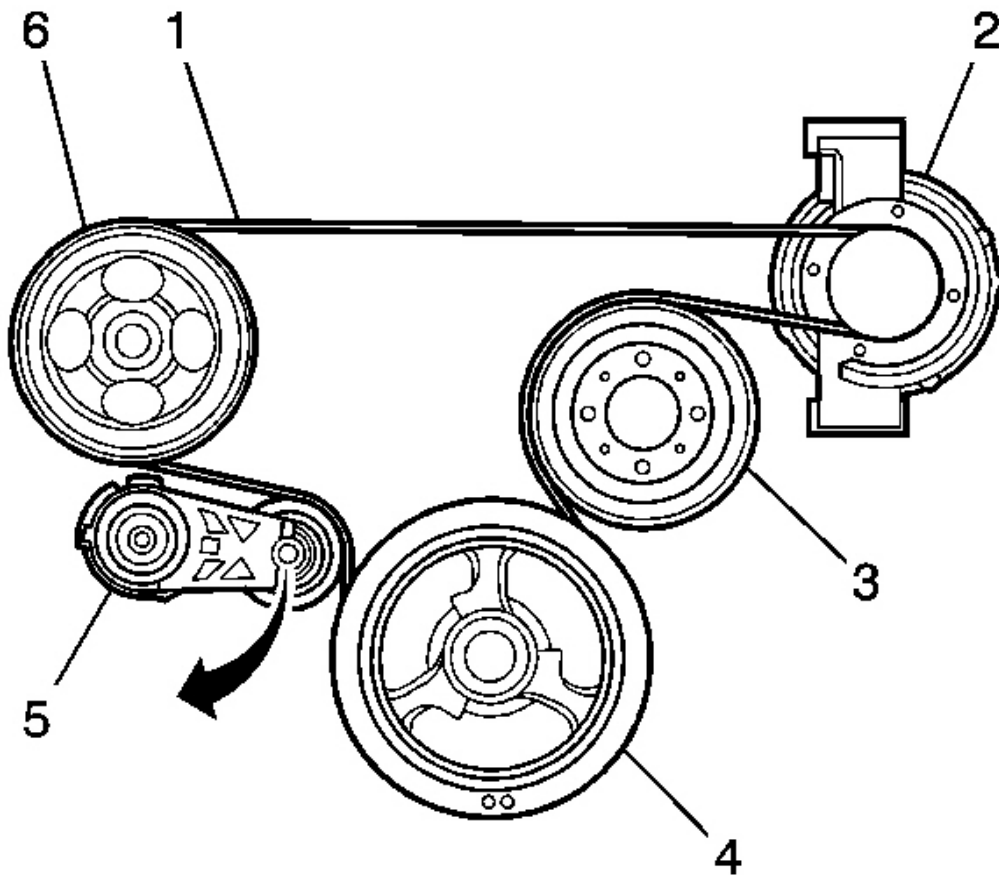


Fig. 34: View Of Drive Belt & Pulleys (No A/C)
Courtesy of GENERAL MOTORS CORP.

1. Install the drive belt (1) over all the pulleys, except for the water pump pulley (3).
2. Install the 3/8 inch breaker bar into the drive belt tensioner (5).
3. Rotate the tensioner (5) clockwise.
4. Install the drive belt (1) over the top of the water pump pulley (3).
5. Slowly release the tension on the drive belt tensioner (5).

IMPORTANT: Ensure the drive belt is properly aligned and seated into the grooves of the drive pulleys.

6. Inspect for proper installation of the drive belt (1) on the pulleys.

DRIVE BELT REPLACEMENT (WITH A/C)

Removal Procedure

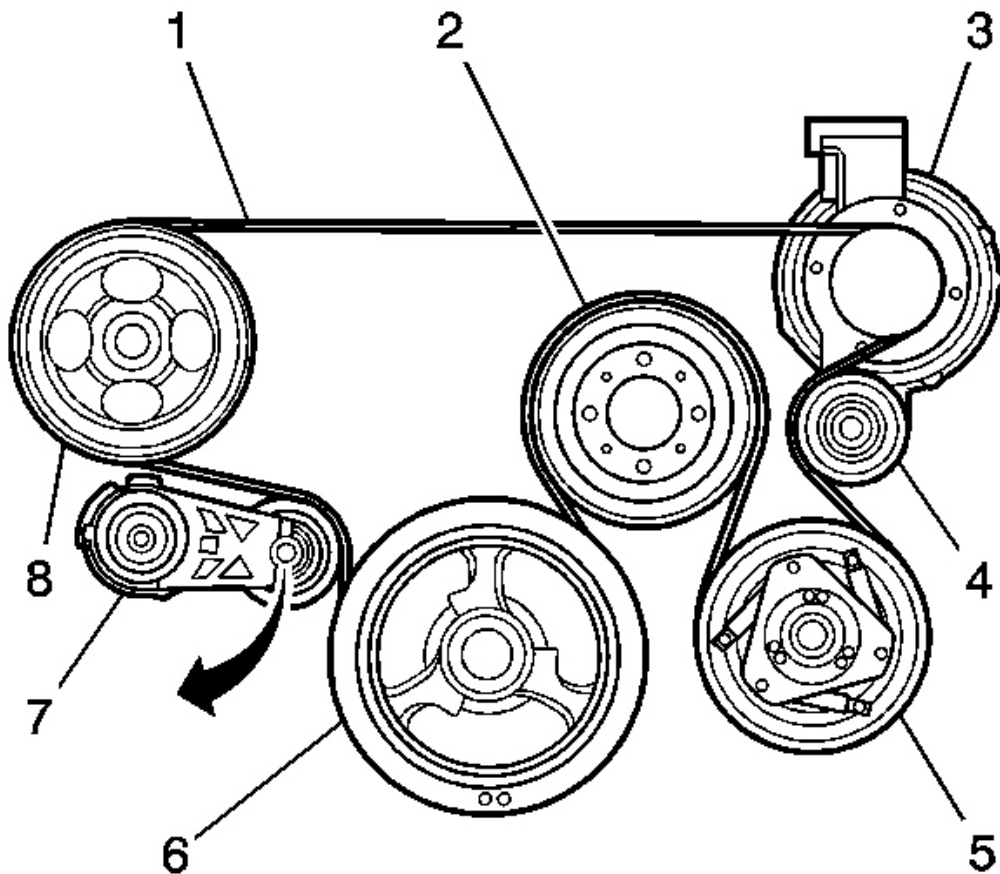


Fig. 35: View Of Drive Belt & Pulleys (With A/C)
Courtesy of GENERAL MOTORS CORP.

1. Install a 3/8 inch breaker bar into the drive belt tensioner (7).
2. Rotate the tensioner (7) clockwise, in order to relieve the tension on the drive belt (1).
3. Slide the drive belt (1) off of the water pump pulley (2).
4. Rotate the drive belt tensioner (7) counterclockwise, allowing the tensioner to return to the

relaxed position.

5. Remove the drive belt (1) from the remaining pulleys.

Installation Procedure

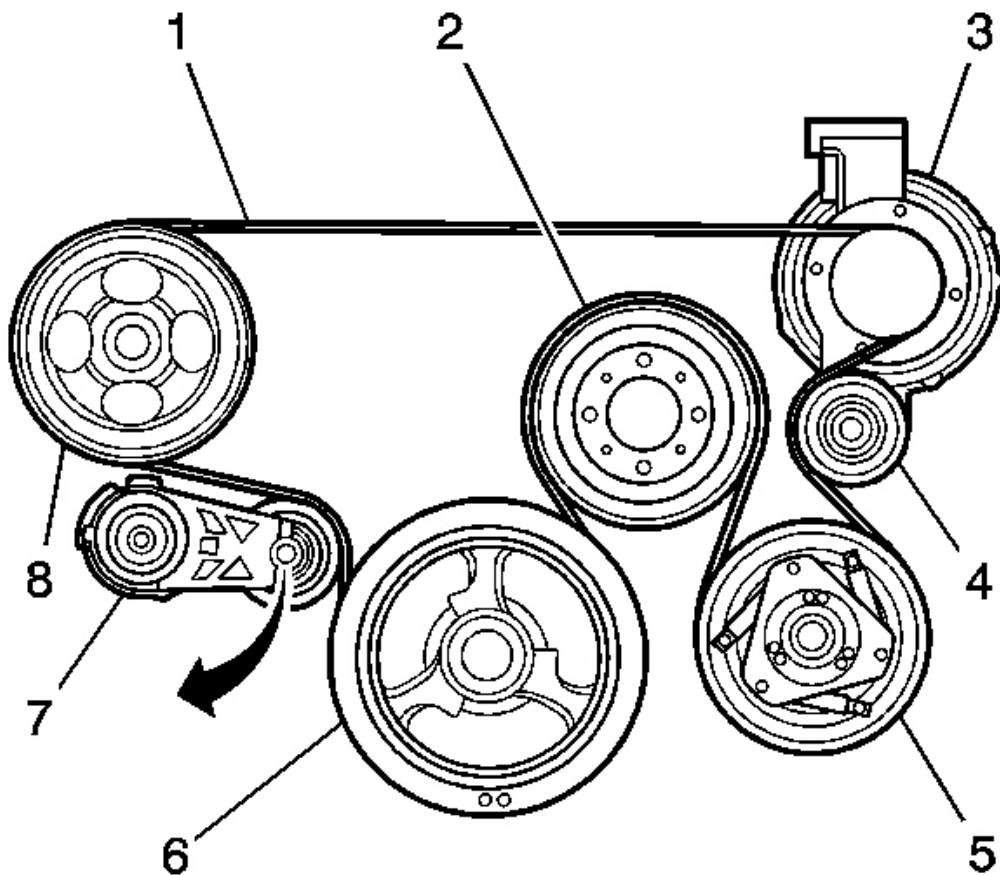


Fig. 36: View Of Drive Belt & Pulleys (With A/C)
Courtesy of GENERAL MOTORS CORP.

1. Install the drive belt (1) over all the pulleys, except for the water pump pulley (2).
2. Install the 3/8 inch breaker bar into the drive belt tensioner (7).
3. Rotate the tensioner (7) clockwise.
4. Install the drive belt (1) over the top of the water pump pulley (2).
5. Slowly release the tension on the drive belt tensioner (7).

IMPORTANT: Ensure the drive belt is properly aligned and seated into the grooves of the drive pulleys.

6. Inspect for proper installation of the drive belt (1) on the pulleys.

DRIVE BELT TENSIONER REPLACEMENT

Removal Procedure

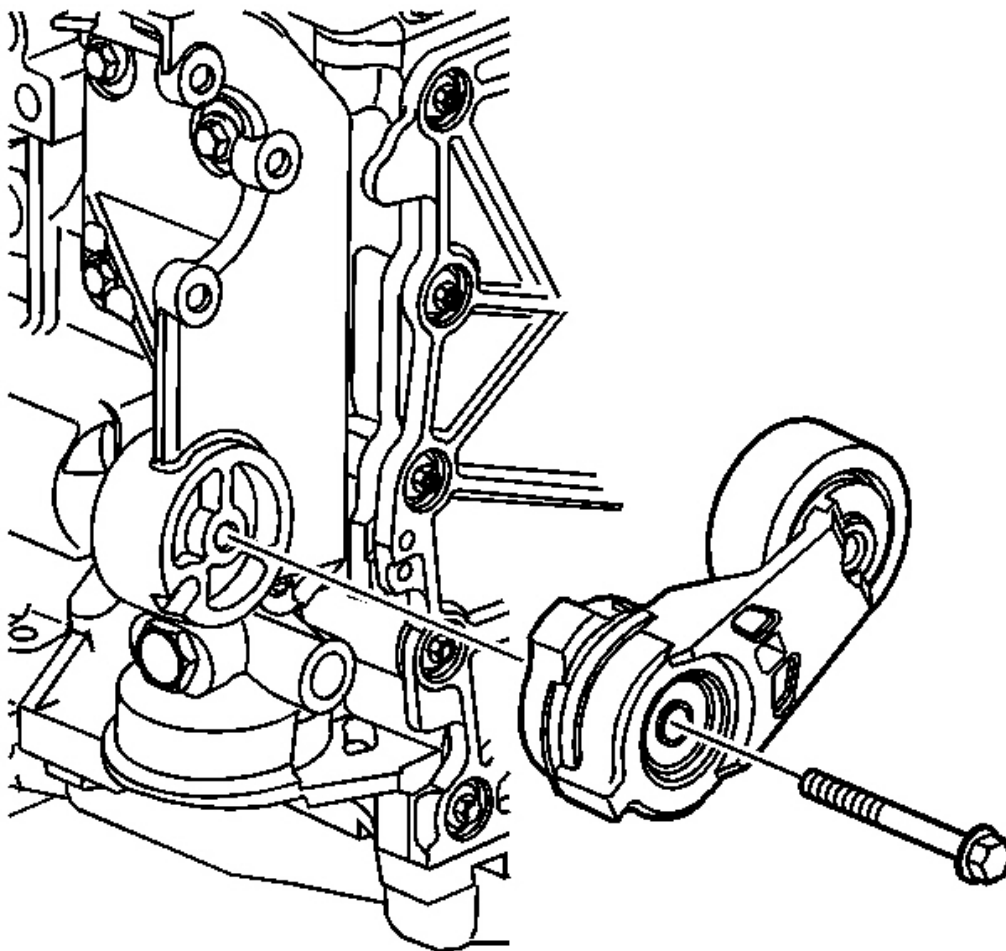


Fig. 37: View Of Drive Belt Tensioner
Courtesy of GENERAL MOTORS CORP.

1. Remove the drive belt. Refer to **Drive Belt Replacement (Without A/C)** or **Drive Belt Replacement (With A/C)**.
2. Using a wrench, loosen and remove the drive belt tensioner bolt.
3. Remove the drive belt tensioner.

Installation Procedure

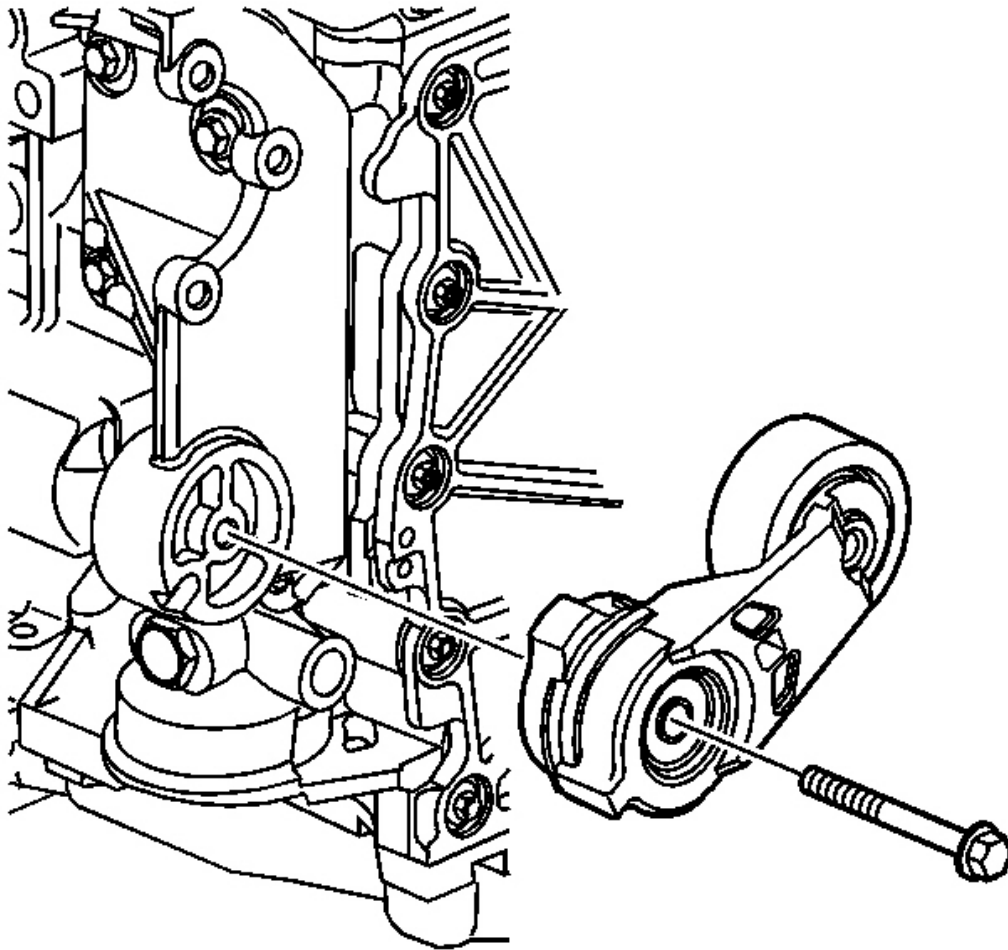


Fig. 38: View Of Drive Belt Tensioner
Courtesy of GENERAL MOTORS CORP.

1. Position the drive belt tensioner. Ensure the alignment tab is in the proper location.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the drive belt tensioner bolt.

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

3. Inspect the drive belt. Replace the drive belt if necessary.
4. Install the drive belt Drive Belt Replacement (Without A/C) or Drive Belt Replacement (With A/C).

DRIVE BELT IDLER PULLEY REPLACEMENT

Removal Procedure

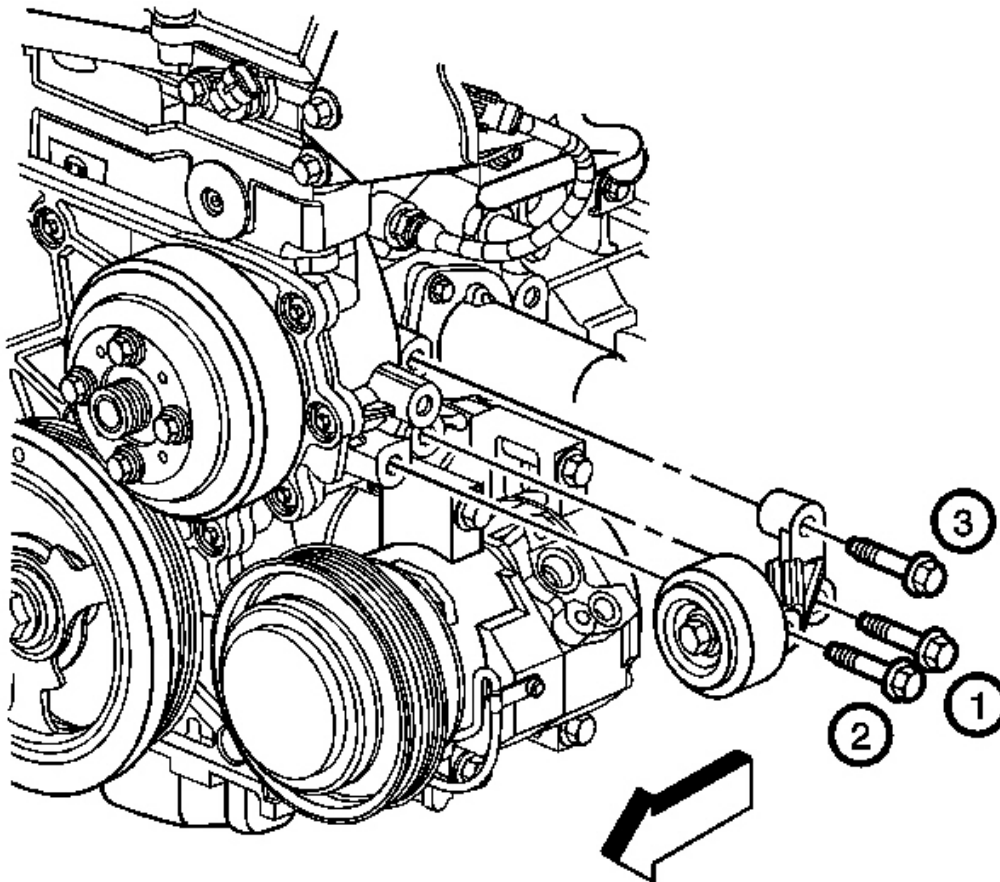


Fig. 39: View Of Drive Belt Idler Pulley & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Remove the drive belt. Refer to **Drive Belt Replacement (Without A/C)** or **Drive Belt Replacement (With A/C)**.
2. Remove the drive belt idler pulley bolts.
3. Remove drive belt idler pulley.

Installation Procedure

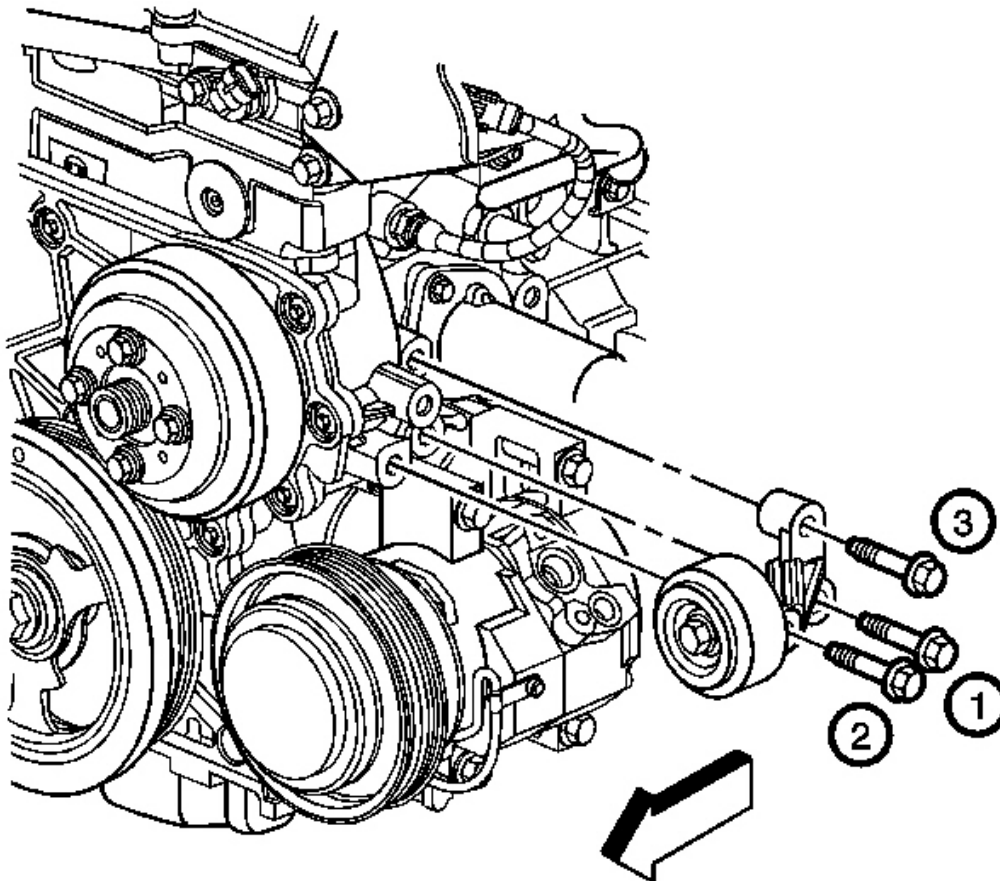


Fig. 40: View Of Drive Belt Idler Pulley & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Position drive belt idler pulley to the engine.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the drive belt idler pulley bolts.

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

3. Install the drive belt. Refer to Drive Belt Replacement (Without A/C) or Drive Belt Replacement (With A/C).

ENGINE MOUNT INSPECTION

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

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

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

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- Heat check cracks cover the rubber cushion surface.
- The rubber cushion is separated from the metal plate of the mount.
- There is a split through the rubber cushion.

ENGINE MOUNT REPLACEMENT - LEFT

Removal Procedure

1. Raise and suitably support the vehicle. Refer to **Lifting and Jacking the Vehicle** in General Information.
2. Remove the wheel and tire assembly. Refer to **Tire and Wheel Removal and Installation** in Wheels and Tires.
3. Remove the engine shield, if equipped. Refer to **Engine Shield Replacement** in Frame and Underbody
4. Remove the lower intermediate steering shaft. Refer to **Intermediate Steering Shaft Replacement - Lower** in Steering Wheel and Column.
5. Support the engine using a jack stand and a block of wood.
6. Remove the left engine mount-to-frame bracket through bolt.

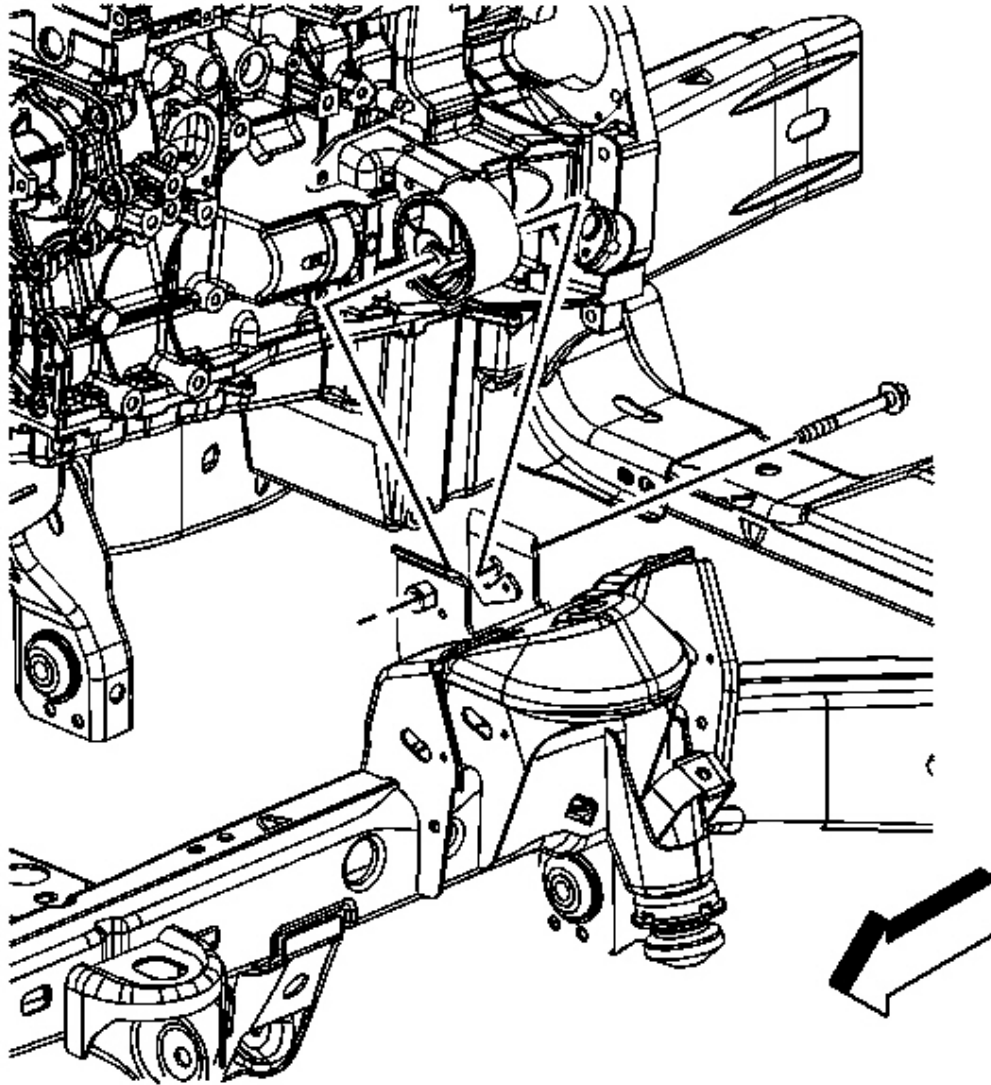


Fig. 41: Left Engine Mount-To-Frame Bracket Through Bolt
Courtesy of GENERAL MOTORS CORP.

7. Loosen the right side through bolt.
8. Remove the heater pipe bracket bolt from the engine mount. Refer to **Heater Hose Replacement - Outlet** in Heating, Ventilation, and Air Conditioning.
9. Raise the engine using the jack stand; the engine will tilt to one side.

10. Remove the engine mount bolts.

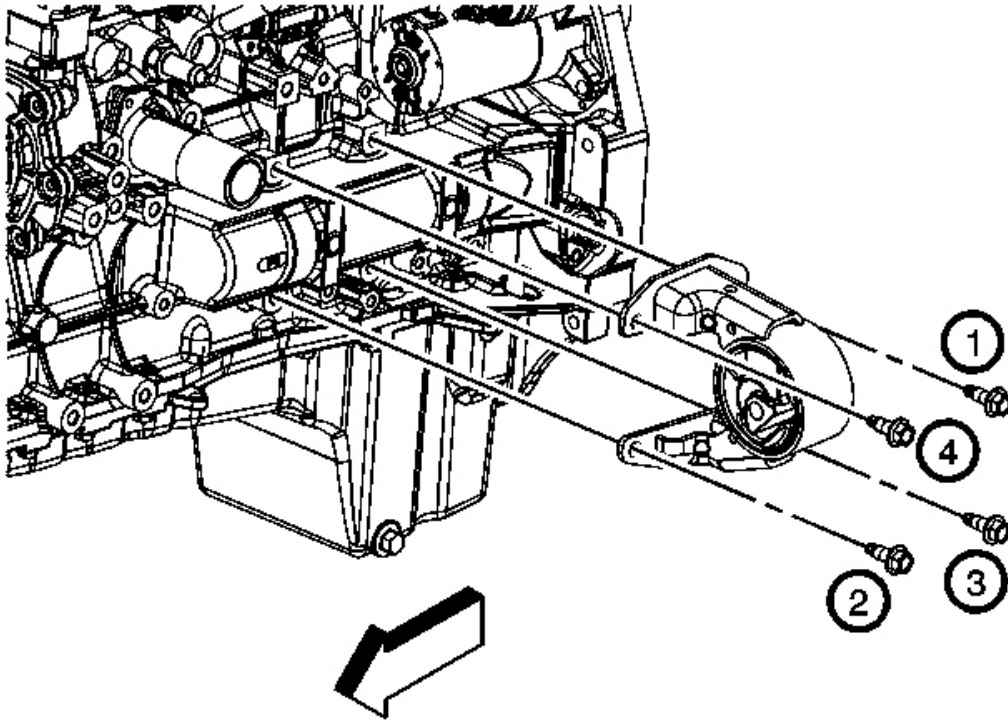


Fig. 42: Engine Mount
Courtesy of GENERAL MOTORS CORP.

11. Remove the engine mount. You will need to articulate the mount in order to remove the mount.

Installation Procedure

1. Install the engine mount. You will need to articulate the mount in order to install the mount.

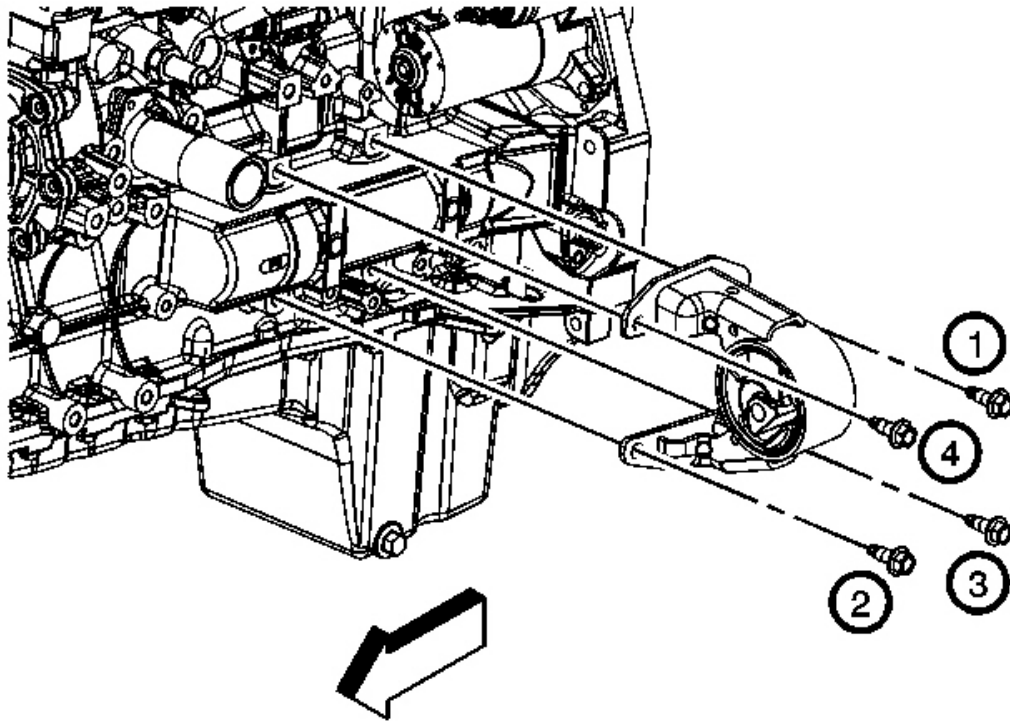


Fig. 43: Engine Mount

Courtesy of GENERAL MOTORS CORP.

2. Install the engine mount bolts until snug, following the installation sequence.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Tighten the bolts.

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

Lower the engine.

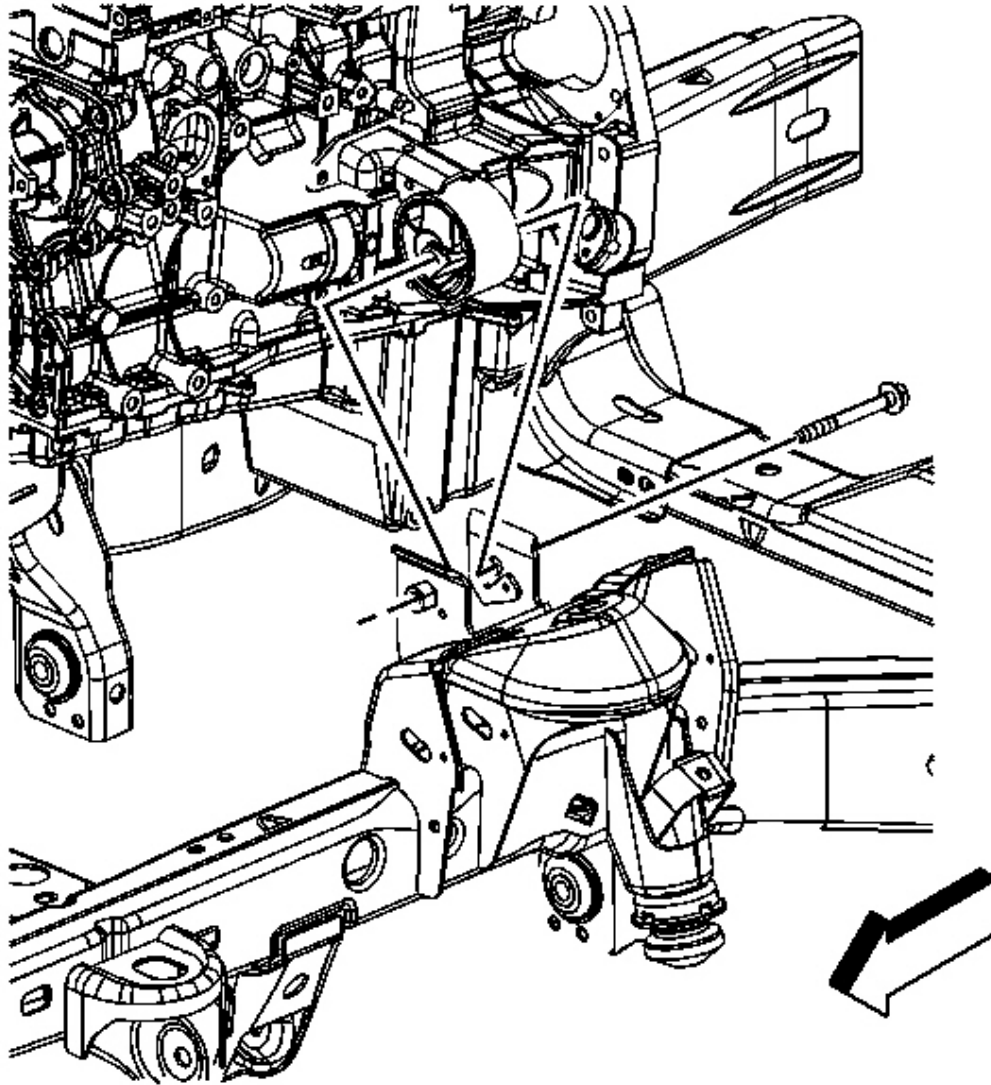


Fig. 44: Left Engine Mount-To-Frame Bracket Through Bolt
Courtesy of GENERAL MOTORS CORP.

4. Install the left engine mount-to-frame bracket through bolt.

Tighten: Tighten both of the engine mount-to-frame bracket bolts to 85 N.m (63 lb ft).

5. Install the engine coolant pipe bracket bolt from the engine mount. Refer to **Heater Hose**

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Replacement - Outlet in Heating, Ventilation, and Air Conditioning.

6. Remove the jack stand.
7. Install the lower intermediate steering shaft. Refer to **Intermediate Steering Shaft Replacement - Lower** in Steering Wheel and Column.
8. Install the engine shield, if equipped. Refer to **Engine Shield Replacement** in Frame and Underbody
9. Install the wheel and tire assembly. Refer to **Tire and Wheel Removal and Installation** in Wheels and Tires.
10. Lower the vehicle.

ENGINE MOUNT REPLACEMENT - RIGHT

Removal Procedure

1. Raise and suitably support the vehicle. Refer to **Lifting and Jacking the Vehicle** in General Information.
2. Remove the tire and wheel assembly. Refer to **Tire and Wheel Removal and Installation** in Tires and Wheels.
3. Remove the engine shield, if equipped. Refer to **Engine Shield Replacement** in Frame and Underbody.
4. Support the engine using a jack stand and a block of wood.

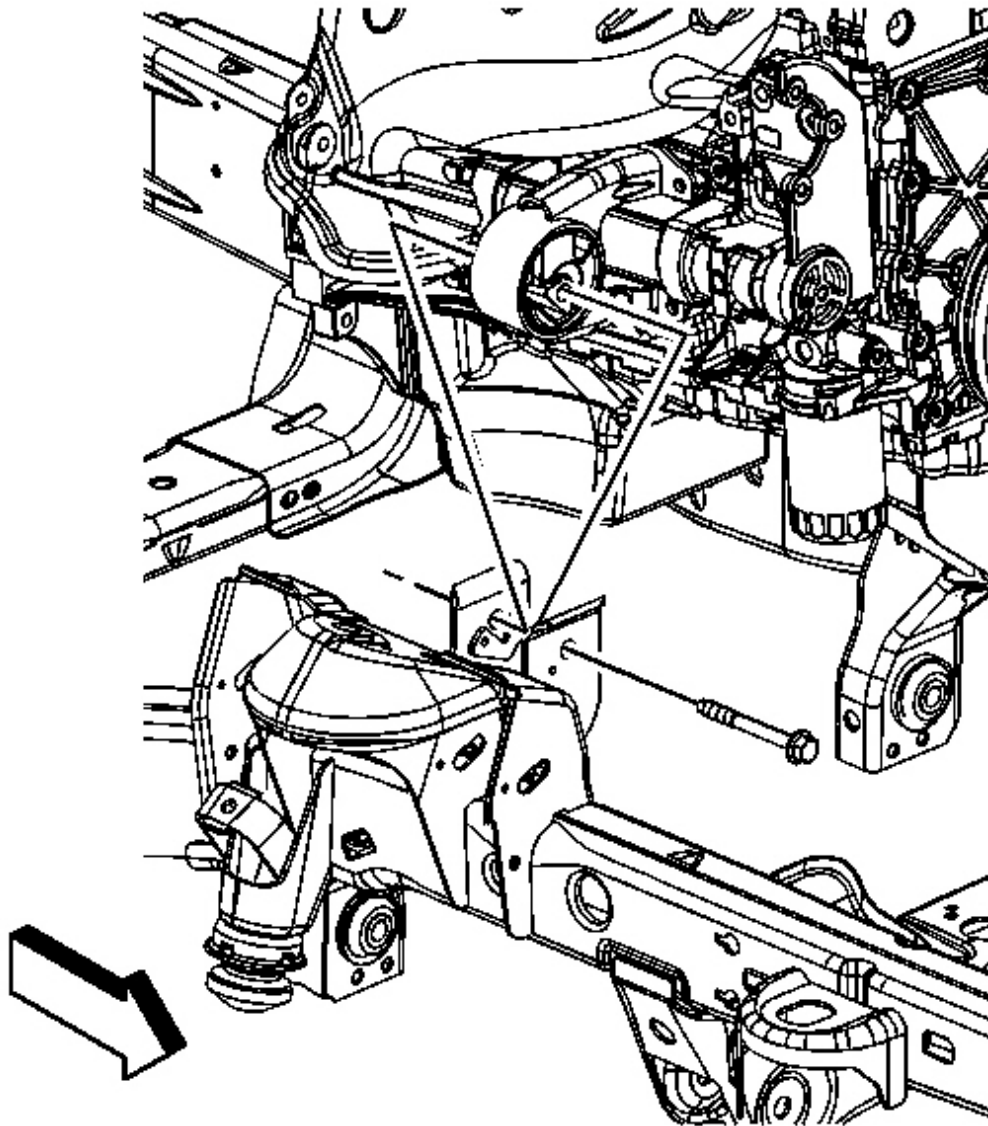


Fig. 45: Right Engine Mount-To-Frame Bracket Through Bolt
Courtesy of GENERAL MOTORS CORP.

5. Remove the right engine mount-to-frame bracket through bolt.
6. Loosen the left side through bolt.
7. Raise the engine using the jack stand. The engine will tilt to one side.

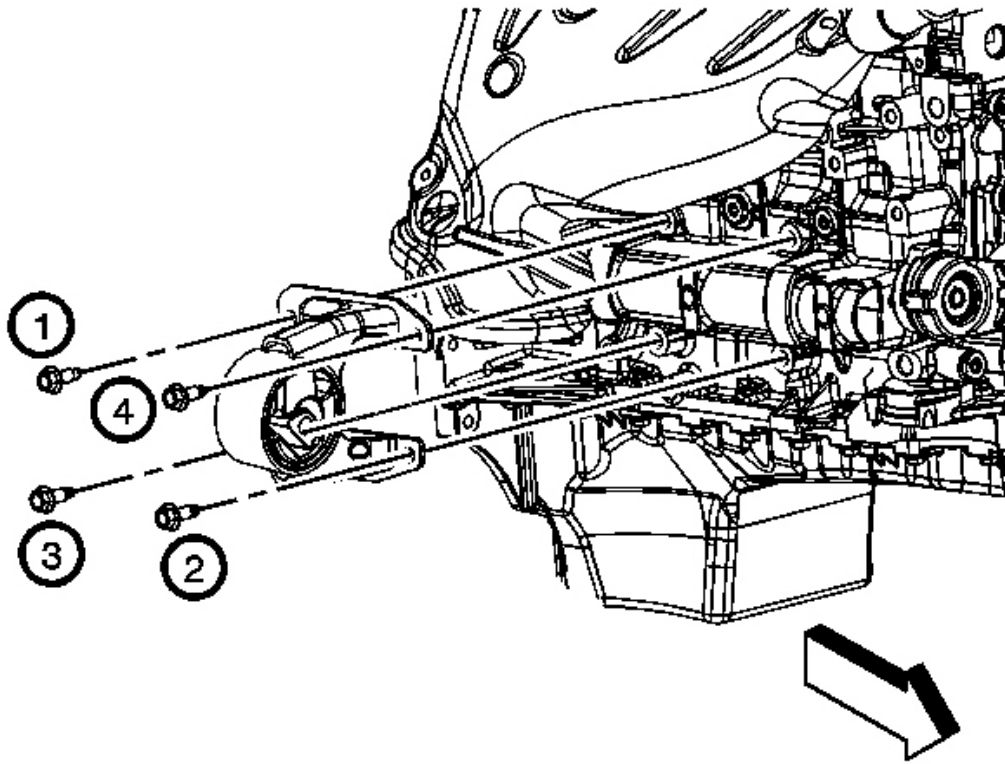


Fig. 46: Engine Mount
Courtesy of GENERAL MOTORS CORP.

8. Remove the engine mount bolts.
9. Remove the engine mount. You will need to articulate the mount in order to remove the mount.

Installation Procedure

1. Install the engine mount. You will need to articulate the mount in order to install the mount.

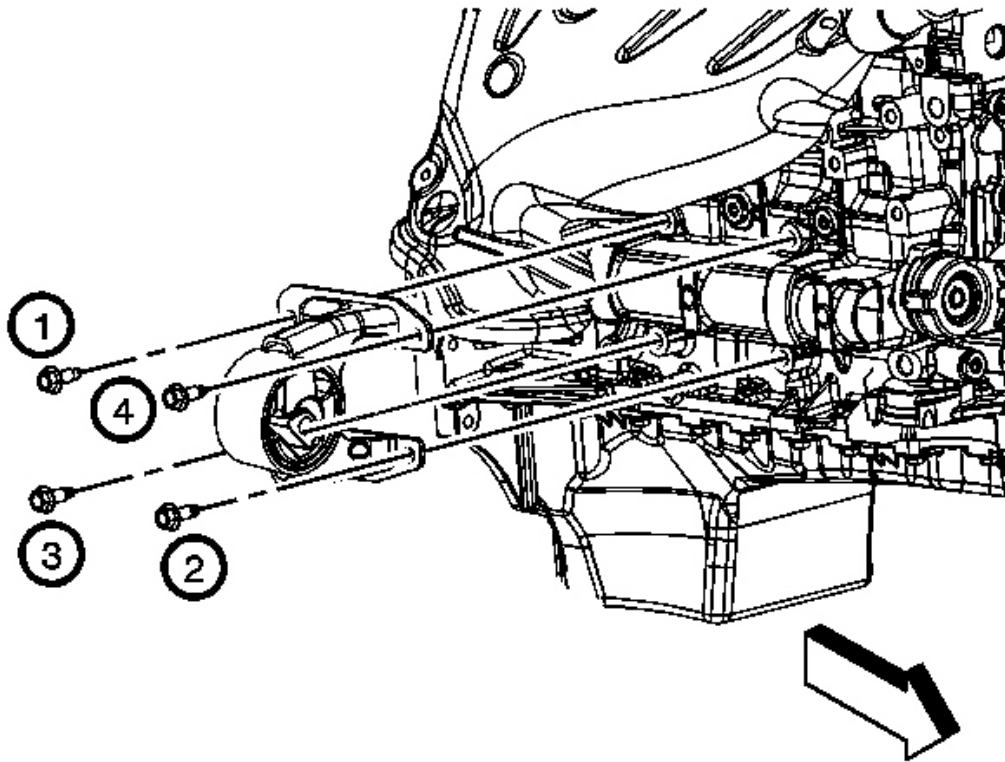


Fig. 47: Engine Mount
Courtesy of GENERAL MOTORS CORP.

2. Install the engine mount bolts until snug, following the installation sequence.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Tighten the bolts.

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

4. Lower the engine.

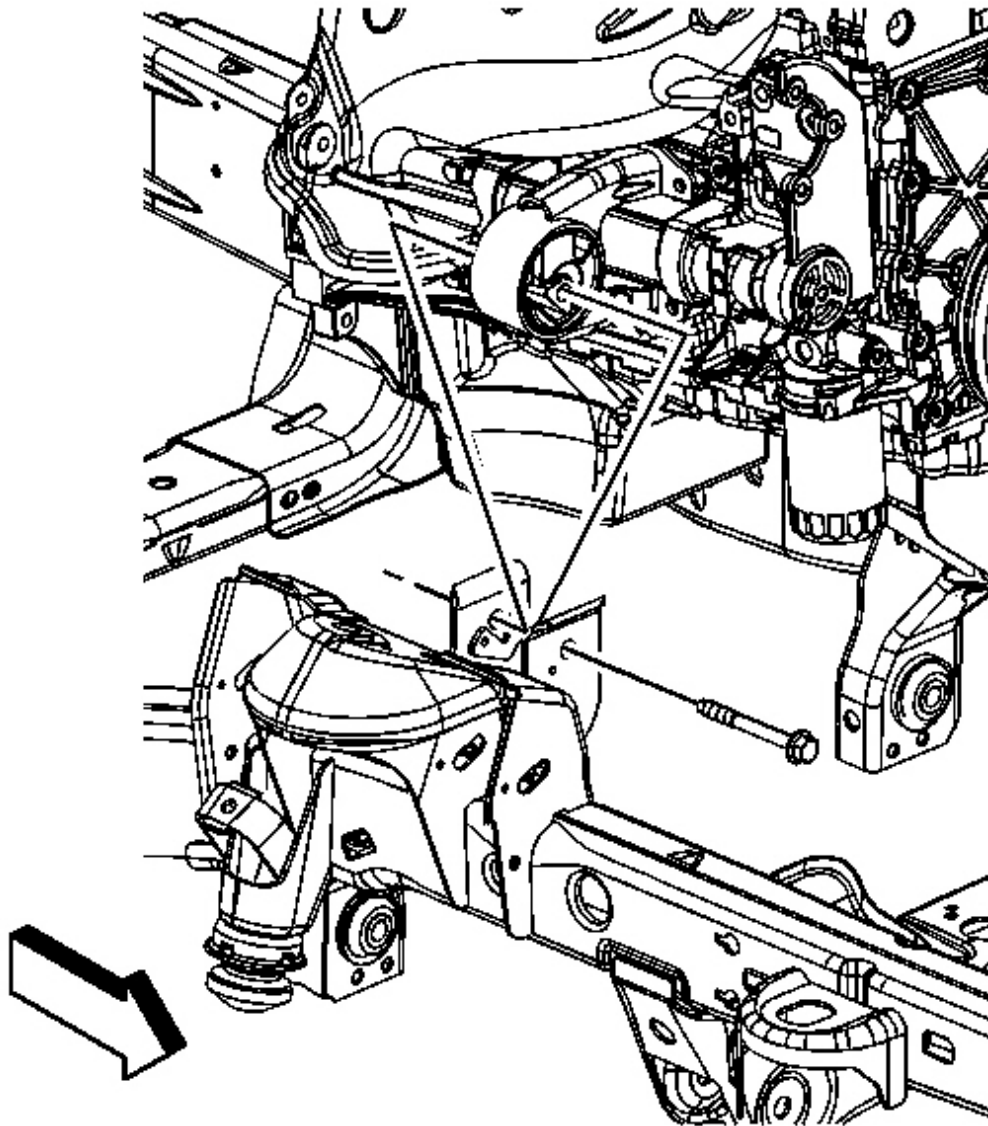


Fig. 48: Right Engine Mount-To-Frame Bracket Through Bolt
Courtesy of GENERAL MOTORS CORP.

5. Install the right engine mount-to-frame bracket through bolt.

Tighten: Tighten both of the engine mount-to-frame bracket bolts to 85 N.m (63 lb ft).

6. Remove the jack stand.
7. Install the engine shield, if equipped. Refer to **Engine Shield Replacement** in Frame and Underbody.
8. Install the tire and wheel assembly. Refer to **Tire and Wheel Removal and Installation** in Tires and Wheels.
9. Lower the vehicle.

ENGINE LIFT BRACKET REPLACEMENT

Removal Procedure

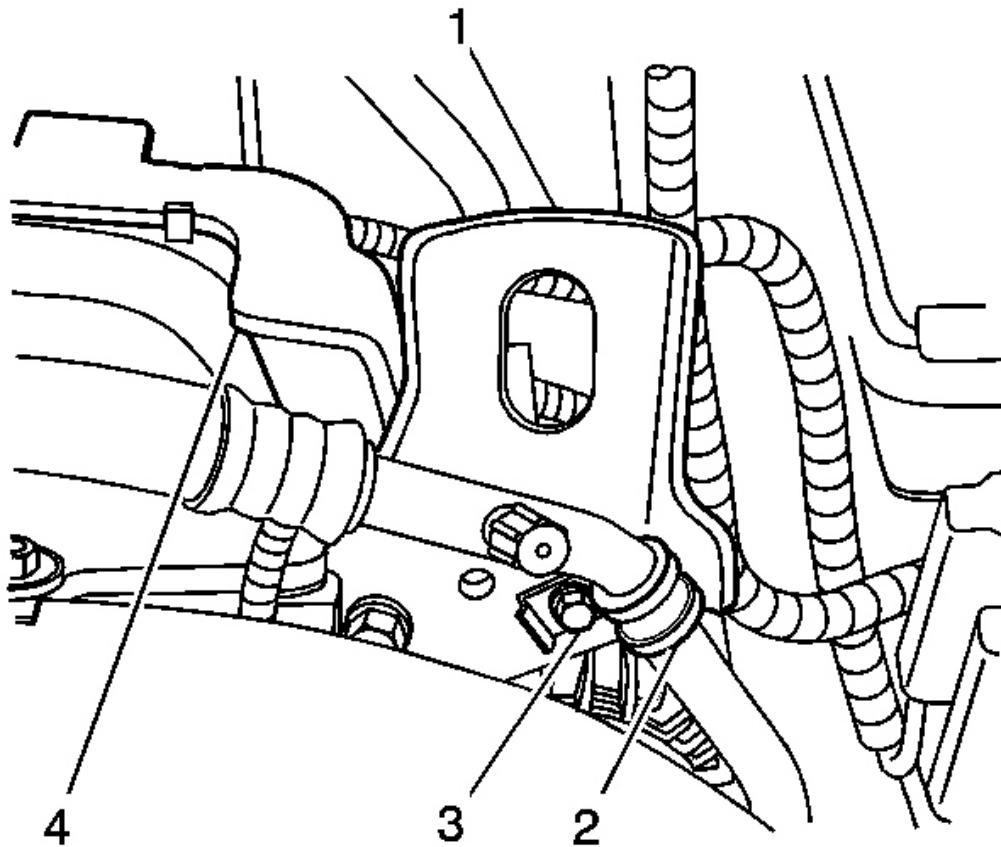


Fig. 49: View Of Engine Lift Bracket, A/C Compressor Hose/Pipe Bracket & Bolt, & Wiring Harness Conduit

Courtesy of GENERAL MOTORS CORP.

1. Remove the drive belt. Refer to **Drive Belt Replacement (Without A/C)** or **Drive Belt Replacement (With A/C)**.
2. Remove the bolt (3) securing the A/C compressor hose/pipe bracket (2) to the engine lift bracket (1).
3. Carefully disengage the engine wiring harness conduit from the engine lift bracket (1).

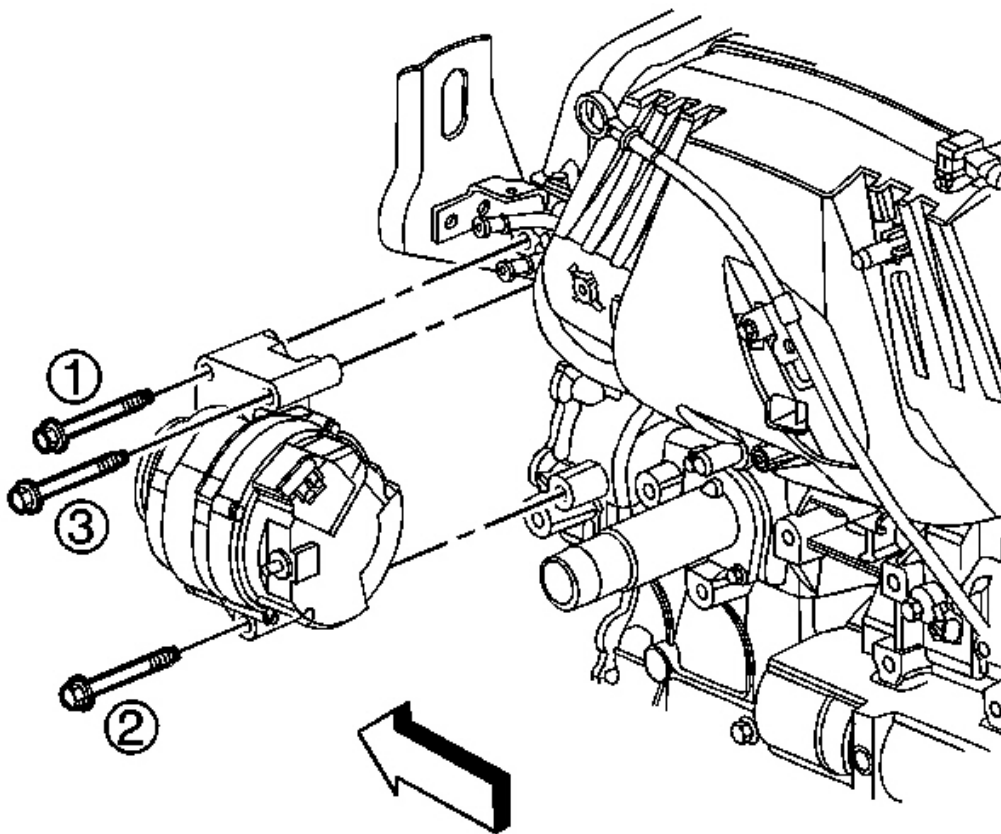


Fig. 50: View Of Generator Mounting Bolts
Courtesy of GENERAL MOTORS CORP.

4. Remove the 3 generator bolts and reposition the generator.

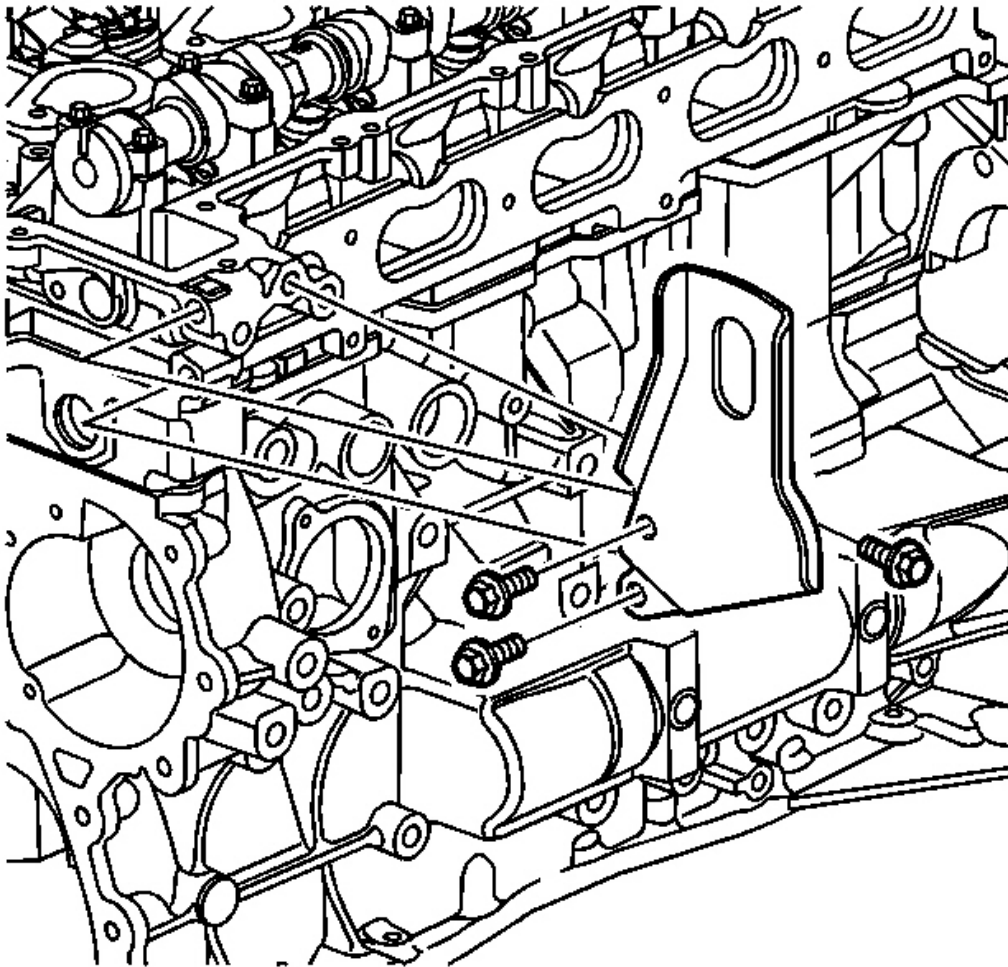


Fig. 51: Removing Engine Lift Bracket
Courtesy of GENERAL MOTORS CORP.

5. Remove the engine lift bracket bolts.
6. Remove the engine lift bracket.

Installation Procedure

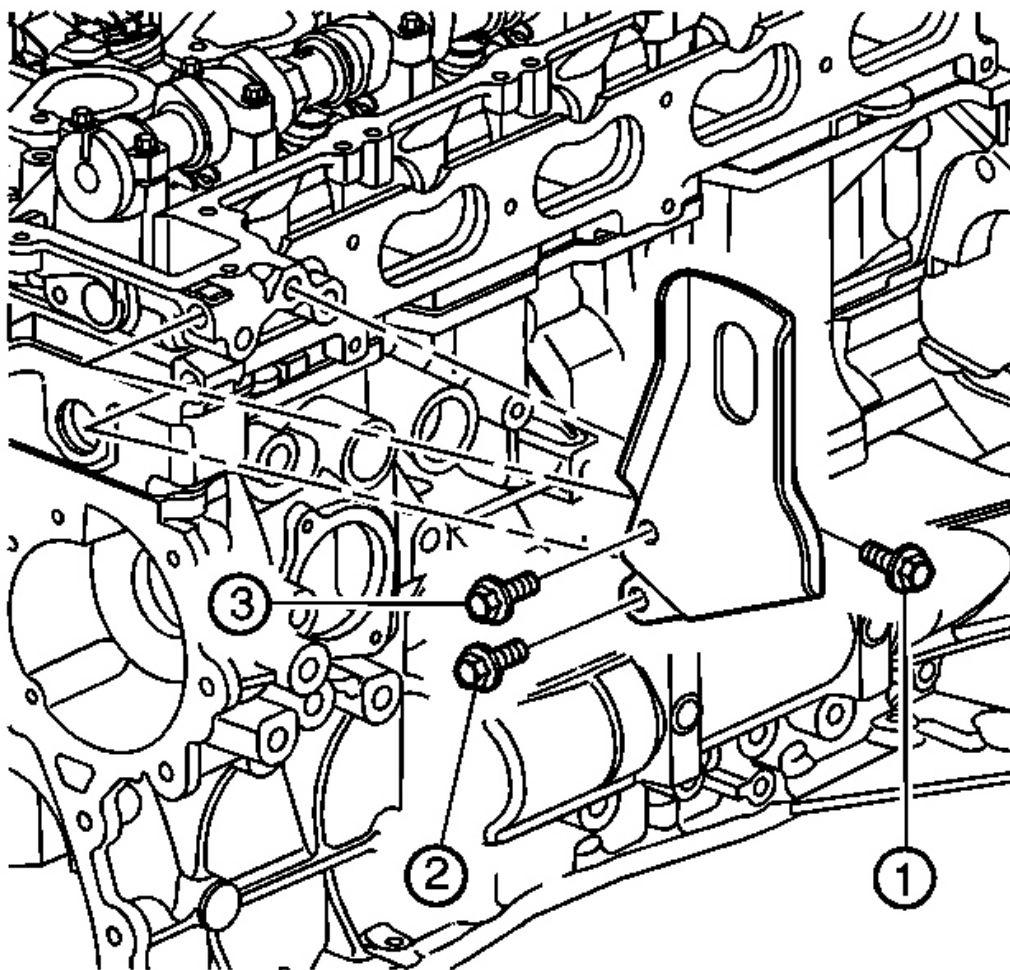


Fig. 52: Installing Engine Lift Bracket
Courtesy of GENERAL MOTORS CORP.

1. Position the engine lift bracket.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the engine lift bracket bolts.

Tighten:

1. Tighten the bolts a first pass in sequence to 5 N.m (44 lb in).

2. Tighten the bolts a final pass in sequence to 50 N.m (37 lb ft).

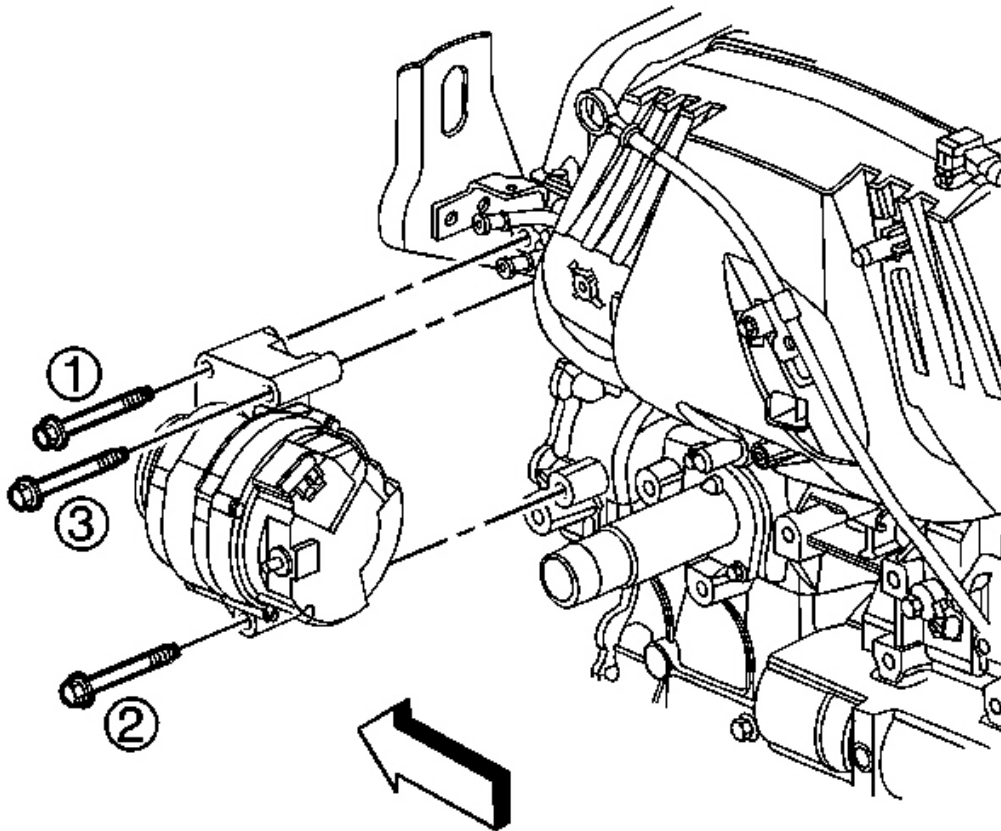


Fig. 53: View Of Generator Mounting Bolts
Courtesy of GENERAL MOTORS CORP.

3. Position the generator to the engine.
4. Install the 3 generator bolts.

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

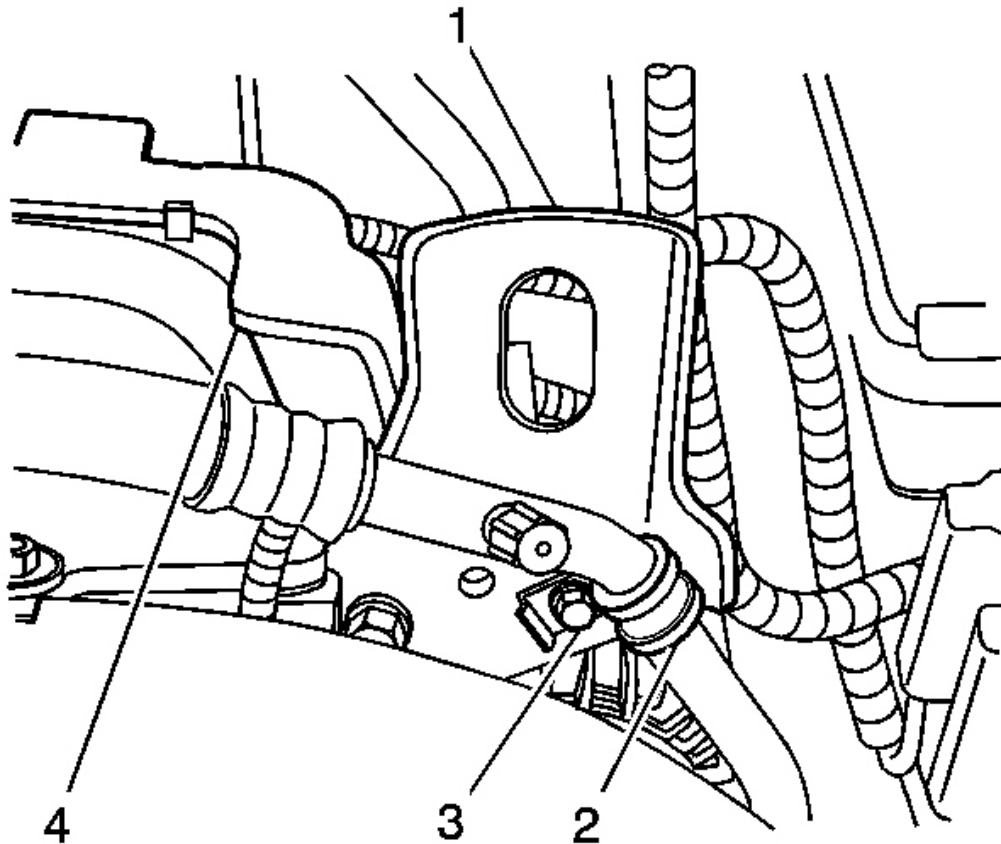


Fig. 54: View Of Engine Lift Bracket, A/C Compressor Hose/Pipe Bracket & Bolt, & Wiring Harness Conduit
Courtesy of GENERAL MOTORS CORP.

5. Engage the engine wiring harness conduit to the engine lift bracket (1).
6. Install the bolt (3) securing the A/C compressor hose/pipe bracket (2) to the engine lift bracket (1).

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

7. Install the drive belt. Refer to **Drive Belt Replacement (Without A/C)** or **Drive Belt Replacement (With A/C)**.

Removal Procedure

1. Remove the air cleaner resonator and outlet duct. Refer to **Air Cleaner Resonator and Outlet Duct Replacement** in Engine Controls - 3.5L (L52).

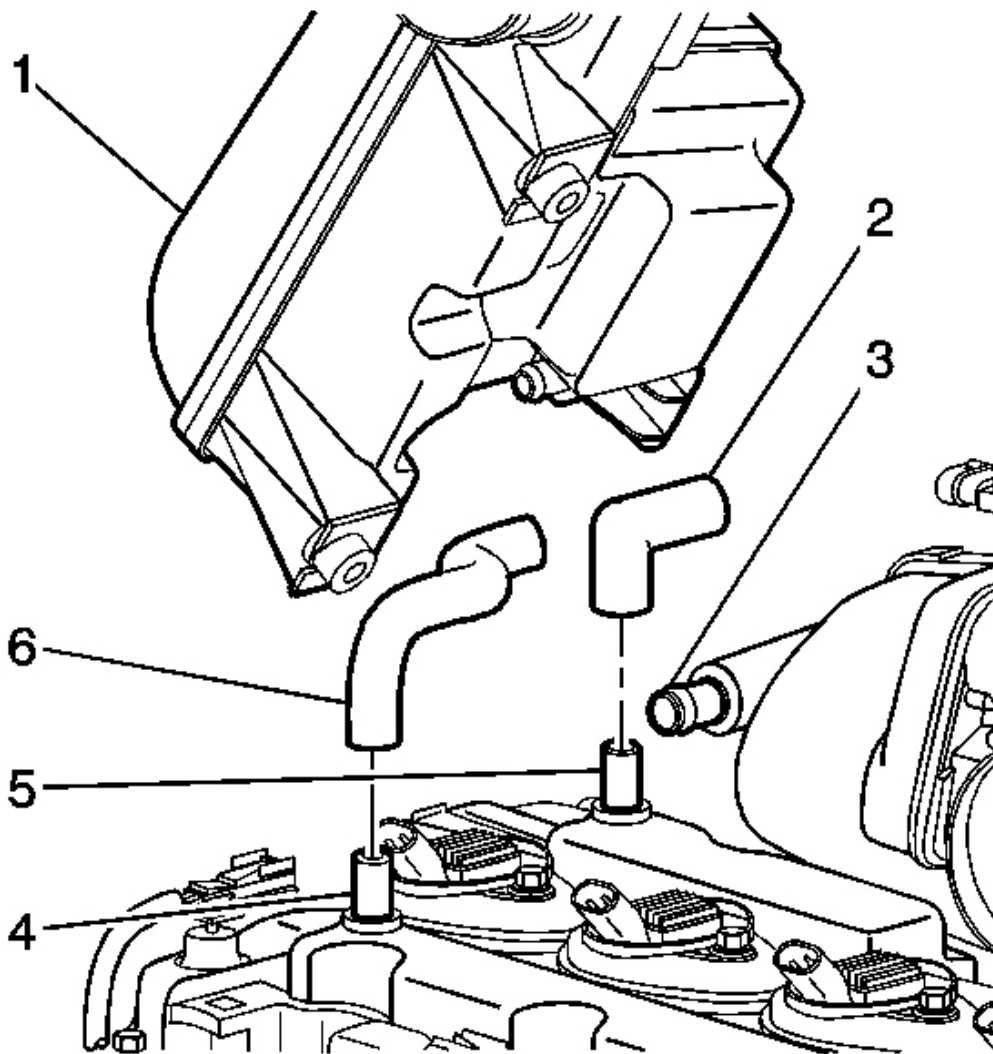


Fig. 55: View Of Crankcase Ventilation System
Courtesy of GENERAL MOTORS CORP.

2. Disconnect the positive crankcase ventilation (PCV) fresh air tube (6) from the air cleaner

resonator (1).

3. Disconnect the PCV dirty air tube (2) from the following:

- The camshaft cover (5)
- The intake manifold (3)

Installation Procedure

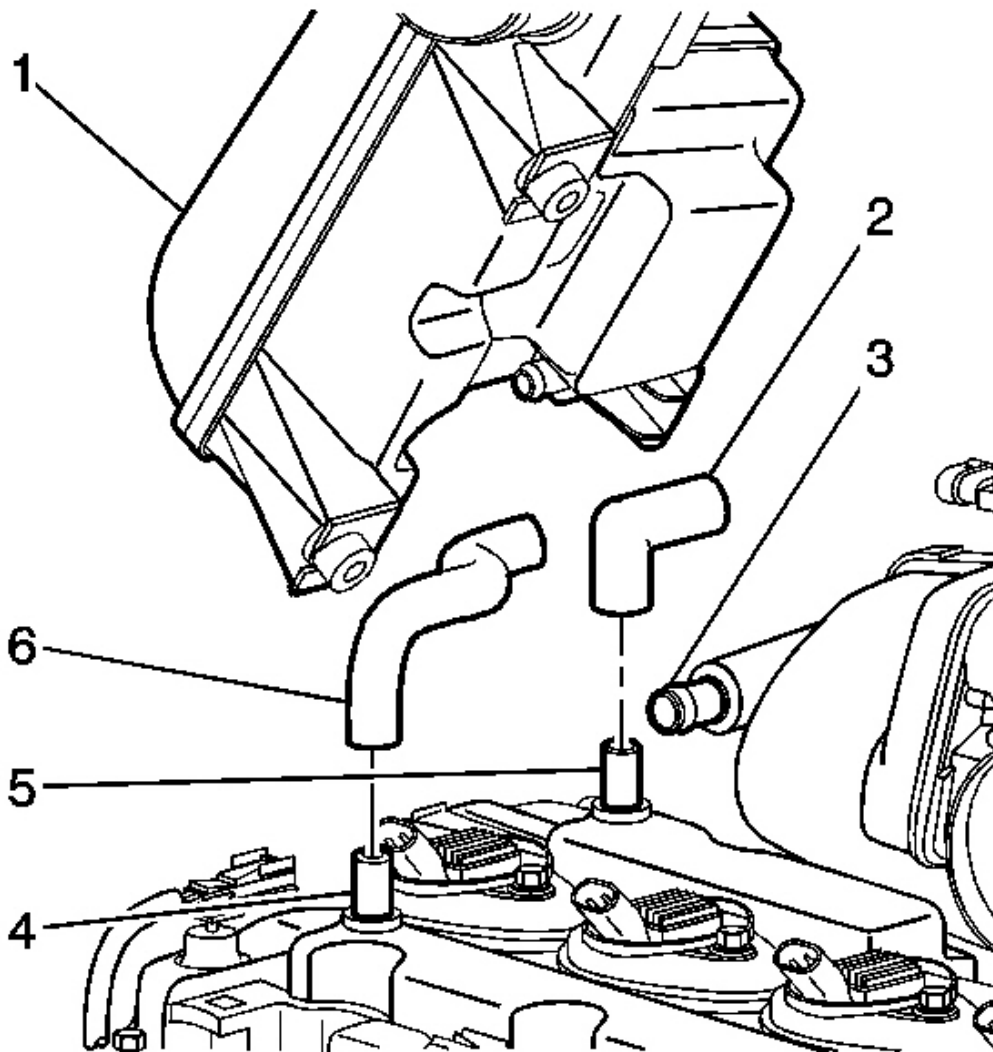


Fig. 56: View Of Crankcase Ventilation System

Courtesy of GENERAL MOTORS CORP.

1. Connect the PCV fresh air tube (6) to the air cleaner resonator (1).
2. Connect the PCV dirty air tube (2) to the following:
 - The camshaft cover (5)
 - The intake manifold (3)
3. Install the air cleaner resonator and outlet duct. Refer to **Air Cleaner Resonator and Outlet Duct Replacement** in Engine Controls - 3.5L (L52).

INTAKE MANIFOLD REPLACEMENT

Removal Procedure

1. Remove the throttle body. Refer to **Throttle Body Assembly Replacement** in Engine Controls - 3.5L (L52).
2. Remove the battery box. Refer to **Battery Box Replacement** in Engine Electrical.
3. Remove the oil level indicator and tube. Refer to **Oil Level Indicator and Tube Replacement**.

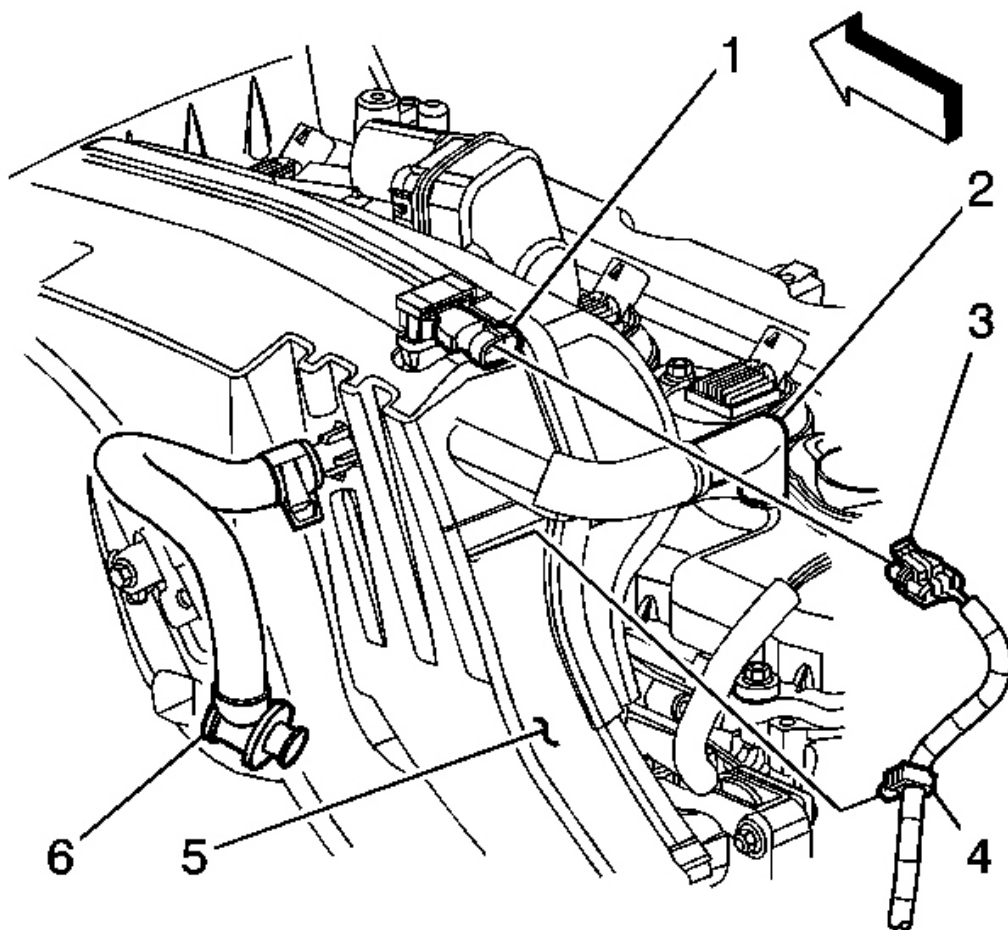


Fig. 57: Identifying Intake Manifold External Components
Courtesy of GENERAL MOTORS CORP.

4. Disconnect the brake booster hose (6) from the brake booster.
5. Disconnect the manifold absolute pressure (MAP) sensor electrical connector (3).
6. Disconnect the MAP sensor wiring harness retainer (4) from the intake manifold (5).
7. Disconnect the positive crankcase ventilation (PCV) dirty air tube (2) from the camshaft cover.
8. Remove the generator. Refer to **Generator Replacement** in Engine Electrical.

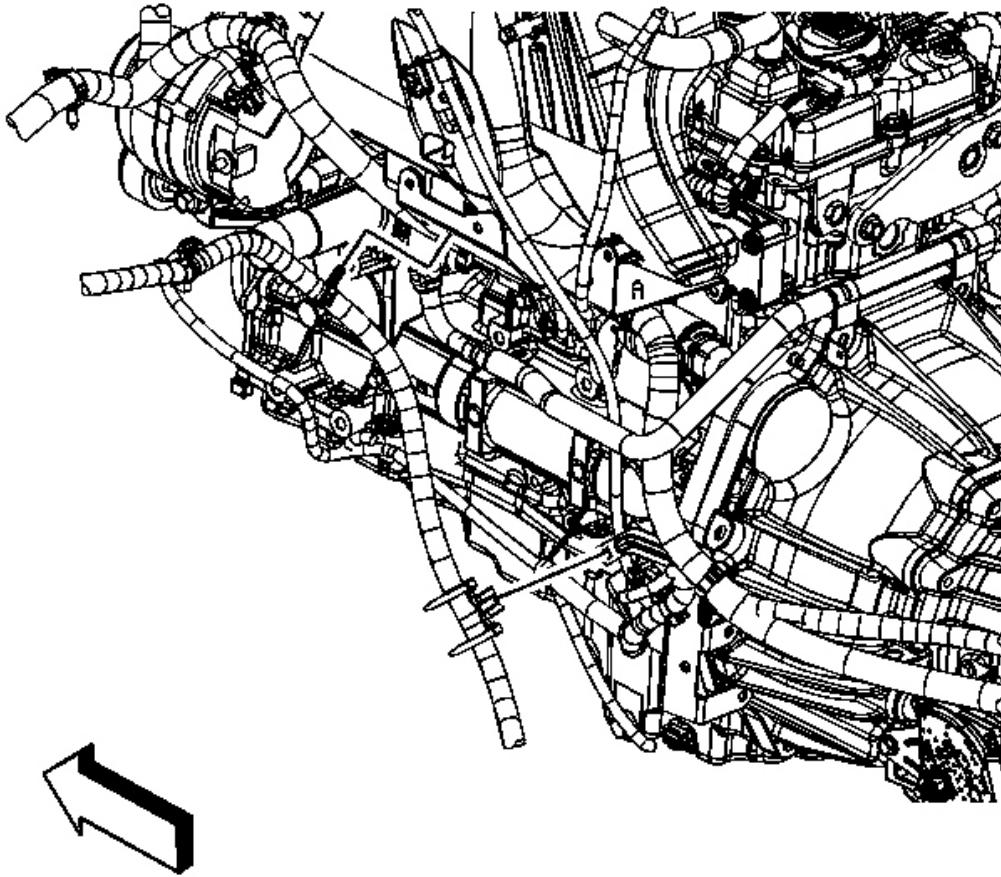


Fig. 58: Engine Wiring Harness Retainer At Engine Wiring Harness Bracket
Courtesy of GENERAL MOTORS CORP.

9. Remove the engine wiring harness retainer from the engine wiring harness bracket.

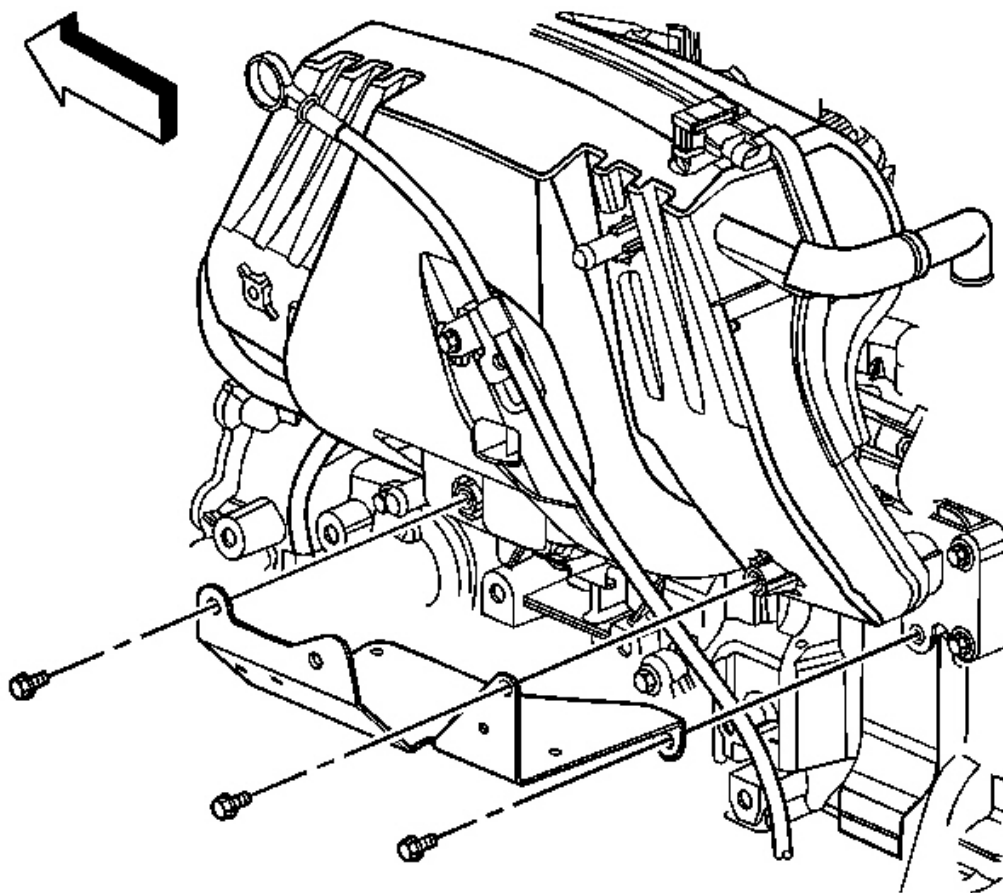


Fig. 59: View Of Engine Wiring Harness Bracket
Courtesy of GENERAL MOTORS CORP.

10. Remove the 2 upper bolts securing the engine wiring harness bracket to the intake manifold.
11. Raise and support the vehicle only high enough to access the remaining components through the wheelhouse. Refer to **Lifting and Jacking the Vehicle** in General Information.
12. Remove the left front wheel. Refer to **Tire and Wheel Removal and Installation** in Tires and Wheels.
13. Remove the left front wheelhouse liner. Refer to **Wheelhouse Panel Replacement** in Body Front End.

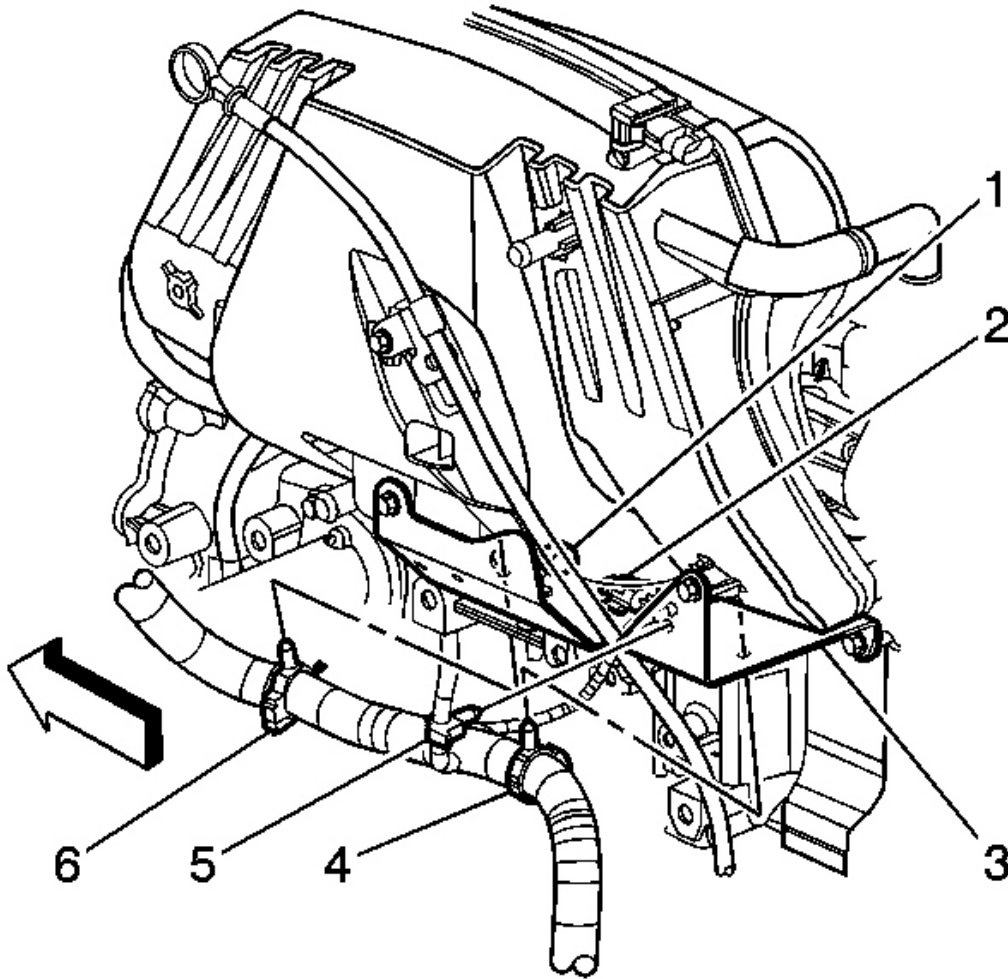


Fig. 60: View Of Wiring Harness Retainers
Courtesy of GENERAL MOTORS CORP.

14. Disconnect the following wiring harness retainers from the engine wiring harness bracket:
- The battery cable
 - The engine (4, 6)
 - The MAP sensor (5)

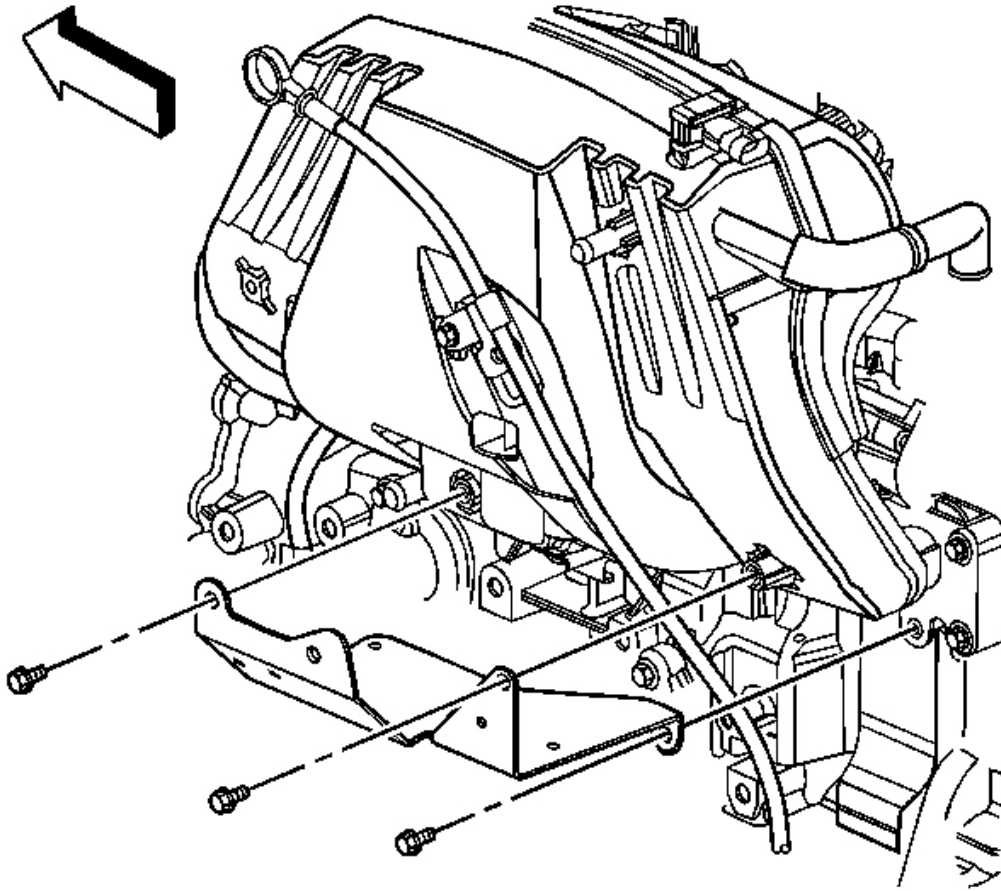


Fig. 61: View Of Engine Wiring Harness Bracket
Courtesy of GENERAL MOTORS CORP.

15. Remove the remaining lower engine wiring harness bracket bolt. Remove the bracket from the engine compartment through the wheelhouse opening.

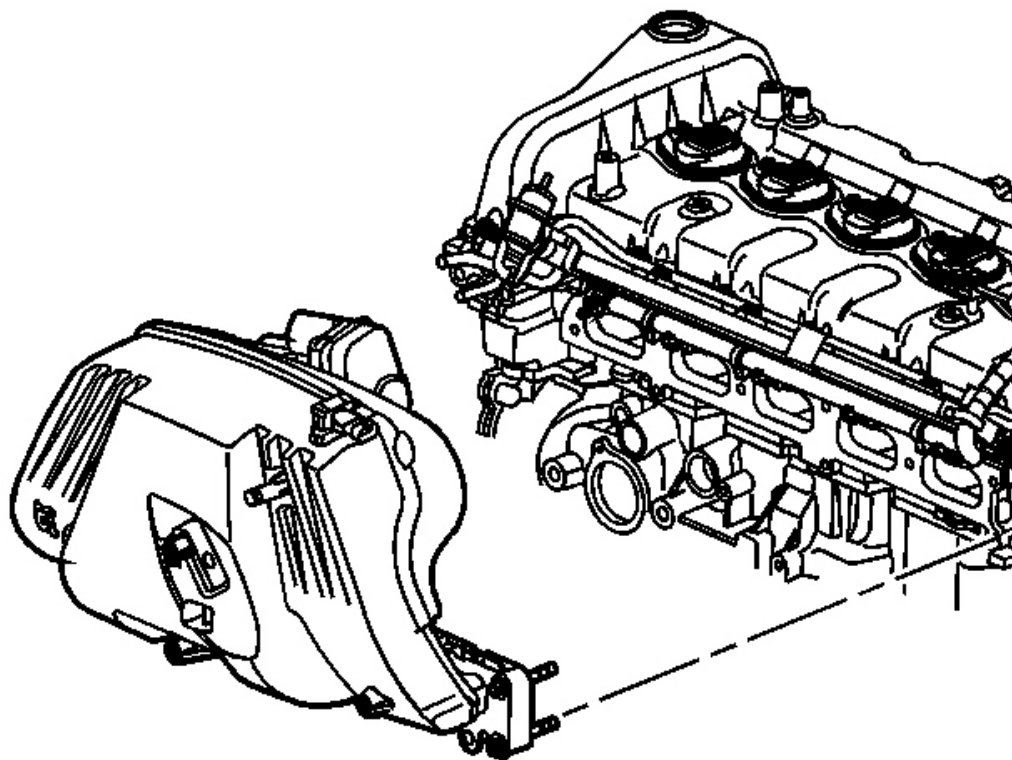


Fig. 62: View Of Intake Manifold
Courtesy of GENERAL MOTORS CORP.

16. Remove the intake manifold bolts.
17. Lower the vehicle.
18. Remove the intake manifold from the cylinder head.
19. Remove and discard the seal from the intake manifold.
20. Mask off the open ports to the cylinder head, in order to prevent foreign objects from entering the engine.
21. Clean and inspect the intake manifold. Refer to **Intake Manifold Cleaning and Inspection**.

Installation Procedure

1. Remove the masking from the cylinder head and ensure the sealing surface is clean and dry.

2. Install a NEW seal into the intake manifold groove.

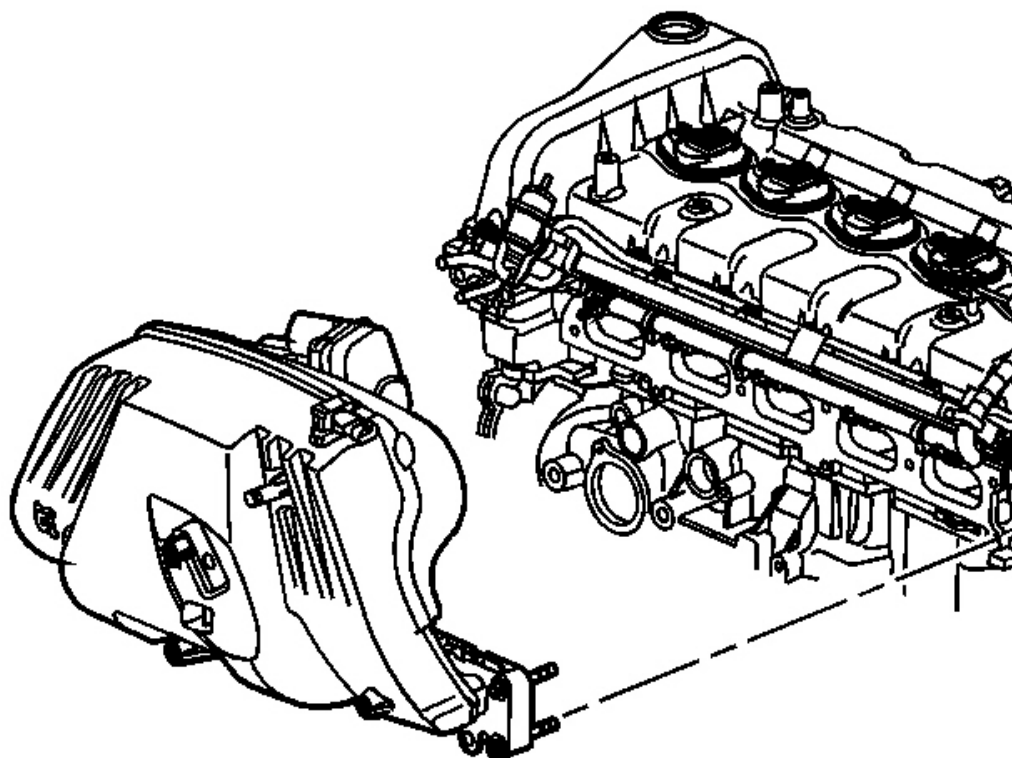


Fig. 63: View Of Intake Manifold
Courtesy of GENERAL MOTORS CORP.

3. Position the intake manifold to the cylinder head.
4. Raise and support the vehicle only high enough to access the following components through the wheelhouse. Refer to **Lifting and Jacking the Vehicle** in General Information:
 - The intake manifold bolts
 - The engine wiring harness bracket bolts
 - The wiring harnesses

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

5. Install the intake manifold bolts.

Tighten: Tighten the bolts from the inside working outward to 10 N.m (89 lb in).

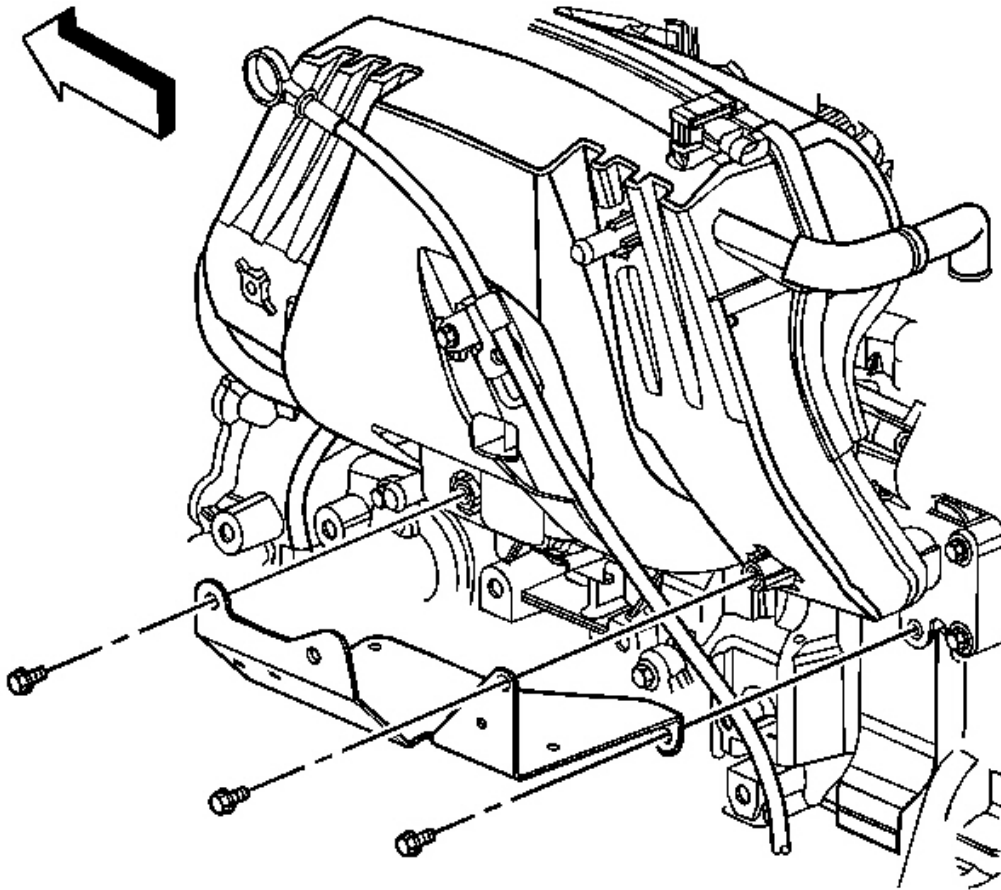


Fig. 64: View Of Engine Wiring Harness Bracket
Courtesy of GENERAL MOTORS CORP.

6. Position the engine wiring harness bracket to the engine and harnesses.
7. Install the engine wiring harness bracket bolts.

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

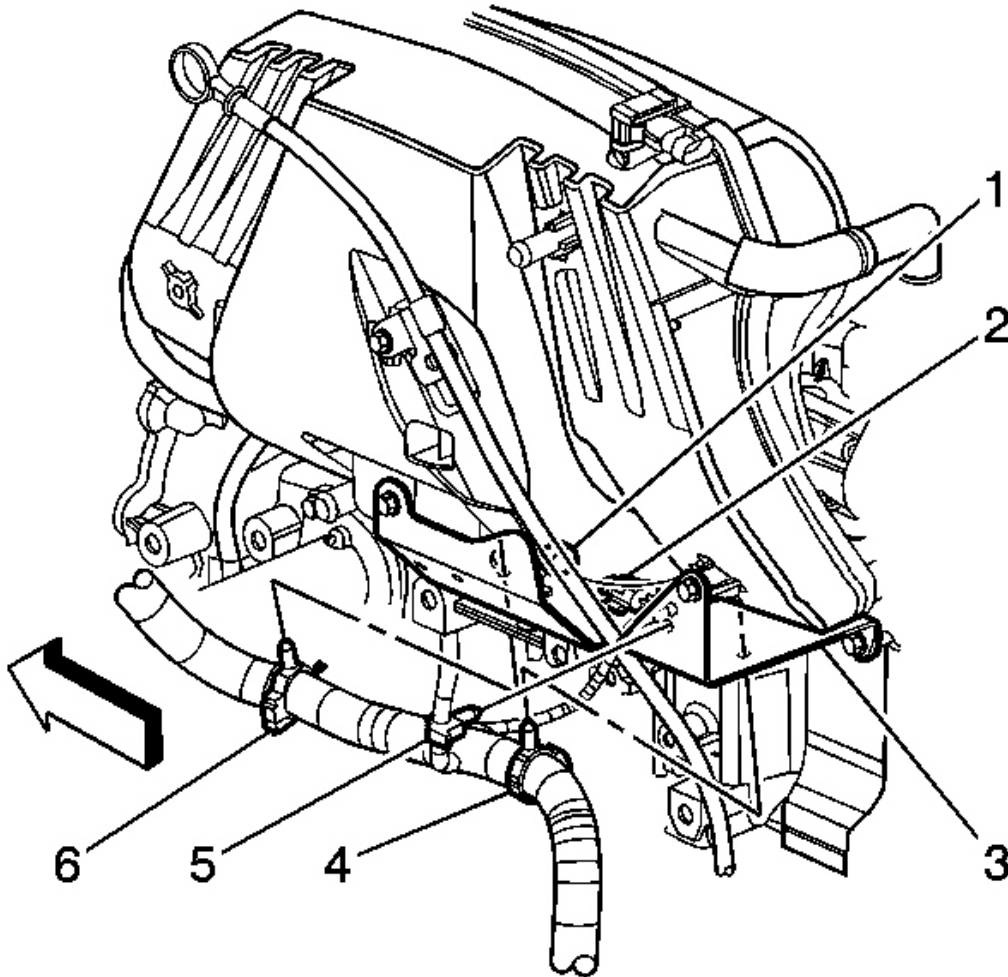


Fig. 65: View Of Wiring Harness Retainers
Courtesy of GENERAL MOTORS CORP.

8. Secure the following wiring harness retainers to the engine wiring harness bracket:
 - The battery cable
 - The engine (4, 6)
 - The MAP sensor (5)
9. Install the left front wheelhouse liner. Refer to **Wheelhouse Panel Replacement** in Body Front End.
10. Install the left front wheel. Refer to **Tire and Wheel Removal and Installation** in Tires

and Wheels.

11. Lower the vehicle.

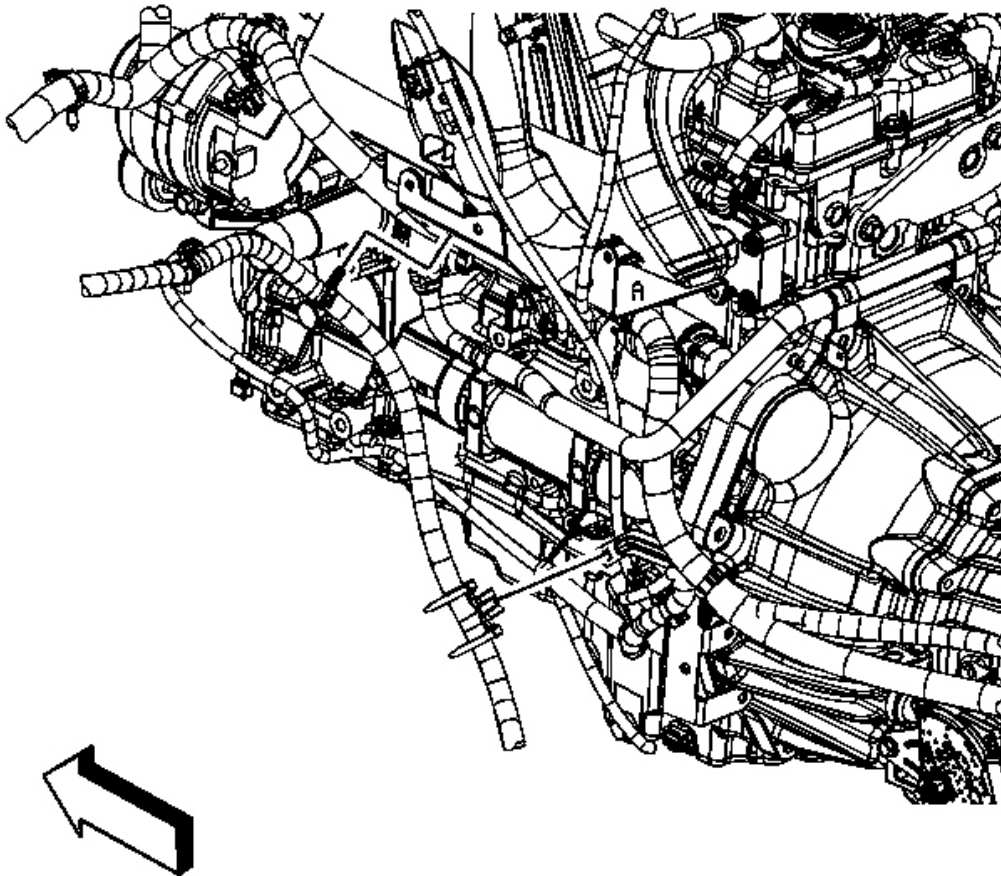


Fig. 66: Engine Wiring Harness Retainer At Engine Wiring Harness Bracket
Courtesy of GENERAL MOTORS CORP.

12. Connect the engine wiring harness retainer to the engine wiring harness bracket.
13. Install the generator. Refer to **Generator Replacement** in Engine Electrical.

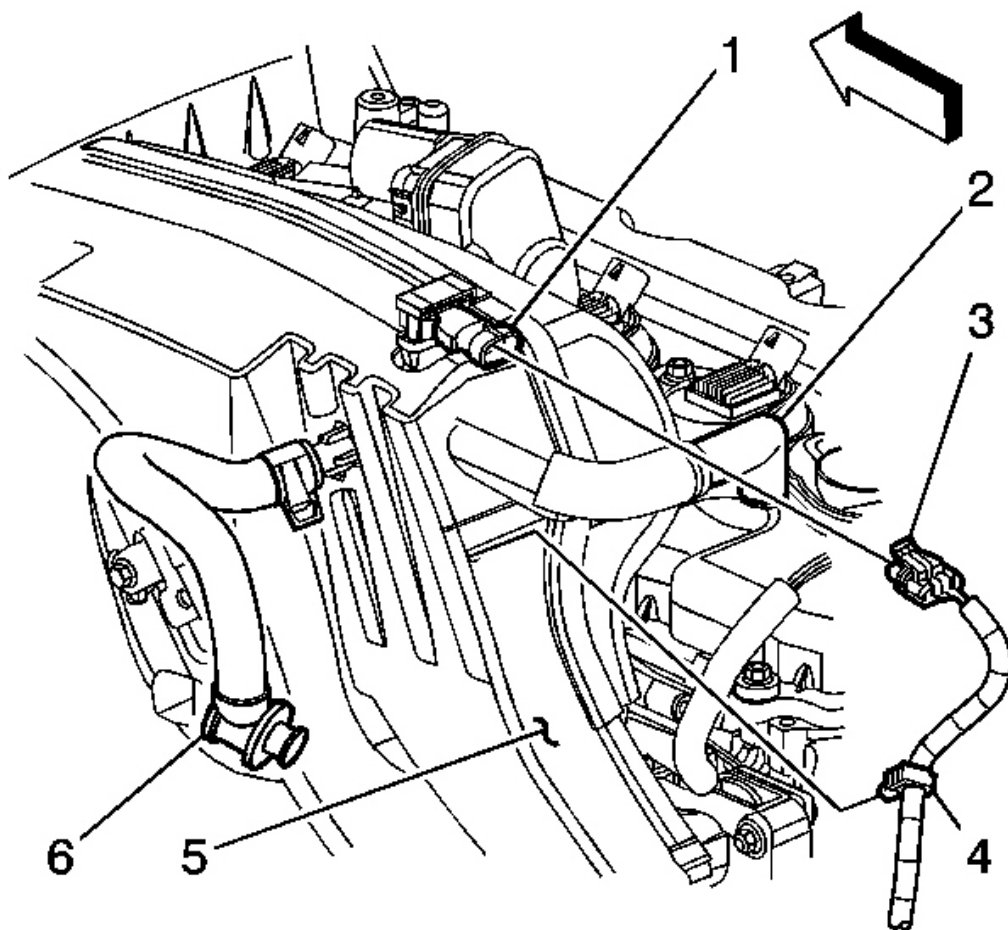


Fig. 67: Identifying Intake Manifold External Components
Courtesy of GENERAL MOTORS CORP.

14. Connect the PCV dirty air tube (2) to the camshaft cover.
15. Connect the MAP sensor wiring harness retainer (4) to the intake manifold (5).
16. Connect the MAP sensor electrical connector (3).
17. Connect the brake booster hose (6) to the brake booster.
18. Install the oil level indicator and tube. Refer to **Oil Level Indicator and Tube Replacement**.
19. Install the battery box. Refer to **Battery Box Replacement** in Engine Electrical.
20. Install the throttle body. Refer to **Throttle Body Assembly Replacement** in Engine

Controls - 3.5L (L52).

CAMSHAFT COVER REPLACEMENT

Removal Procedure

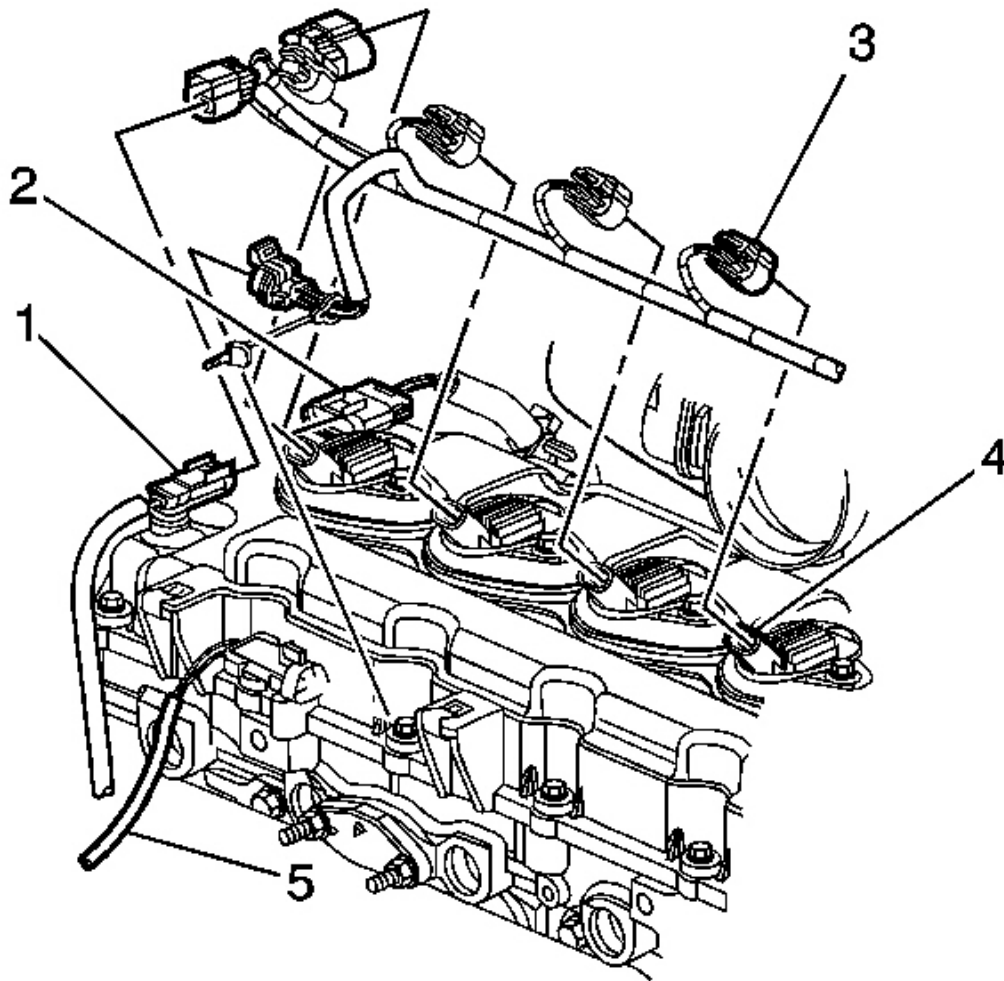


Fig. 68: View Of ECT Sensor, Fuel Injector, Ignition Coil & HO2S Engine Wiring Harness Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

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

2. Remove the ignition coils. Refer to **Ignition Coil(s) Replacement** in Engine Controls - 3.5L (L52).
3. Disconnect the following electrical connectors from the camshaft cover:
 - The engine coolant temperature (ECT) sensor (1)
 - The fuel injector (2)
 - The heated oxygen sensor (HO2S) (5)
4. Remove the fuel pressure regulator screw, in order to gain clearance to remove the camshaft cover.

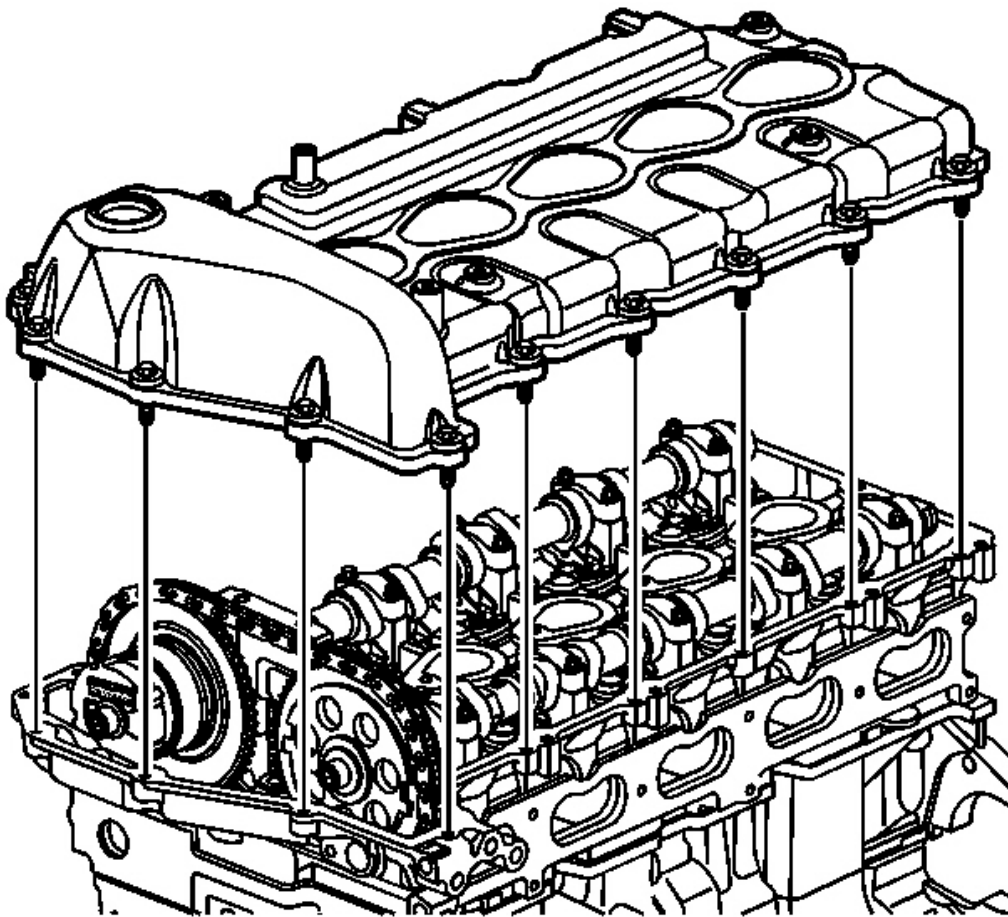


Fig. 69: View Of Camshaft Cover
Courtesy of GENERAL MOTORS CORP.

5. Remove the camshaft cover bolts.
6. Remove the camshaft cover from the cylinder head.
7. Remove and discard the seals from the camshaft cover.
8. Clean and inspect the cylinder head sealing surface.
9. Clean and inspect the camshaft cover. Refer to **Camshaft Cover Cleaning and Inspection**.

Installation Procedure

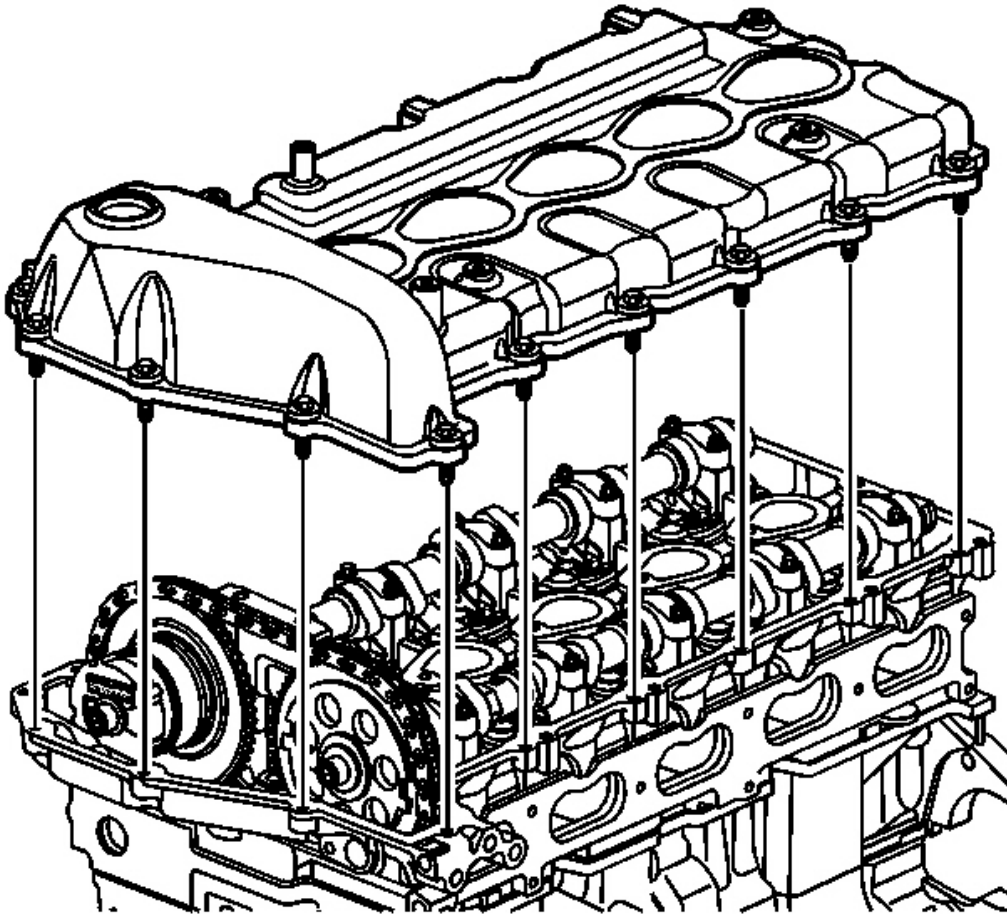


Fig. 70: View Of Camshaft Cover (Valve Cover)
Courtesy of GENERAL MOTORS CORP.

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1. Install a NEW camshaft cover seal into the camshaft cover groove.
2. Install NEW ignition control module seals into the camshaft cover grooves.
3. Position the camshaft cover to the cylinder head.

NOTE: Refer to Fastener Notice in Cautions and Notices.

4. Install the camshaft cover bolts.

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

5. Install the fuel pressure regulator screw.

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

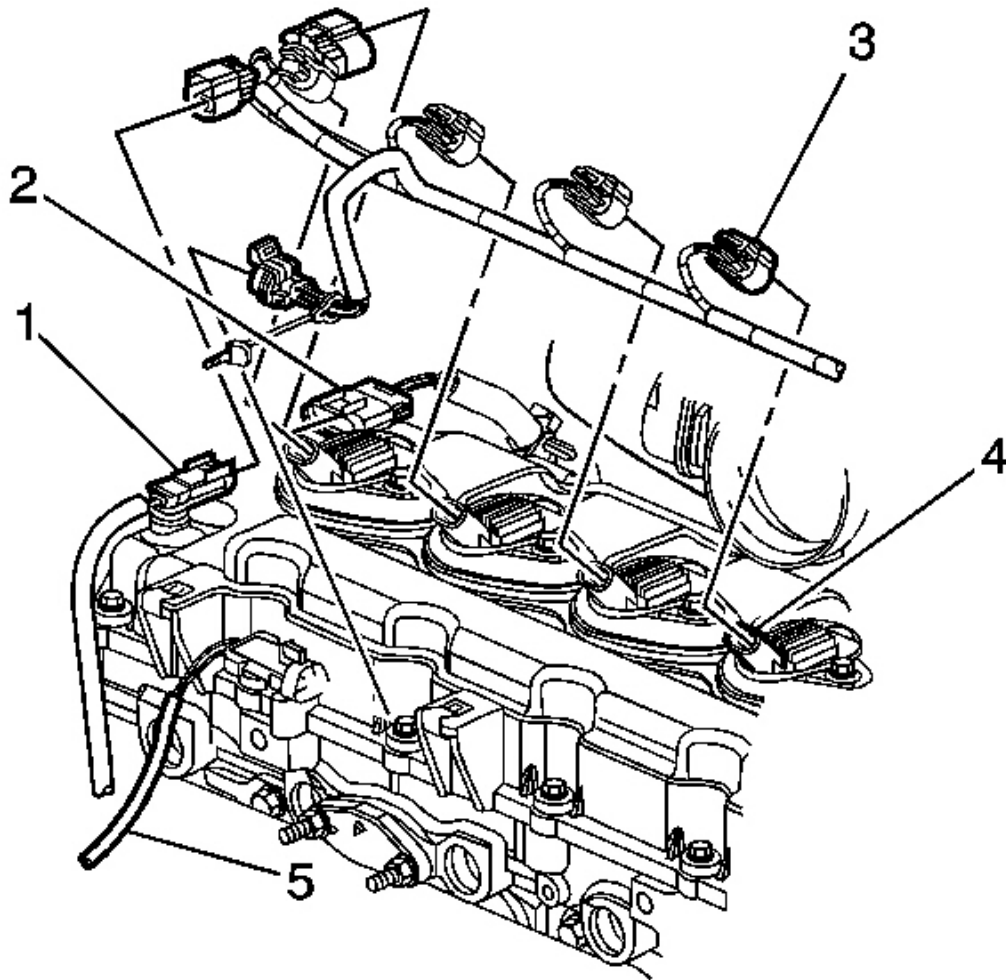


Fig. 71: View Of ECT Sensor, Fuel Injector, Ignition Coil & HO2S Engine Wiring Harness Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

6. Connect the following electrical connectors to the camshaft cover:
 - The ECT sensor (1)
 - The fuel injector (2)
 - The HO2S (5)
7. Install the ignition coils. Refer to **Ignition Coil(s) Replacement** in Engine Controls - 3.5L (L52).

8. Install the intake manifold. Refer to Intake Manifold Replacement.

VALVE ROCKER ARM AND VALVE LASH ADJUSTER REPLACEMENT

Removal Procedure

1. Remove the camshafts. Refer to Camshaft Replacement.

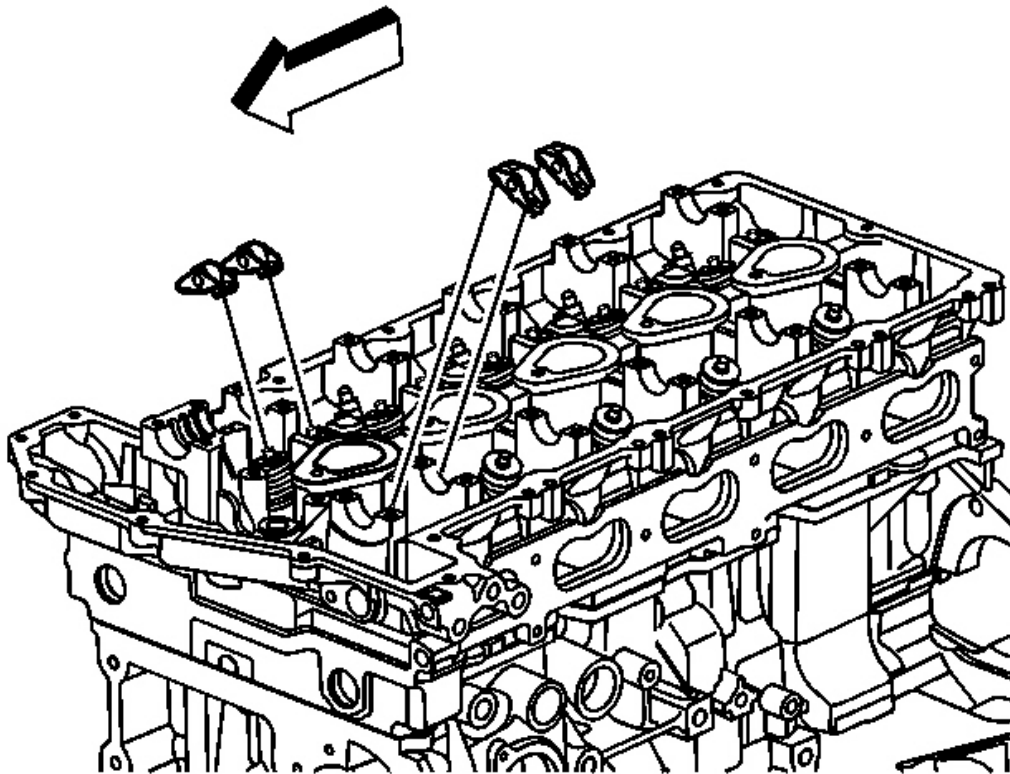


Fig. 72: View Of Valve Rocker Arms
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Once removed, place the valve rocker arms and valve lash adjusters in an organized order so the components can be installed into the original locations.

2. Remove the valve rocker arms.

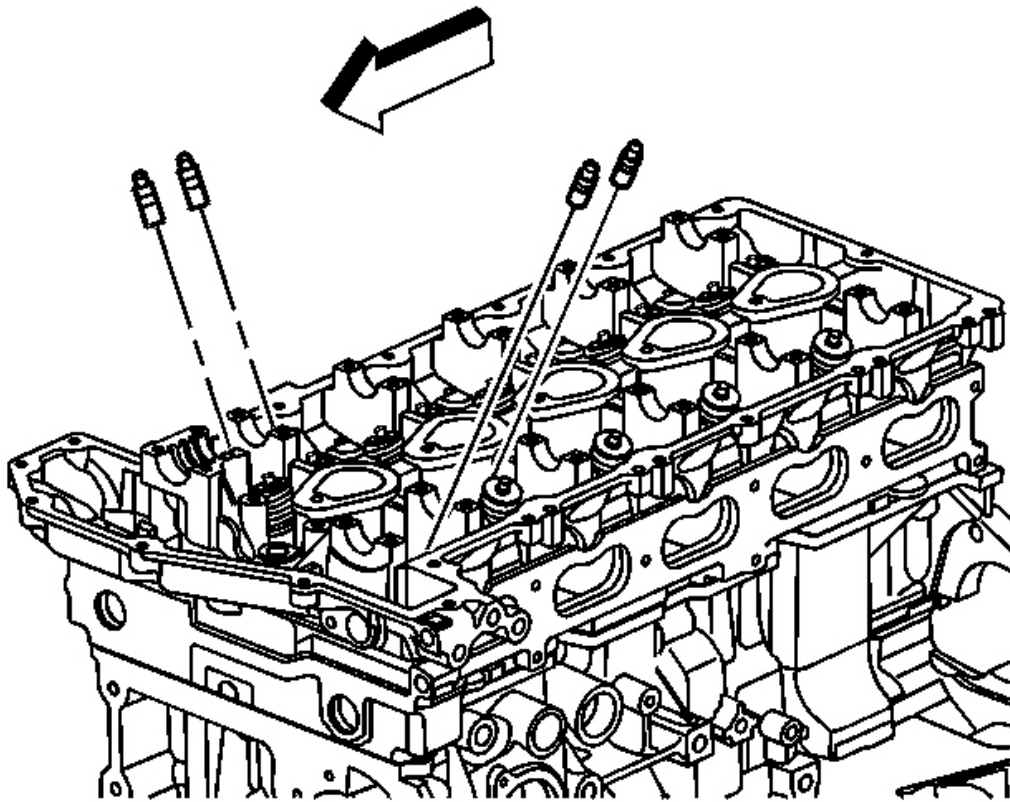


Fig. 73: View Of Valve Lash Adjusters
Courtesy of GENERAL MOTORS CORP.

3. Remove the valve lash adjusters.
4. Clean and inspect the valve rocker arms and valve lash adjusters. Refer to **Valve Rocker Arm and Valve Lash Adjuster Cleaning and Inspection.**

Installation Procedure

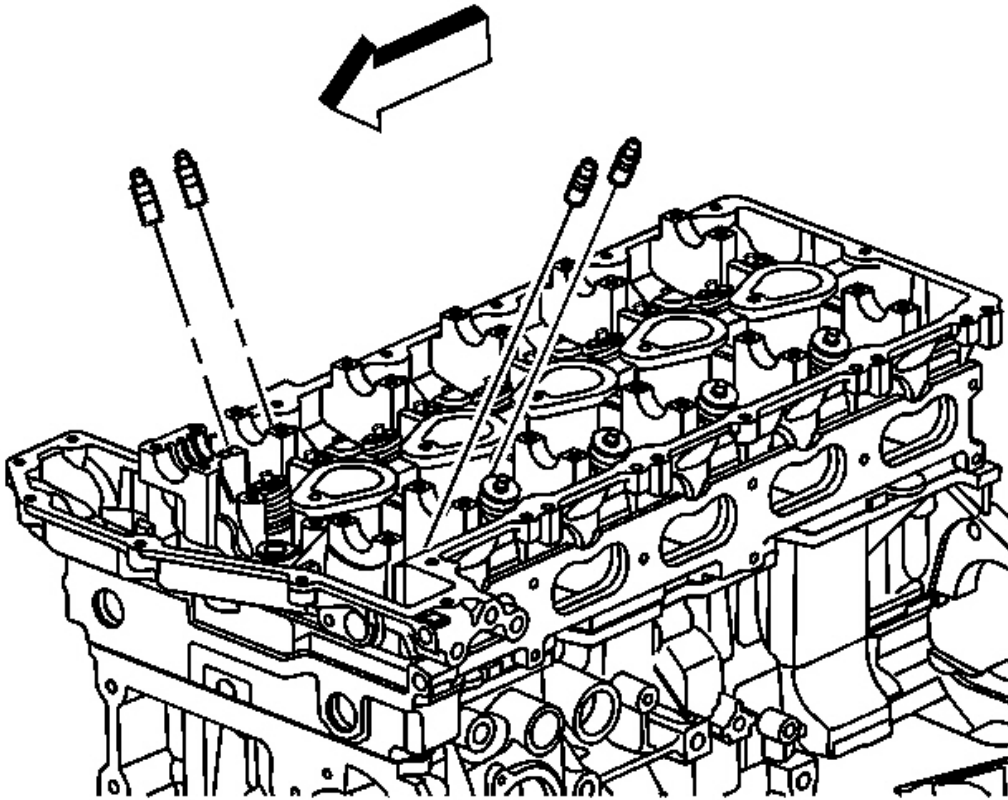


Fig. 74: View Of Valve Lash Adjusters
Courtesy of GENERAL MOTORS CORP.

1. Lubricate and fill the valve lash adjusters with engine oil.
2. Install the valve lash adjusters in their original locations.

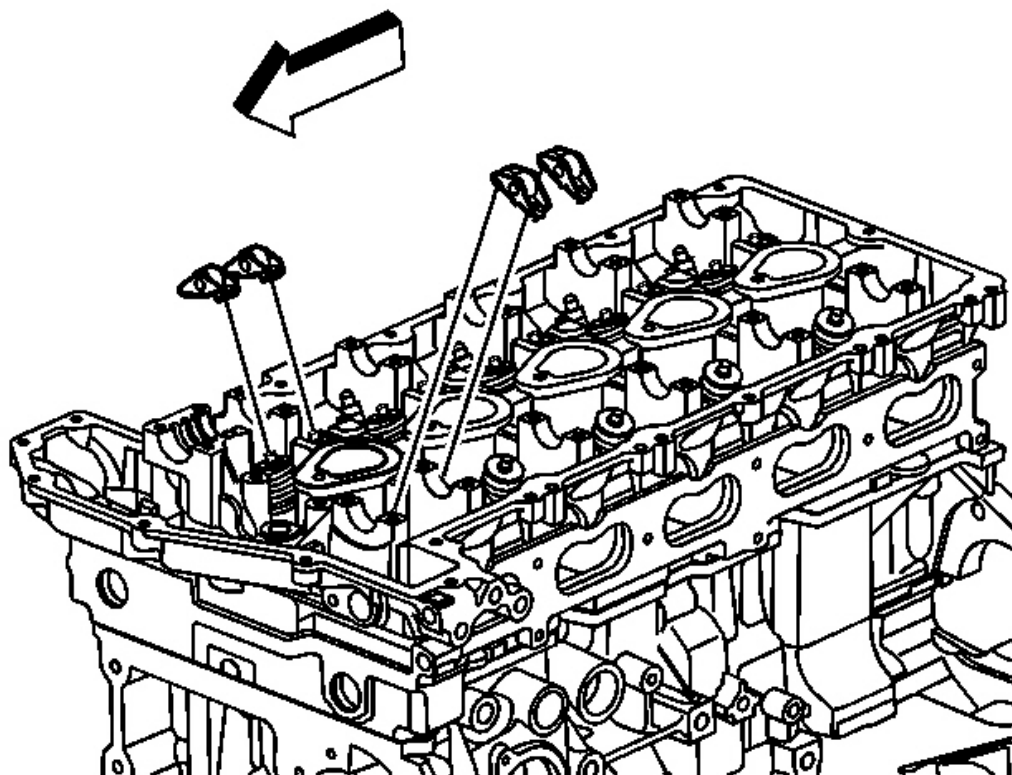


Fig. 75: View Of Valve Rocker Arms
Courtesy of GENERAL MOTORS CORP.

3. Lubricate the entire valve rocker arm.
4. Install the valve rocker arms in their original locations.
5. Install the camshafts. Refer to **Camshaft Replacement**.

VALVE STEM OIL SEAL AND VALVE SPRING REPLACEMENT

Tools Required

- **EN 46547** Flywheel Holding Tool. See **Special Tools**.
- **J 38820** Valve Stem Seal Installer. See **Special Tools**.
- **J 39313** Spark Plug Port Adapter. See **Special Tools**.
- **J 43059** Valve Retainer Remover/Installer. See **Special Tools**.

- **J 44228** Valve Spring Compressor. See Special Tools.

Removal Procedure

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

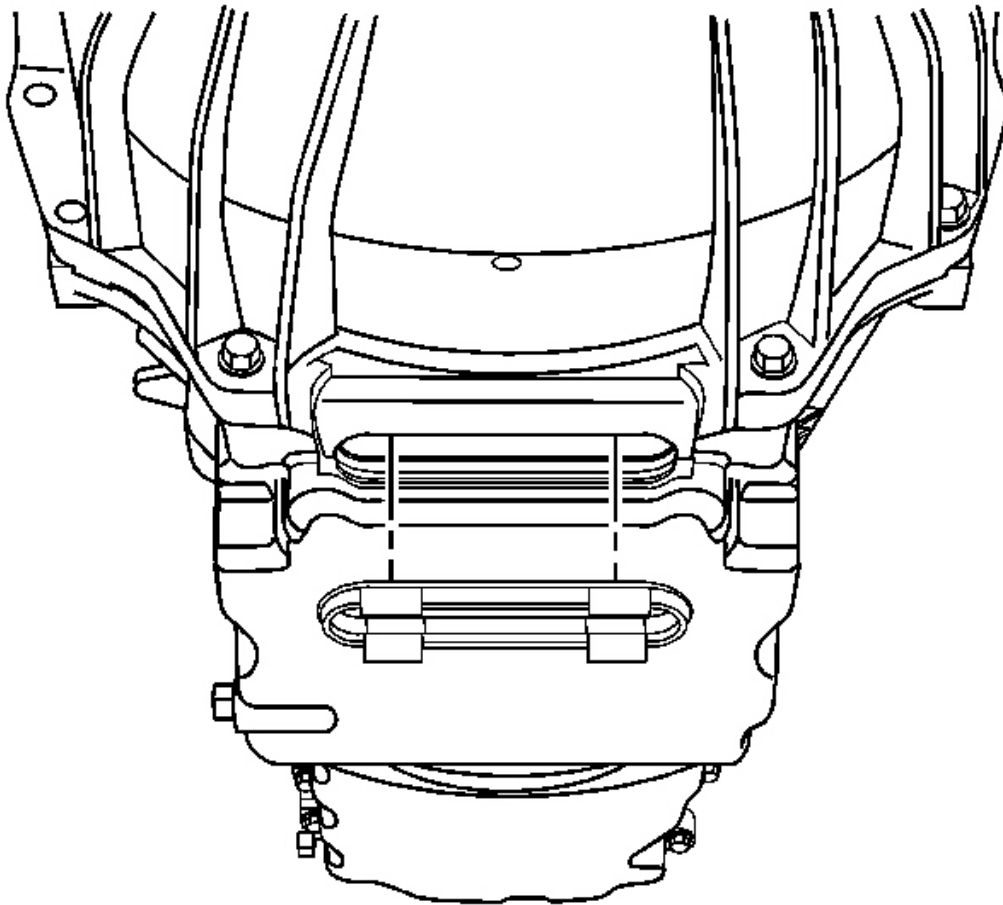


Fig. 76: View Of Service Slot Plug
Courtesy of GENERAL MOTORS CORP.

2. Remove the service slot plug.

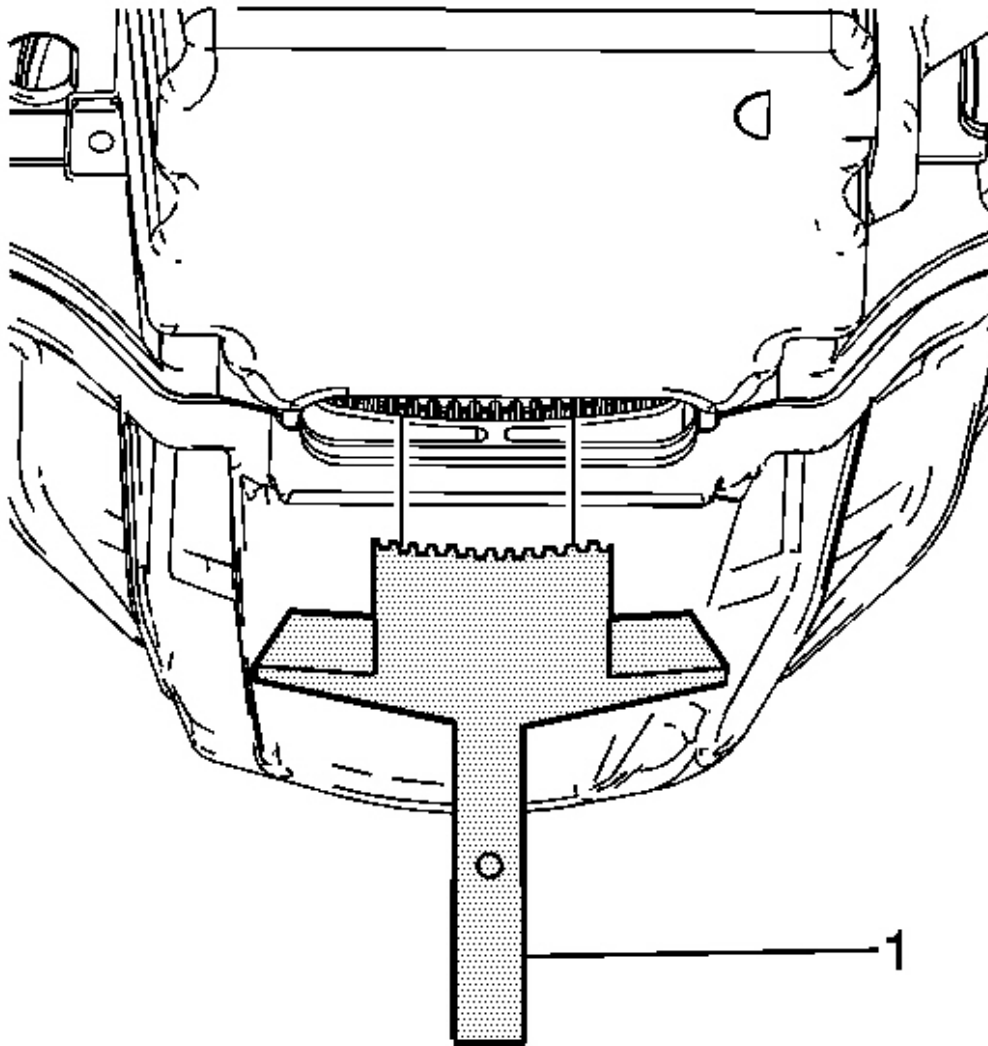


Fig. 77: Identifying EN 46547
Courtesy of GENERAL MOTORS CORP.

3. Install the **EN 46547** (1) into the flywheel teeth. See **Special Tools**.
4. Lower the vehicle.
5. Remove the valve rocker arms. Refer to **Valve Rocker Arm and Valve Lash Adjuster Replacement**.
6. Remove the spark plugs. Refer to **Spark Plug Replacement** in Engine Controls - 3.5L

(L52).

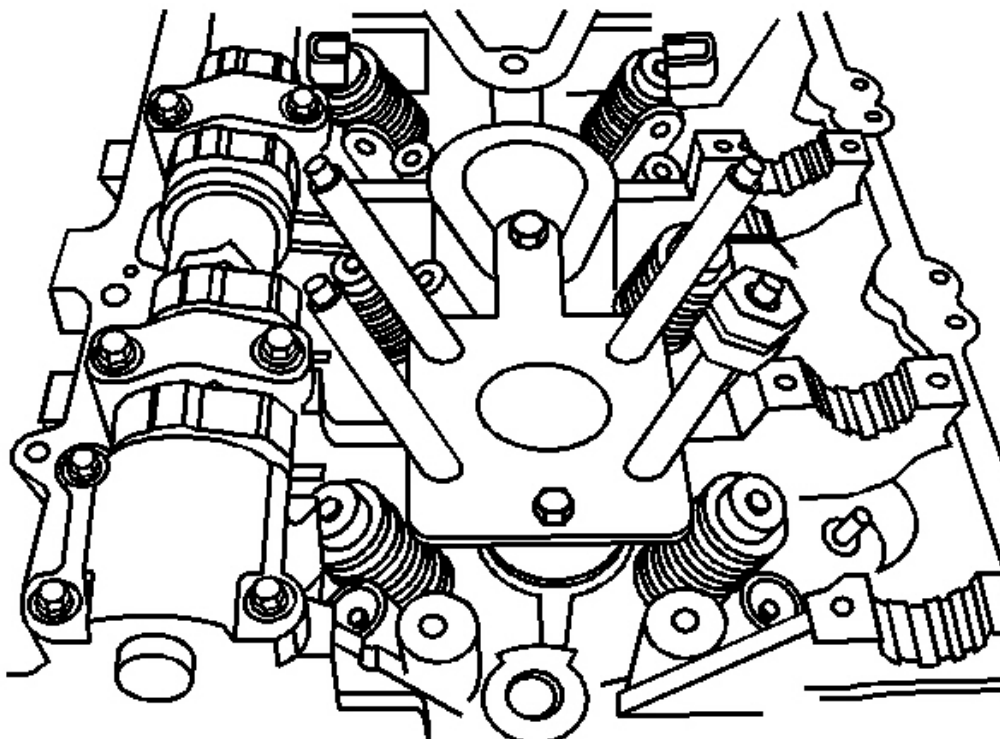


Fig. 78: View Of J 44228 Base Plate
Courtesy of GENERAL MOTORS CORP.

7. Install the base plate of the **J 44228** over the spark plug hole of the cylinder to be serviced. See **Special Tools**.
8. Install the **J 39313** in the spark plug hole. See **Special Tools**.
9. Apply constant air pressure to the **J 39313** in order to keep the valve closed. See **Special Tools**.
10. Install the arm and swivel nut of the **J 44228** over the stud corresponding to the valve to be serviced. See **Special Tools**.

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.

11. Tighten the swivel nut of the **J 44228** down only enough to allow access for removal of the valve locks. See **Special Tools**.

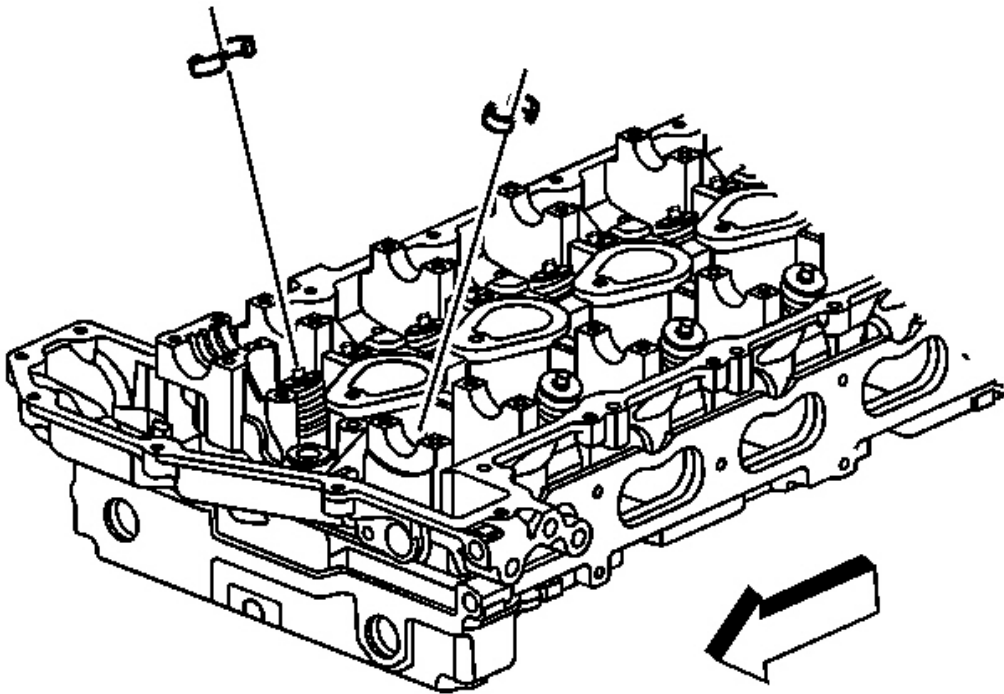


Fig. 79: View Of Valve Keys
Courtesy of GENERAL MOTORS CORP.

12. Remove the valve locks. A magnet is the most suitable tool for this activity.
13. Loosen the swivel nut of the **J 44228** and swing the arm away from the valve spring retainer. See **Special Tools**.

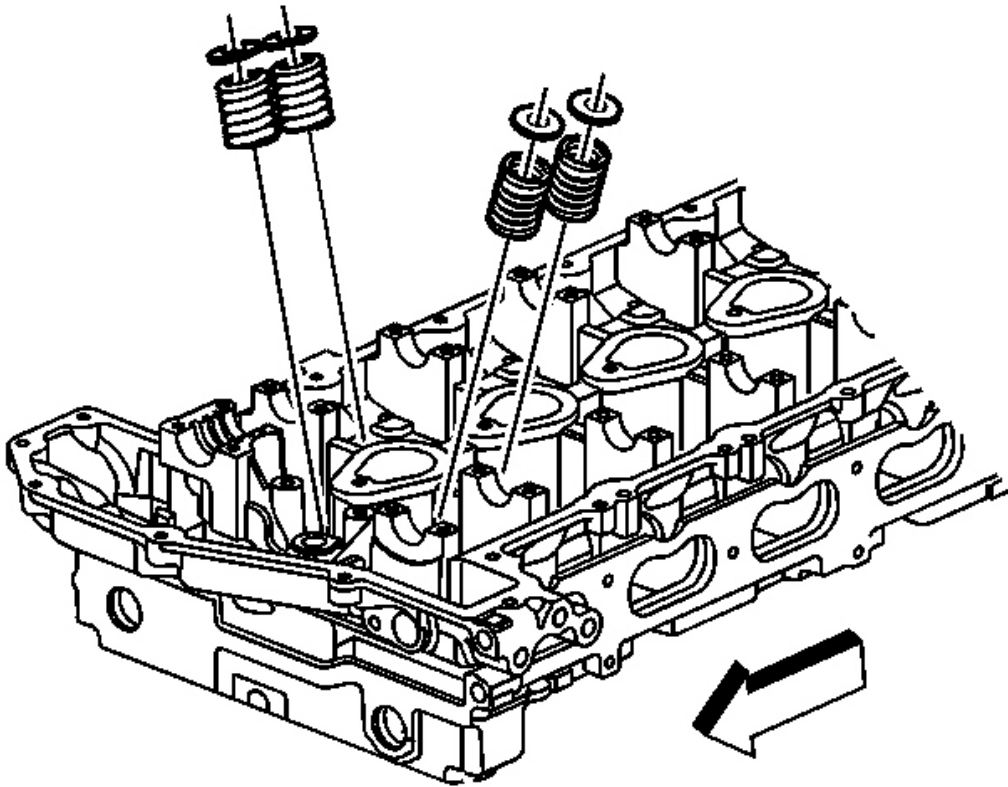


Fig. 80: View Of Valve Springs & Retainers
Courtesy of GENERAL MOTORS CORP.

14. Remove the valve spring retainer and valve spring.

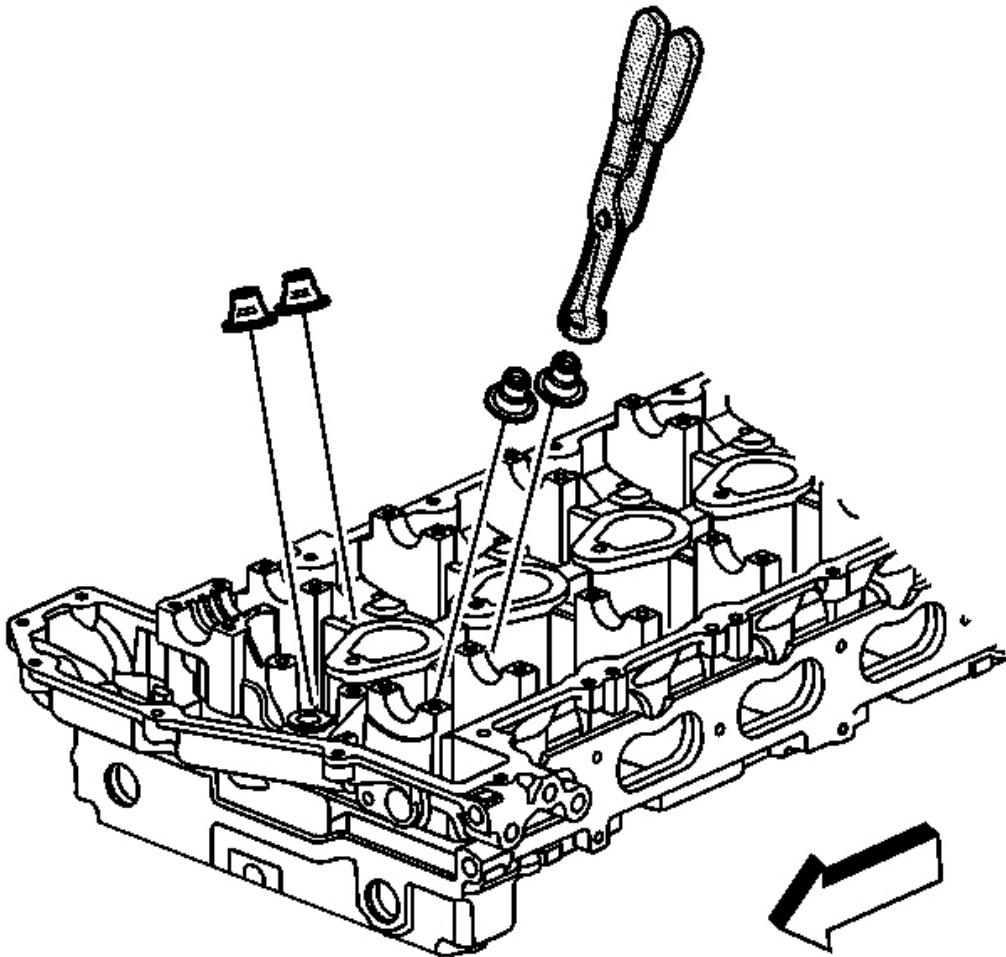


Fig. 81: Removing Valve Stem Seals
Courtesy of GENERAL MOTORS CORP.

15. Use the **J 38820** in order to grip the seal. See **Special Tools**. Remove the seal by exerting a twisting, pulling motion.

Discard the old valve stem seal.

16. Inspect and measure the valve spring. Refer to **Cylinder Head Cleaning and Inspection**.

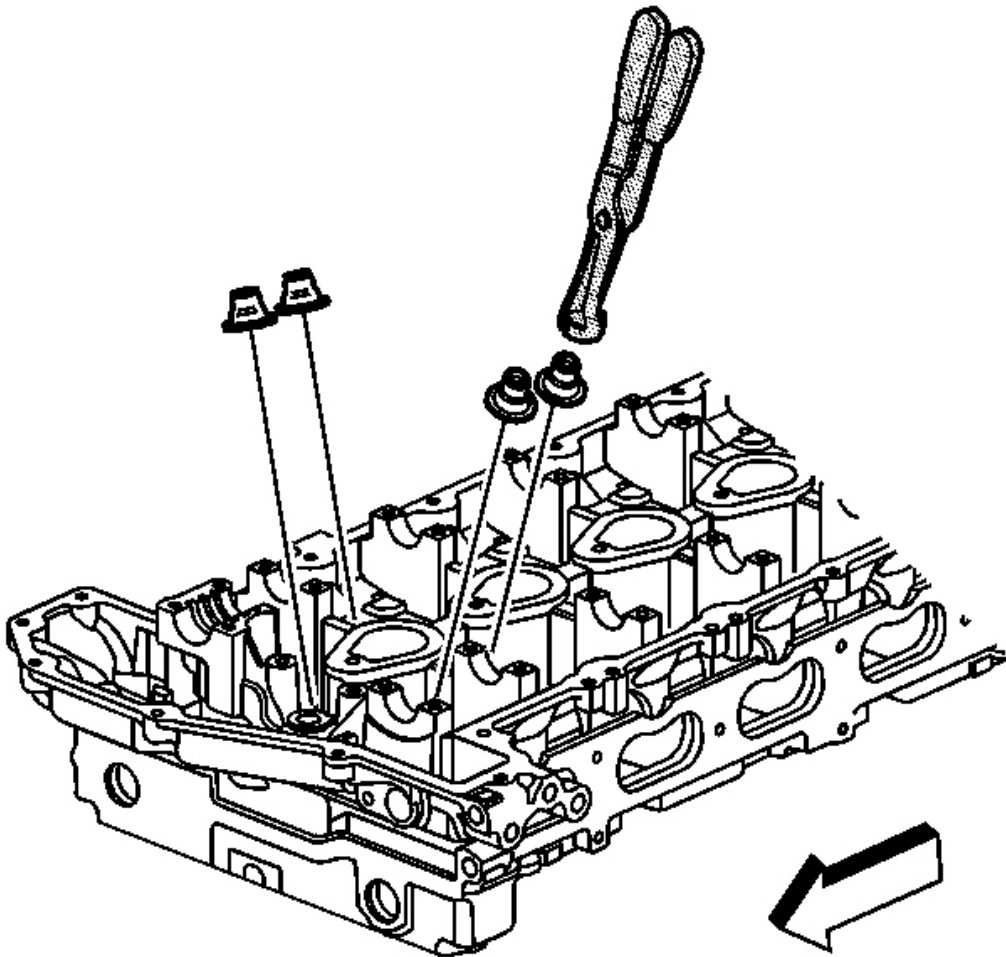


Fig. 82: Removing Valve Stem Seals
Courtesy of GENERAL MOTORS CORP.

1. Lubricate the valve stem and inner diameter of the new seal with clean engine oil.

IMPORTANT: Install a seal protector over the valve stem prior to installing the valve stem seal.

2. Using a twisting, pushing motion install the NEW valve stem seal using the **J 38820** . See **Special Tools**.

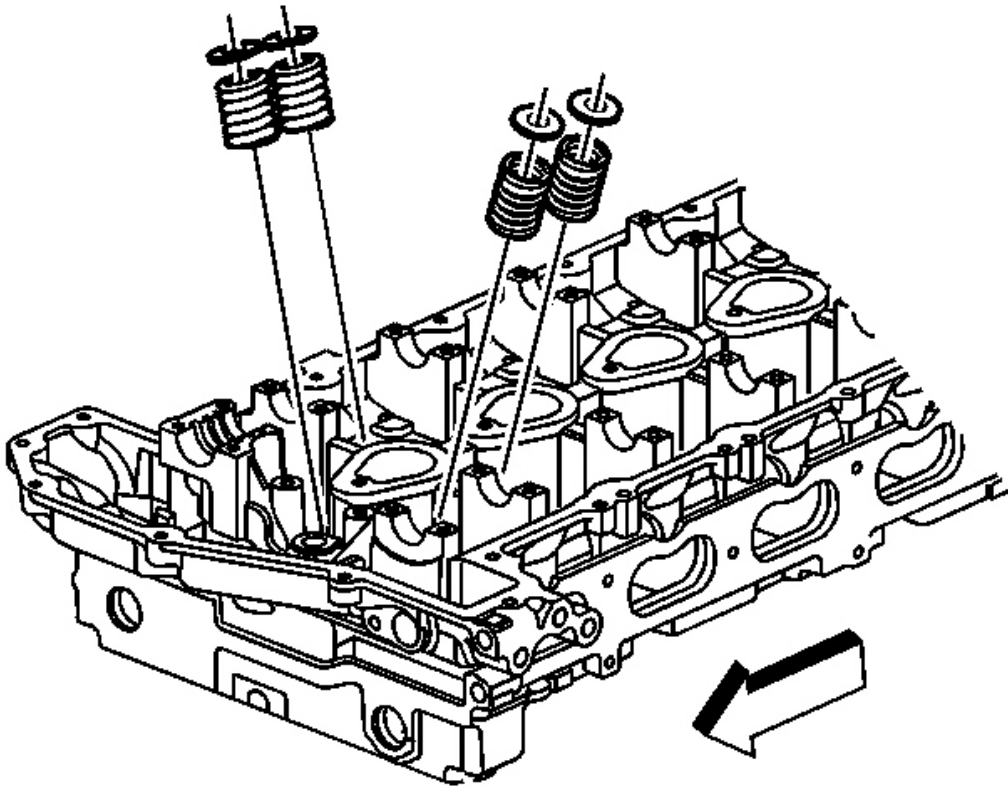


Fig. 83: View Of Valve Springs & Retainers
Courtesy of GENERAL MOTORS CORP.

3. Install the valve spring and valve spring retainer.

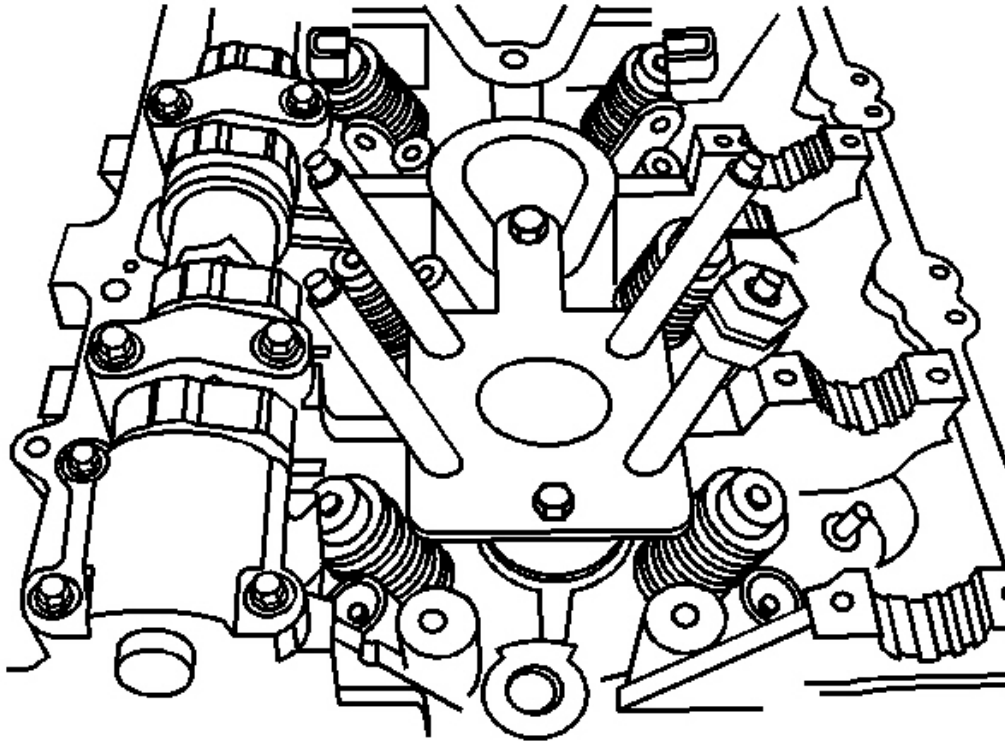


Fig. 84: View Of J 44228 Base Plate
Courtesy of GENERAL MOTORS CORP.

4. Swing the arm over the valve spring retainer and tighten the swivel nut of the **J 44228** down only enough to allow access for installation of the valve locks. See **Special Tools**.
5. Position the valve locks to the valve stem retainer groove using the **J 43059** . See **Special Tools**.
6. Remove the swivel nut and arm of the **J 44228** . See **Special Tools**.
7. Install the arm and swivel nut of the **J 44228** over the stud of any other valves being serviced for this cylinder and repeat removal steps 11 through 16 and installation steps 1 through 7. See **Special Tools**.
8. Relieve the air pressure to the cylinder being serviced.
9. Remove the **J 39313** from the spark plug hole. See **Special Tools**.
10. Remove the base plate of the **J 44228** . See **Special Tools**.
11. Repeat removal steps 7 through 16 and installation steps 1 through 10 on any other cylinders

being serviced.

12. Install the spark plugs. Refer to **Spark Plug Replacement** in Engine Controls - 3.5L (L52).
13. Install the valve rocker arms. Refer to **Valve Rocker Arm and Valve Lash Adjuster Replacement**.
14. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** in General Information.

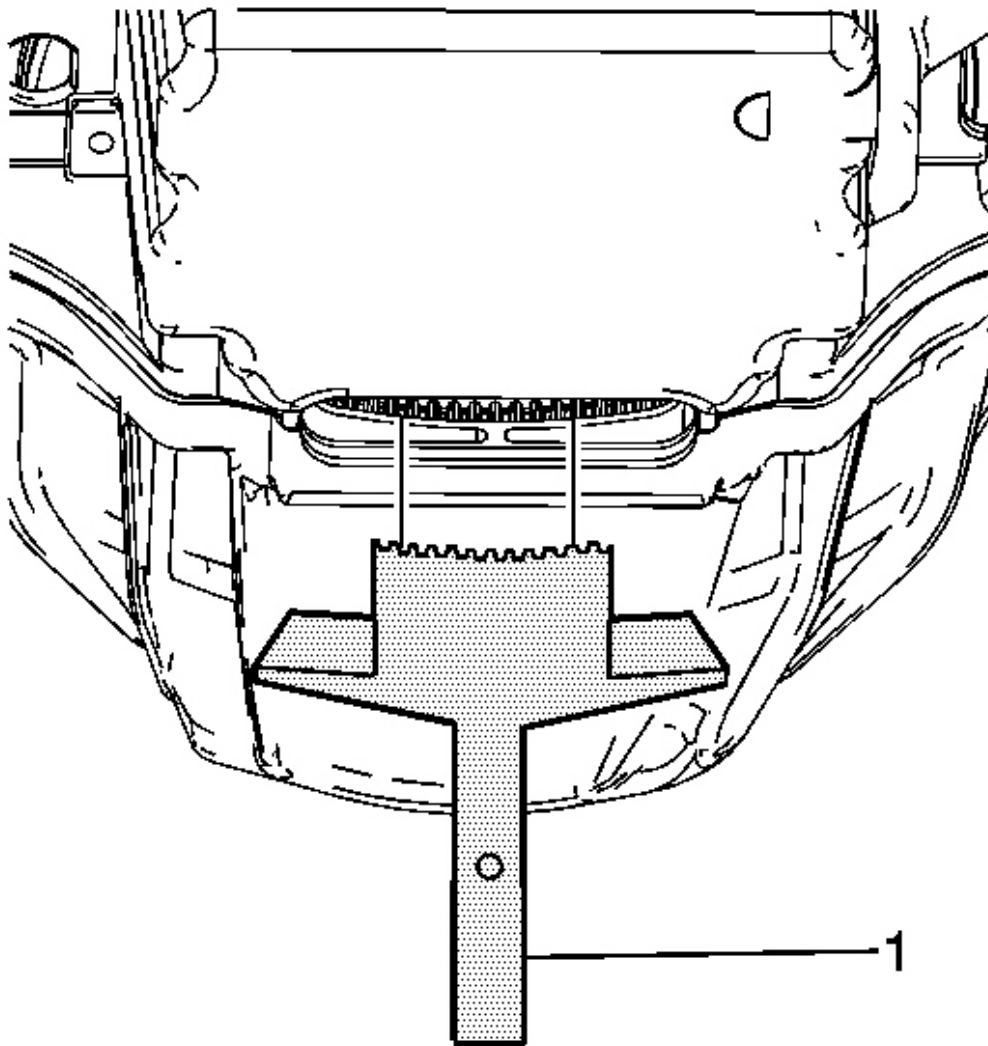


Fig. 85: Identifying EN 46547

Courtesy of GENERAL MOTORS CORP.

15. Remove the **EN 46547** (1) from the flywheel teeth. See **Special Tools**.

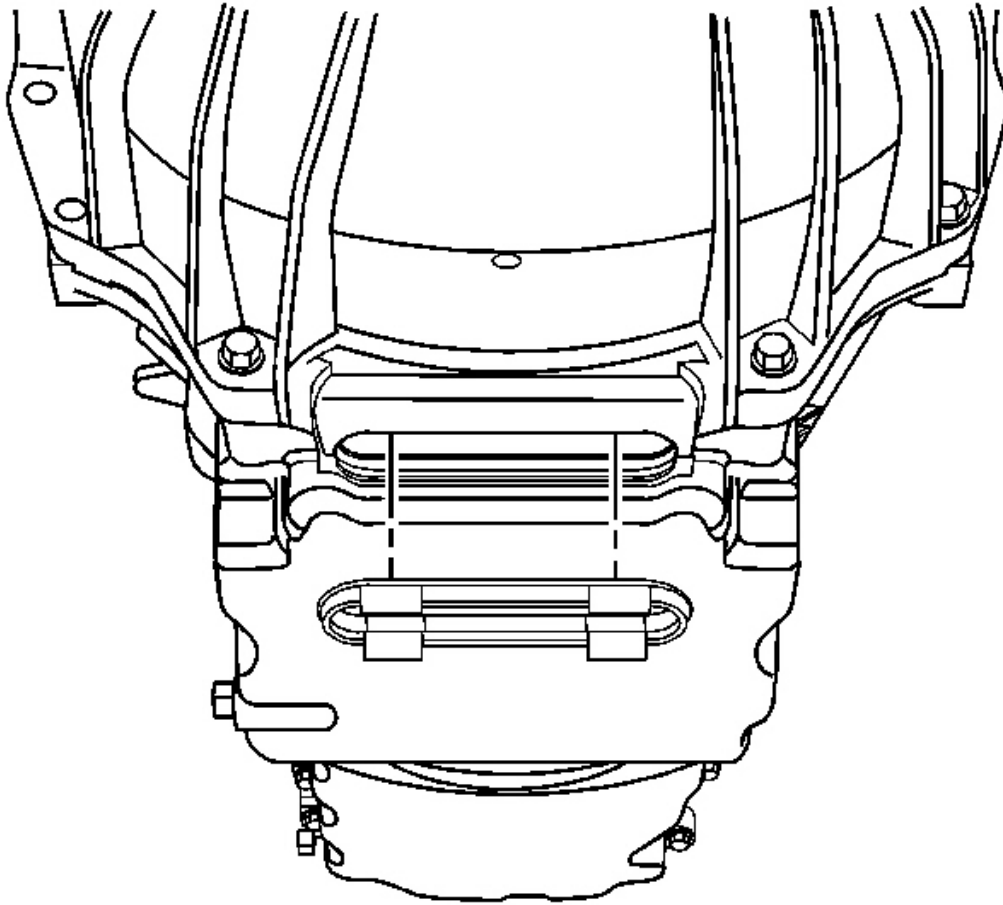


Fig. 86: View Of Service Slot Plug
Courtesy of GENERAL MOTORS CORP.

16. Install the service slot plug.
17. Lower the vehicle.

OIL LEVEL INDICATOR AND TUBE REPLACEMENT

Removal Procedure

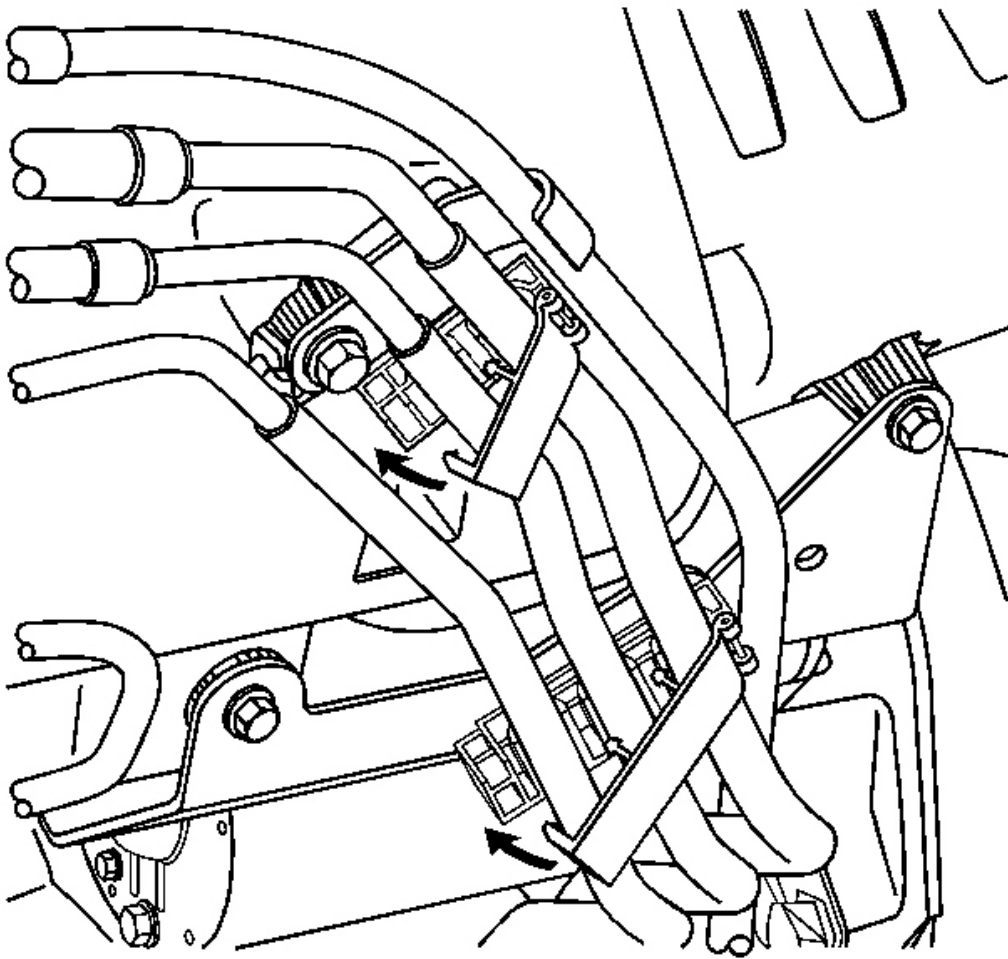


Fig. 87: View Of Fuel Hoses & Retainers
Courtesy of GENERAL MOTORS CORP.

1. Disengage the fuel lines from the retainers at the oil level indicator bracket and intake manifold.

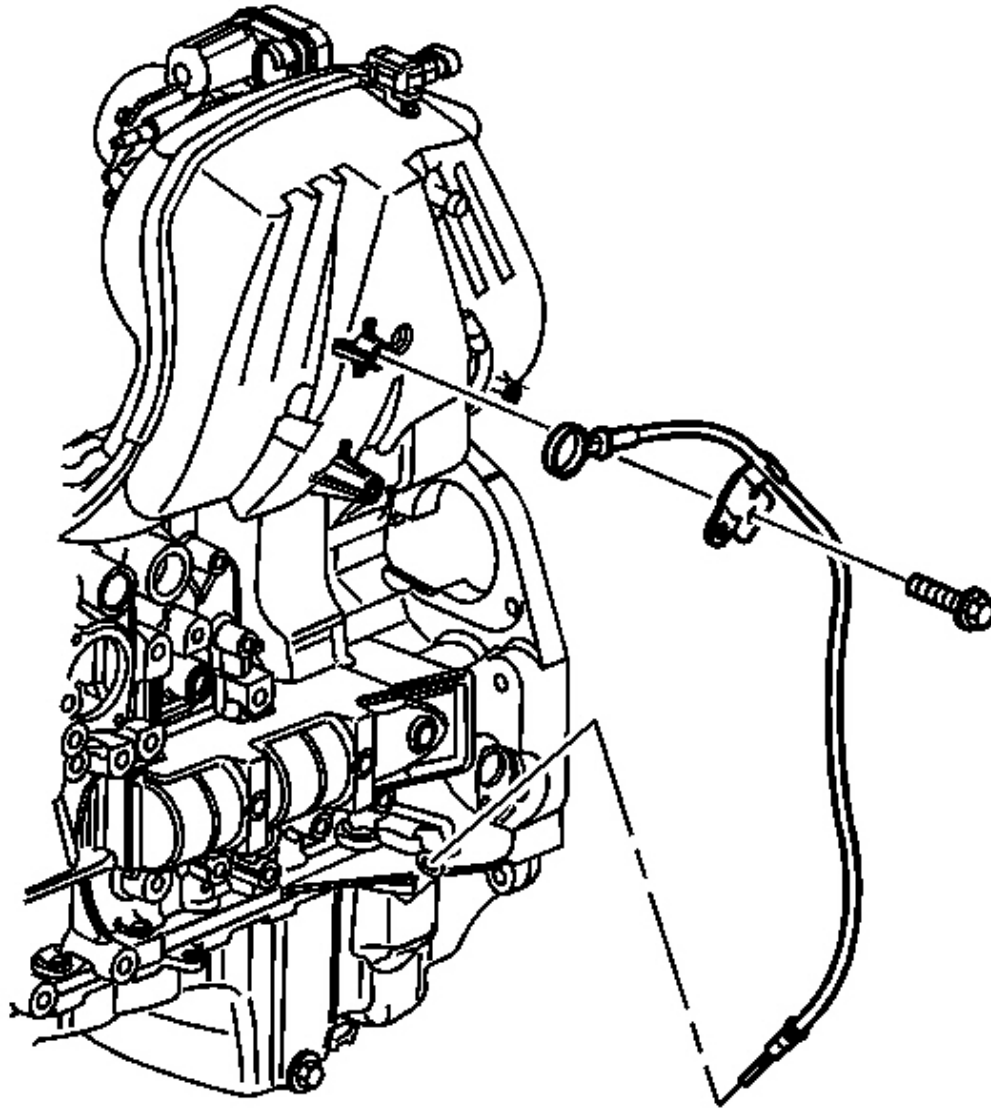


Fig. 88: View Of Oil Level Indicator Tube
Courtesy of GENERAL MOTORS CORP.

2. Remove the oil level indicator from the tube.
3. Remove the oil level indicator tube bolt.
4. Remove the oil level indicator tube from the engine oil pan.

Installation Procedure

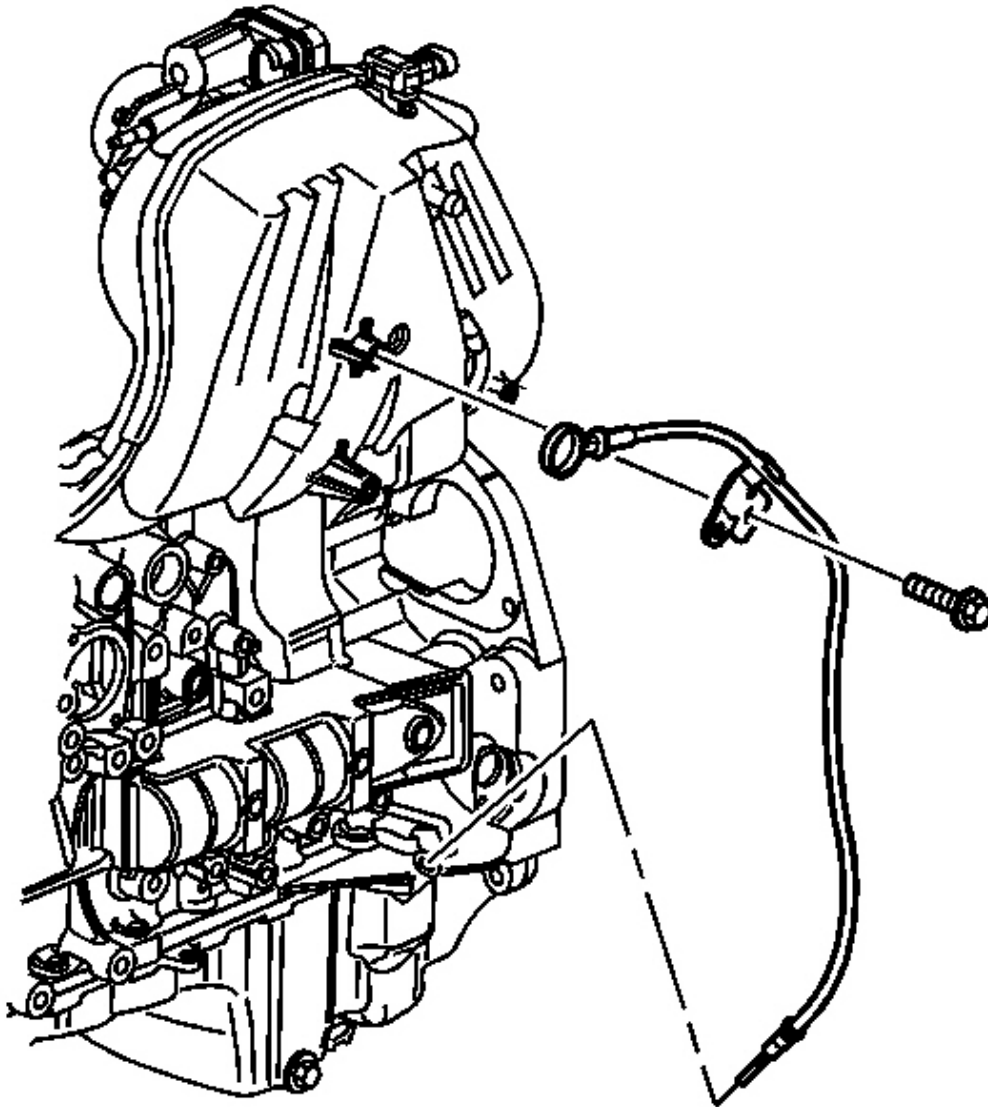


Fig. 89: View Of Oil Level Indicator Tube
Courtesy of GENERAL MOTORS CORP.

1. Lightly lubricate the O-ring seal with clean engine oil.
2. Install the oil level indicator tube into the engine oil pan.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install the oil level indicator tube bolt.

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

4. Install the oil level indicator into the tube.

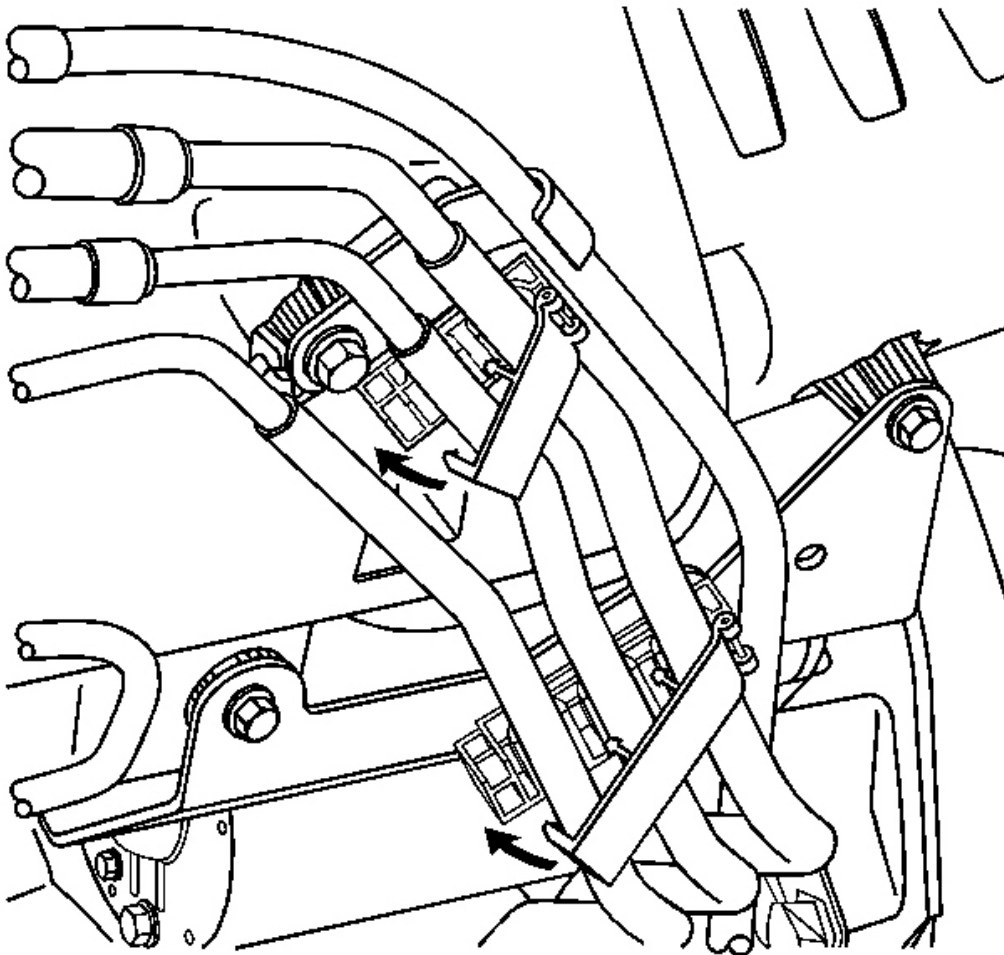


Fig. 90: View Of Fuel Hoses & Retainers
Courtesy of GENERAL MOTORS CORP.

5. Insert the fuel lines into the retainers at the oil level indicator bracket and intake manifold.

CYLINDER HEAD REPLACEMENT

NOTE: General Motors has developed a procedure for removing the cylinder head without the removal of of the front cover. The new procedure can be done in vehicle with the aid of a new special service tool. See INFORMATION ON NEW IN-VEHICLE SERVICE PROCEDURE FOR REMOVAL/INSTALLATION OF LK5 OR L52 CYLINDER HEAD .

Tools Required

J 45059 Angle Meter. See Special Tools.

Removal Procedure

1. Remove the exhaust manifold. Refer to Exhaust Manifold Replacement in Engine Exhaust.
2. Remove the timing chain and sprockets. Refer to Timing Chain and Sprockets Replacement.

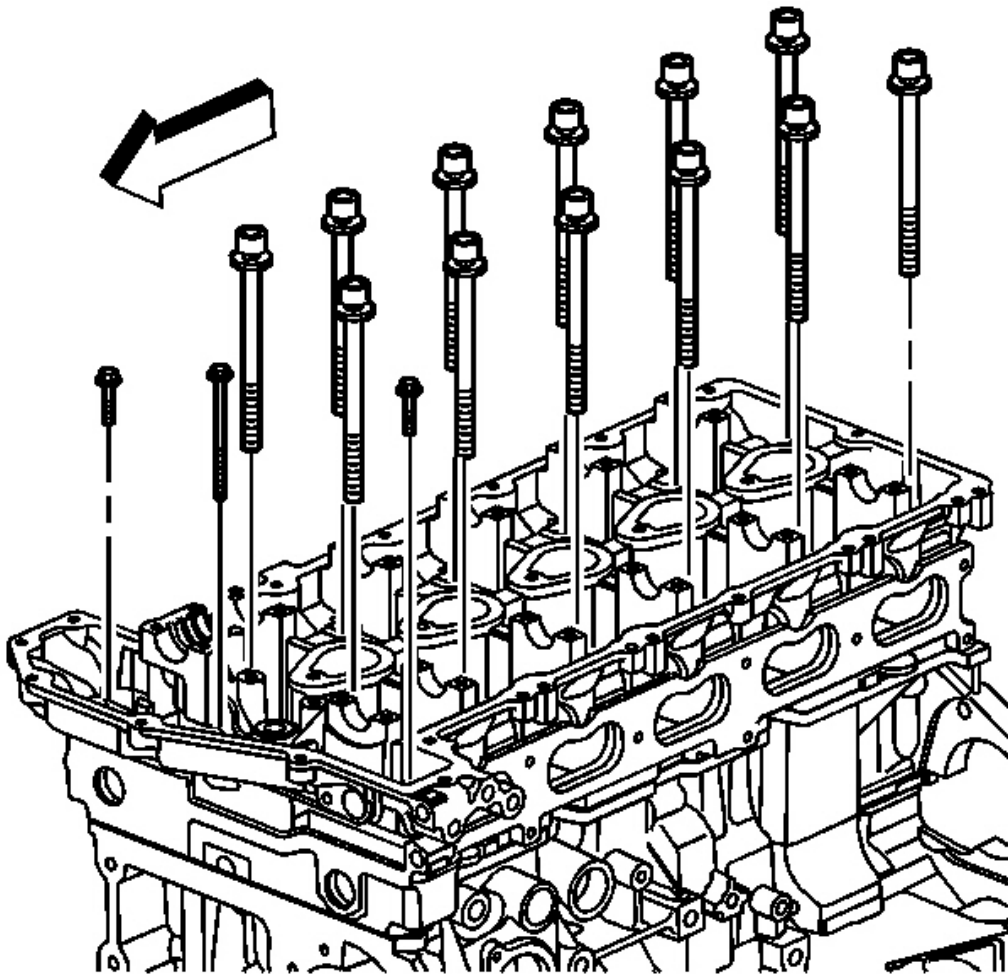


Fig. 91: View Of Cylinder Head Bolts
Courtesy of GENERAL MOTORS CORP.

3. Remove and discard the cylinder head bolts.

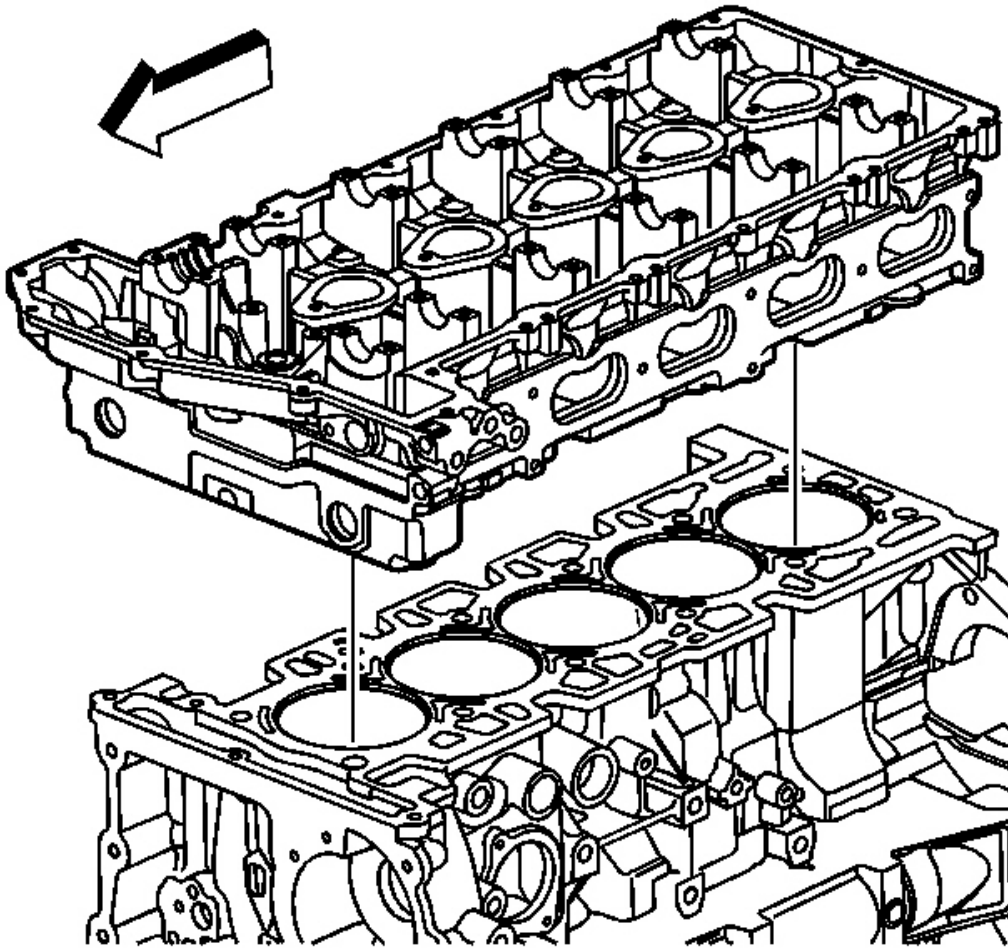


Fig. 92: View Of Cylinder Head
Courtesy of GENERAL MOTORS CORP.

4. Remove the cylinder head.
5. Place the cylinder head on a flat, clean surface with the combustion chambers face up, in order to prevent damage to the deck face.

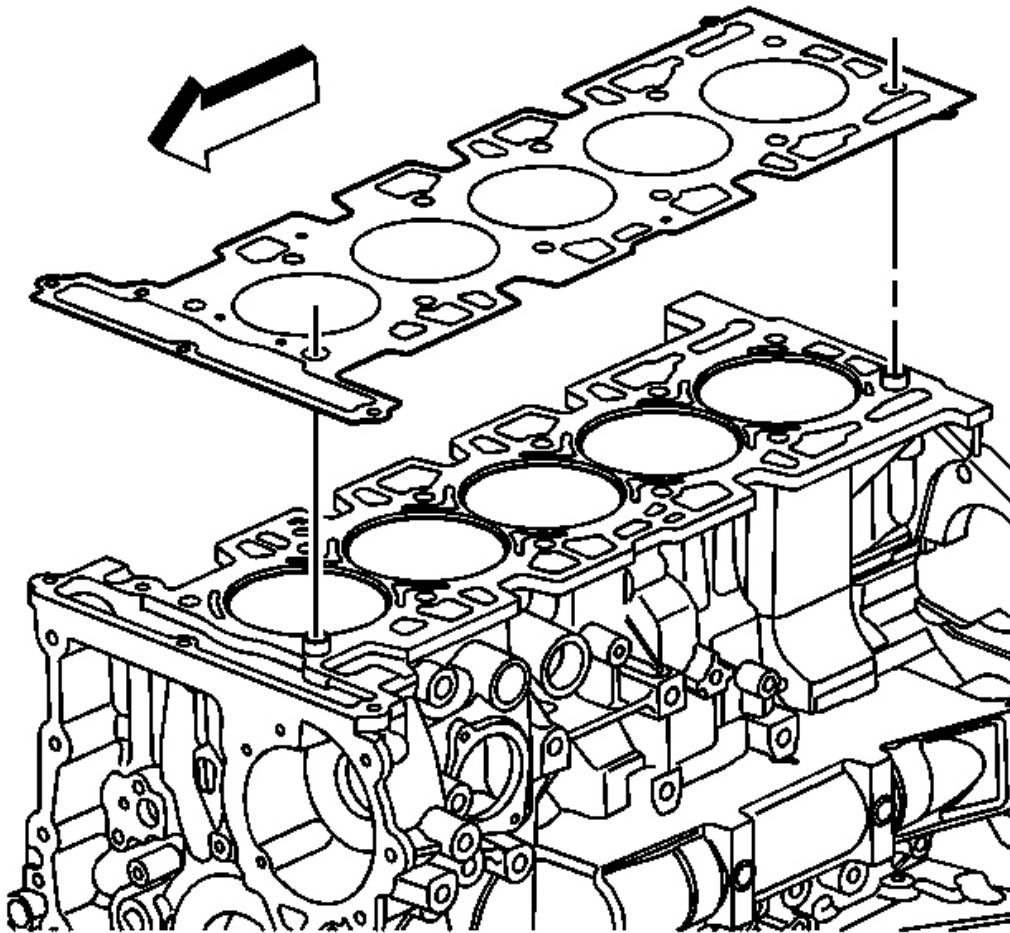


Fig. 93: View Of Cylinder Head Gasket
Courtesy of GENERAL MOTORS CORP.

6. Remove and discard the cylinder head gasket.
7. Remove all remaining gasket material from the engine block.
8. Inspect the cylinder head gasket mating surface on the engine block.
9. Clean and inspect the cylinder head. Refer to **Cylinder Head Cleaning and Inspection**.
10. Disassemble the cylinder head, if necessary. Refer to **Cylinder Head Disassemble**.

IMPORTANT: Ensure number 1 cylinder is at top dead center.

1. Assemble the cylinder head, if necessary. Refer to Cylinder Head Assemble.

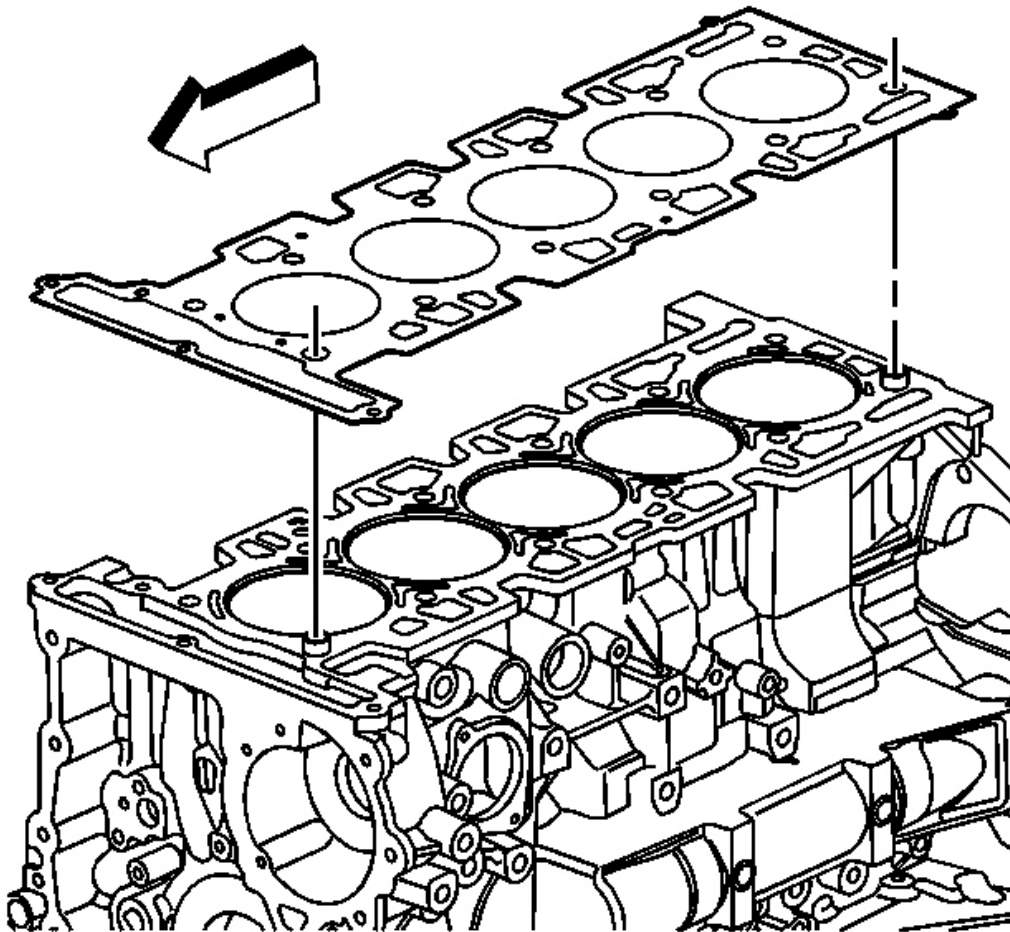


Fig. 94: View Of Cylinder Head Gasket
Courtesy of GENERAL MOTORS CORP.

2. Install the dowel pins, cylinder head locator, if necessary.
3. Position a NEW cylinder head gasket onto the engine block.

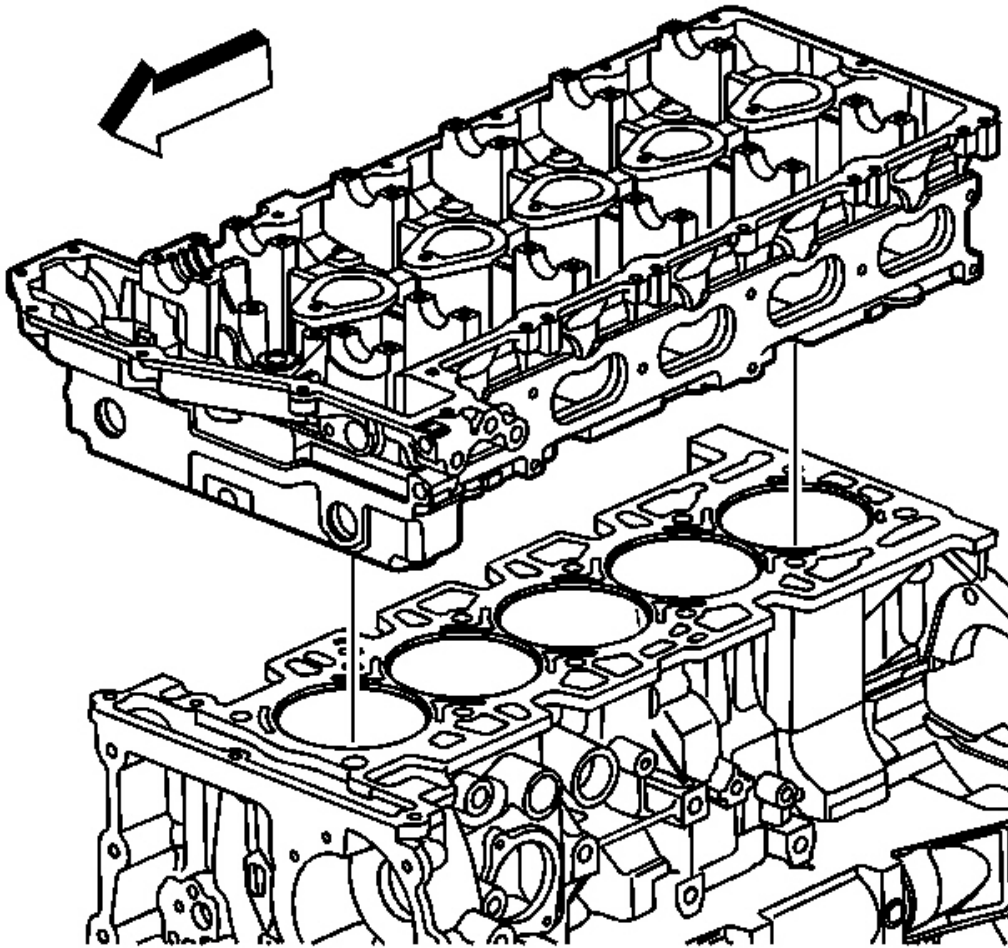


Fig. 95: View Of Cylinder Head
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Ensure all wires, components, etc. are out of the way when installing the cylinder head.

4. Install the cylinder head.

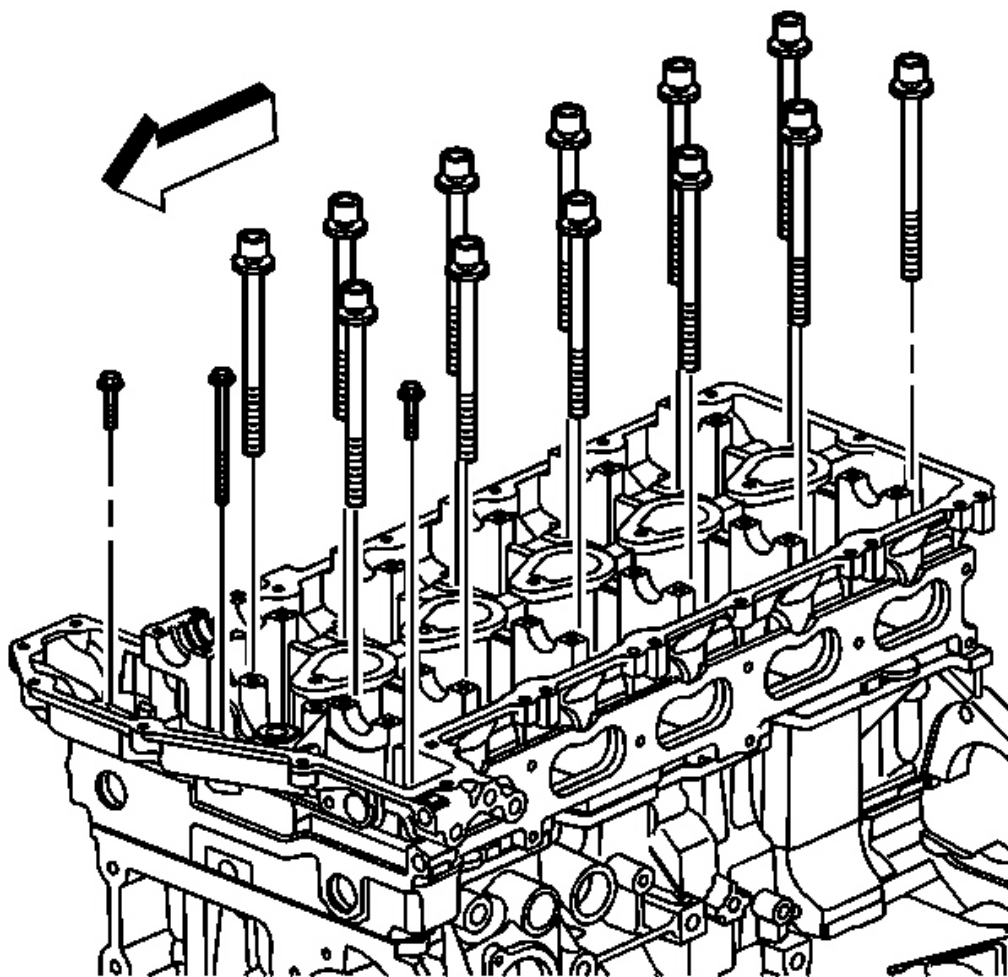


Fig. 96: View Of Cylinder Head Bolts
Courtesy of GENERAL MOTORS CORP.

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

5. Install NEW cylinder head bolts.

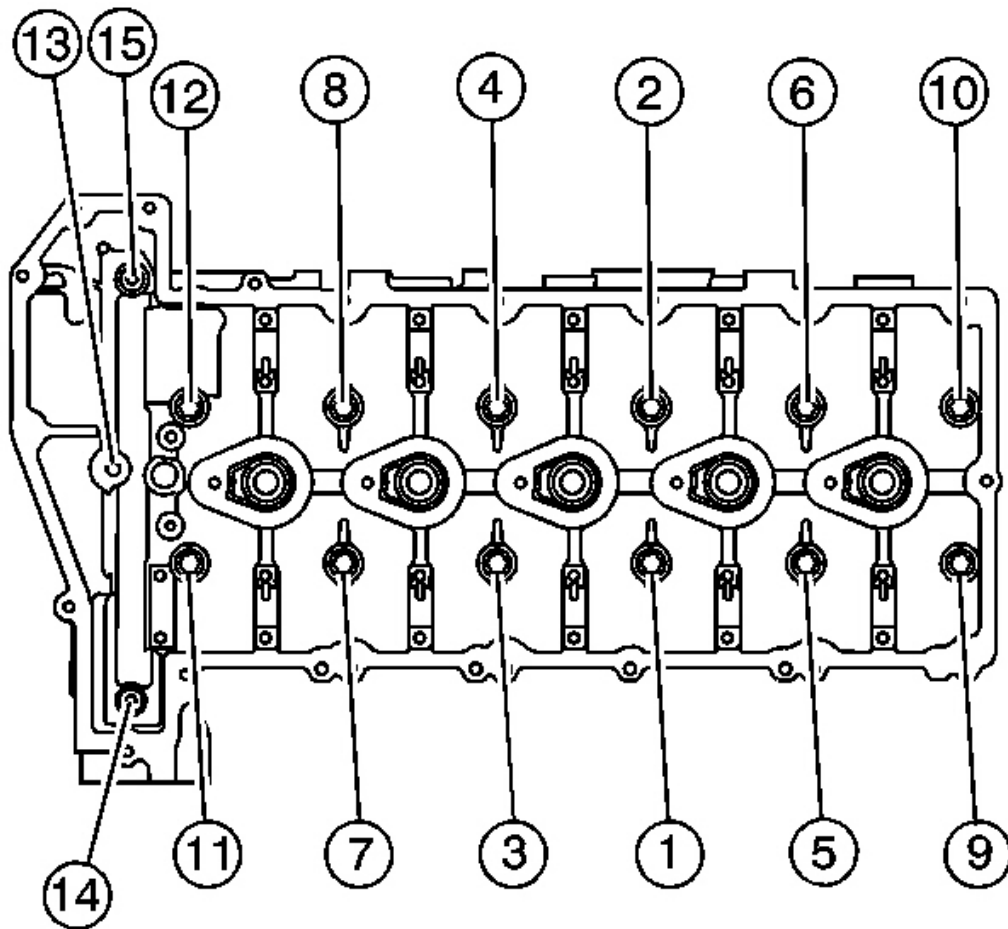


Fig. 97: Installing Cylinder Head Bolts
 Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

6. Tighten the NEW cylinder head bolts in the following sequence:

Tighten:

1. Tighten the bolts (1-12) a first pass in sequence to 30 N.m (22 lb ft). Using the **J 45059** rotate the bolts (1-12) a final pass in sequence an additional 155 degrees. See Special Tools.

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2. Tighten the (2 Short) bolts (14-15) a first pass to 7 N.m (62 lb in). Using the **J 45059** rotate the bolts (14-15) a final pass an additional 60 degrees. See **Special Tools**.
3. Tighten the (1 Long) bolt (13) a first pass to 7 N.m (62 lb in). Using the **J 45059** rotate the bolt (13) a final pass an additional 120 degrees. See **Special Tools**.
7. Install the timing chain and sprockets. Refer to **Timing Chain and Sprockets Replacement**.
8. Install the exhaust manifold. Refer to **Exhaust Manifold Replacement** in Engine Exhaust.

CRANKSHAFT BALANCER REPLACEMENT

Tools Required

- **EN 46547** Flywheel Holding Tool. See **Special Tools**.
- **J 41478** Crankshaft Balancer Installer. See **Special Tools**.
- **J 41816-2** Crankshaft End Protector. See **Special Tools**.
- **J 45059** Angle Meter. See **Special Tools**.

Removal Procedure

1. Remove the drive belt. Refer to **Drive Belt Replacement (Without A/C)** or **Drive Belt Replacement (With A/C)**.
2. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** in General Information.

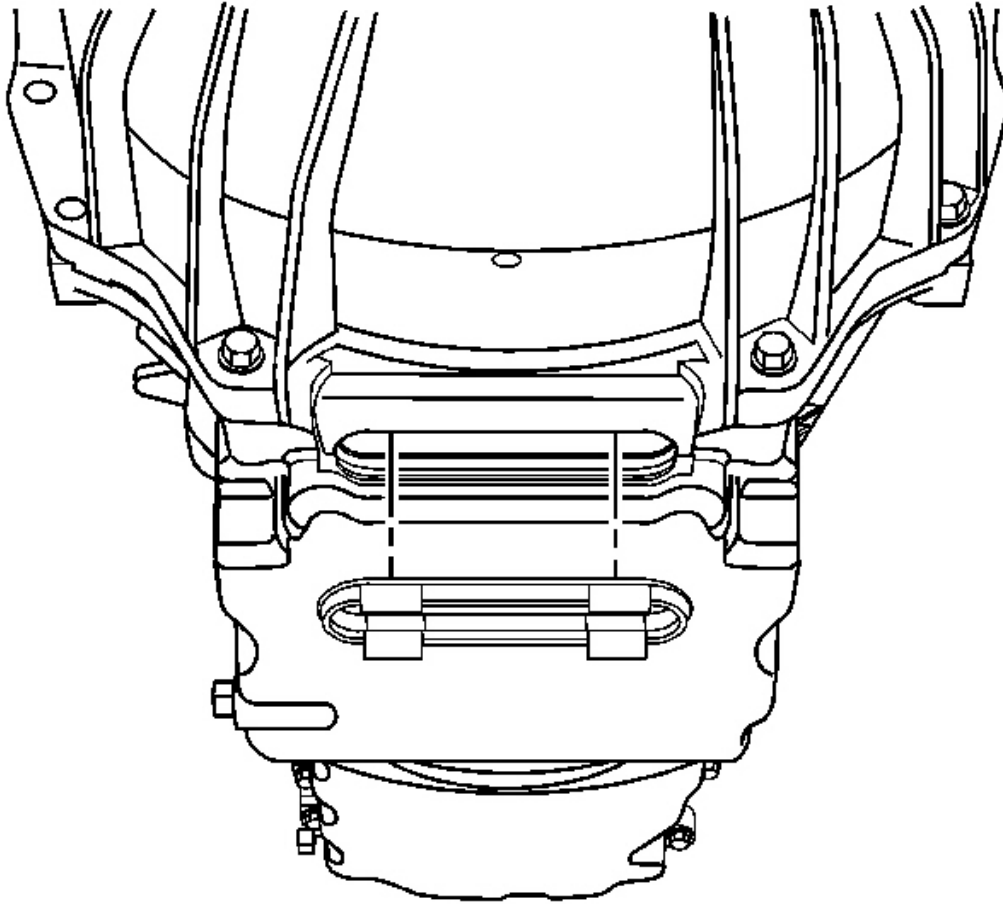


Fig. 98: View Of Service Slot Plug
Courtesy of GENERAL MOTORS CORP.

3. Remove the service slot plug.

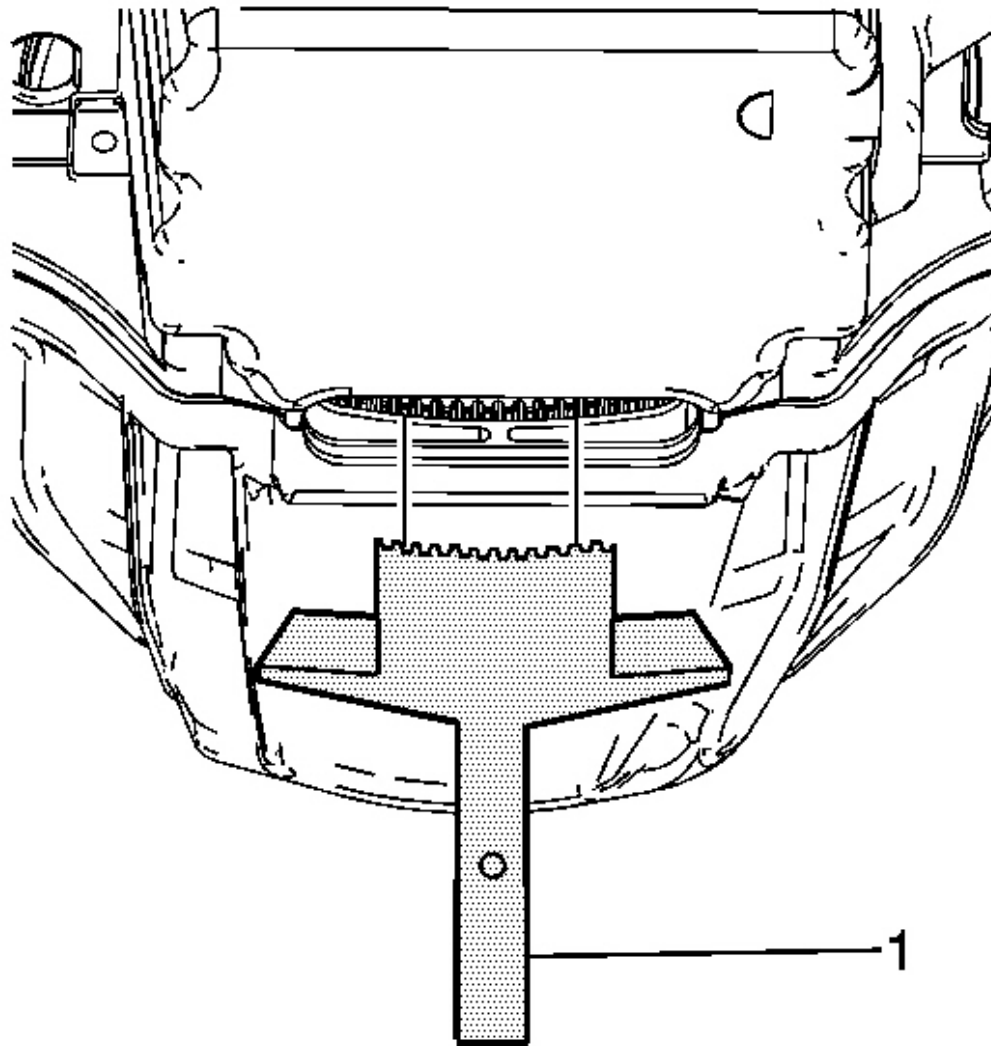


Fig. 99: Identifying EN 46547
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The crankshaft balancer does not have a key-way; so the crankshaft could turn when tightening, causing an improper torque.

4. Install the **EN 46547** (1) into the flywheel teeth. See **Special Tools**.

5. Lower the vehicle.

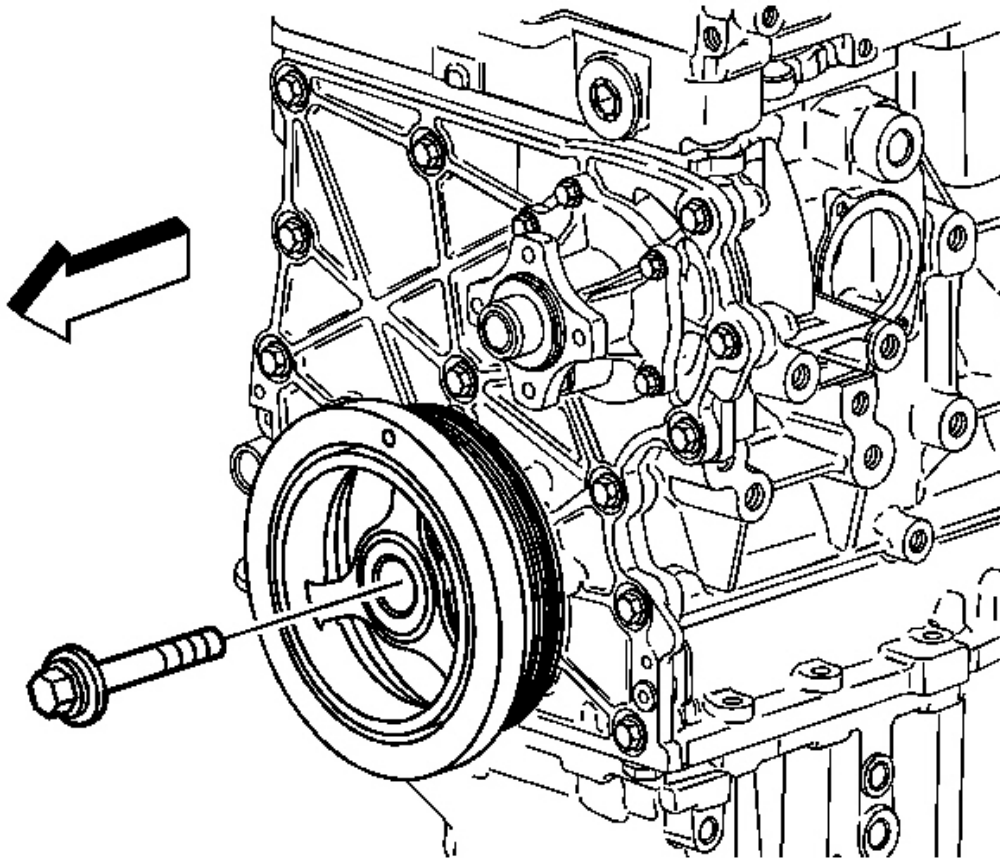


Fig. 100: View Of Crankshaft Balancer Bolt
Courtesy of GENERAL MOTORS CORP.

6. Remove and discard the crankshaft balancer bolt.

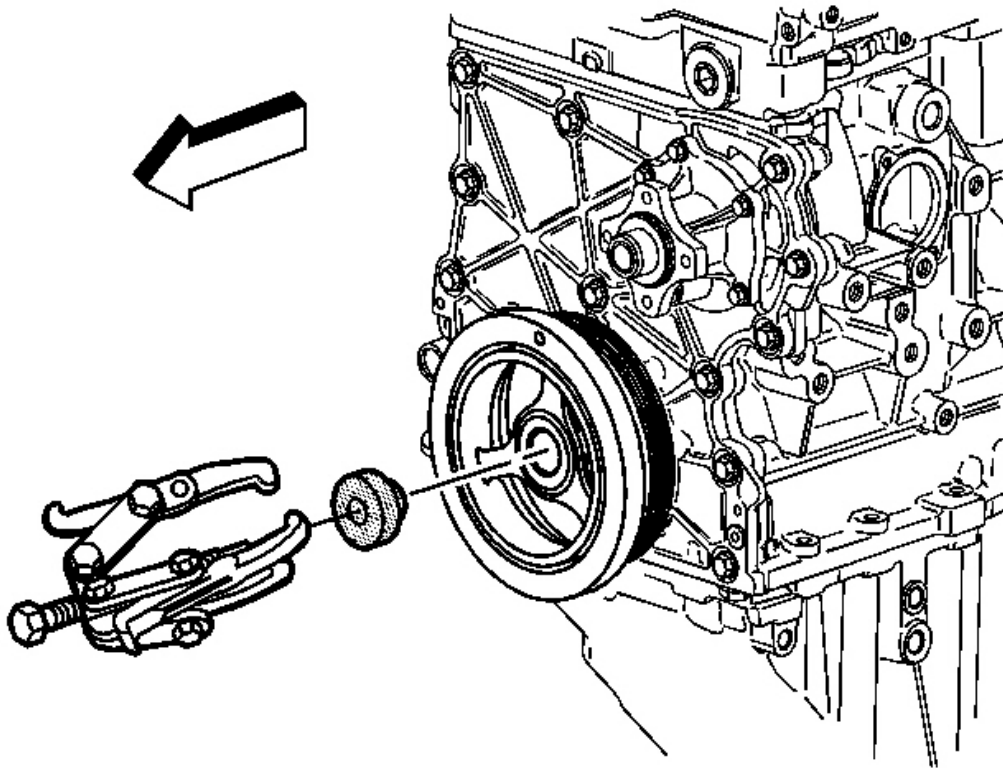


Fig. 101: View Of Crankshaft Balancer
Courtesy of GENERAL MOTORS CORP.

7. Install the **J 41816-2** into the end of the crankshaft. See **Special Tools**.

IMPORTANT: Do not pull on outer edge of the crankshaft balancer.

8. Using a 3 jaw puller, remove the crankshaft balancer.
9. Remove the **J 41816-2** . See **Special Tools**.
10. Remove the crankshaft balancer friction washer.

This will be located at the end of the crankshaft balancer or on the crankshaft.

11. Clean and inspect the crankshaft balancer. Refer to **Crankshaft Balancer Cleaning and Inspection**.

Installation Procedure

1. Install the crankshaft balancer friction washer to the end of the crankshaft balancer.

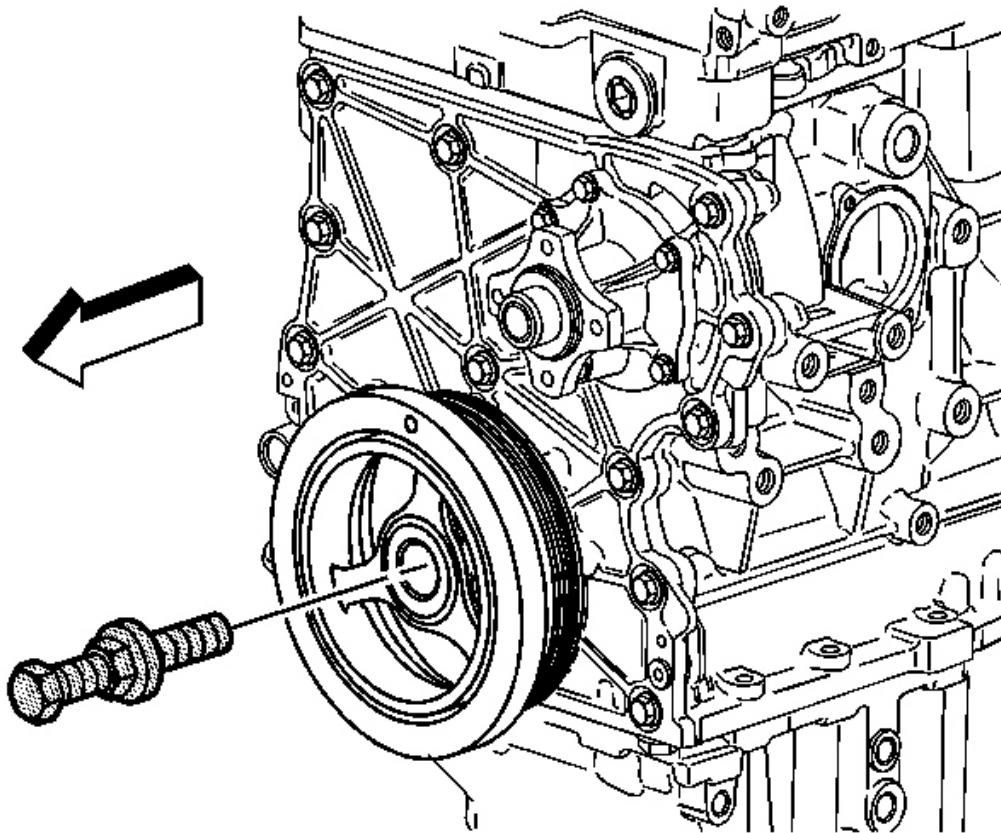


Fig. 102: Installing Crankshaft Balancer Using The J 41478
Courtesy of GENERAL MOTORS CORP.

2. Install the crankshaft balancer using the **J 41478** . See **Special Tools**.
3. Remove the **J 41478** . See **Special Tools**.

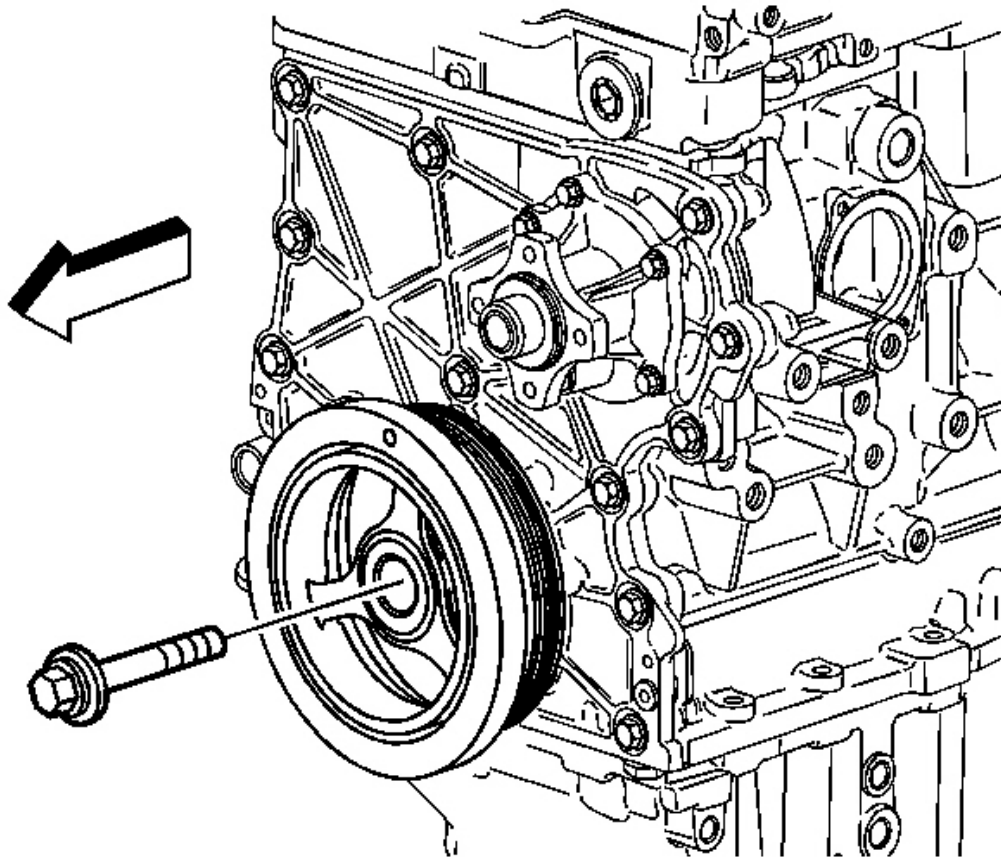


Fig. 103: View Of Crankshaft Balancer Bolt
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

4. Install the crankshaft balancer washer and a NEW bolt.

Tighten: Tighten the bolt a first pass to 150 N.m (111 lb ft). Using the **J 45059** rotate the bolt a final pass an additional 180 degrees. See Special Tools.

5. Raise and support the vehicle. Refer to Lifting and Jacking the Vehicle in General Information.

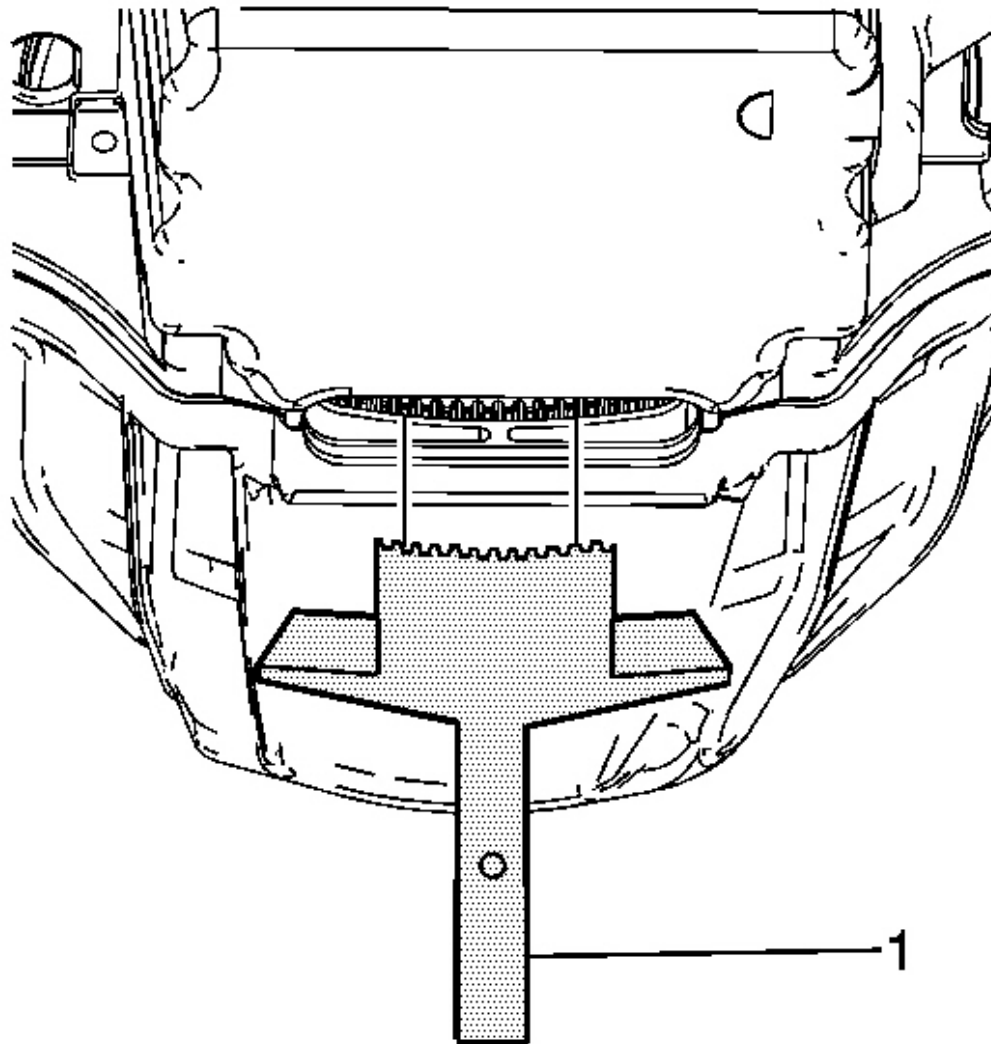


Fig. 104: Identifying EN 46547
Courtesy of GENERAL MOTORS CORP.

6. Remove the **EN 46547** (1) from the flywheel teeth. See **Special Tools**.

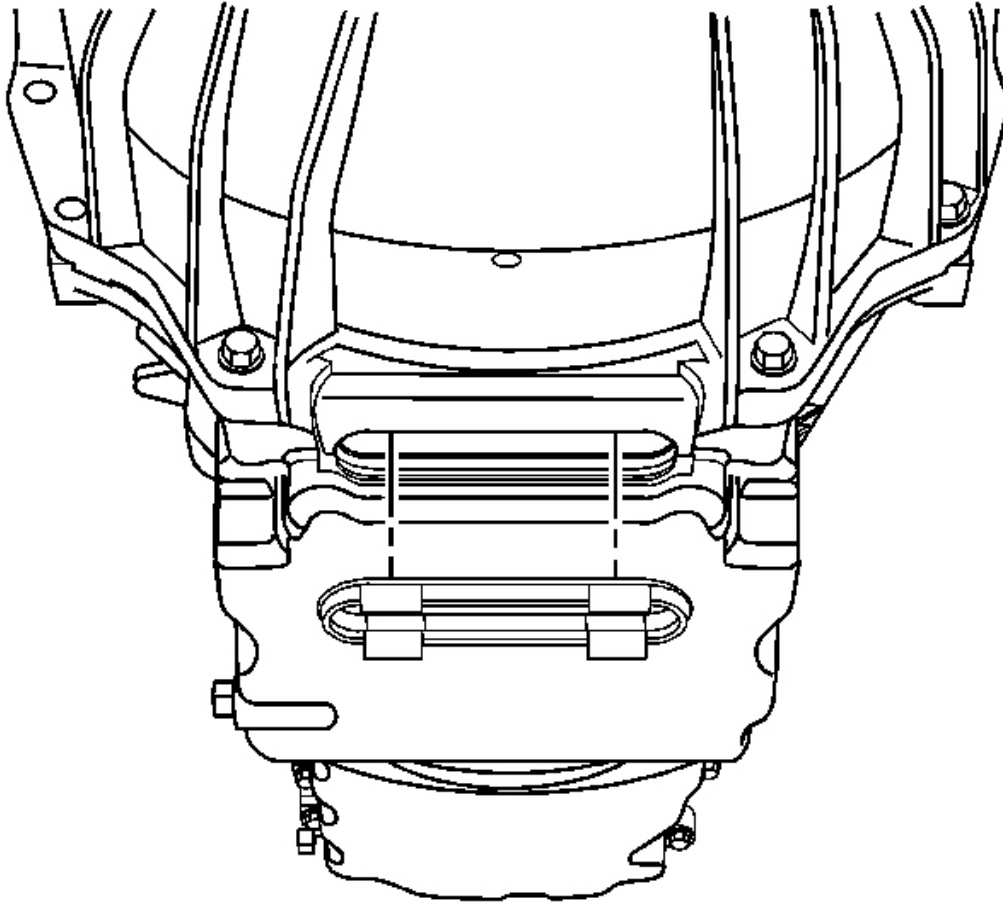


Fig. 105: View Of Service Slot Plug
Courtesy of GENERAL MOTORS CORP.

7. Install the service slot plug.
8. Lower the vehicle.
9. Install the drive belt. Refer to **Drive Belt Replacement (Without A/C)** or **Drive Belt Replacement (With A/C)**.

CRANKSHAFT FRONT OIL SEAL REPLACEMENT

Tools Required

J 45951 Front Seal Installer. See **Special Tools**.

Removal Procedure

1. Remove the crankshaft balancer. Refer to [Crankshaft Balancer Replacement](#).

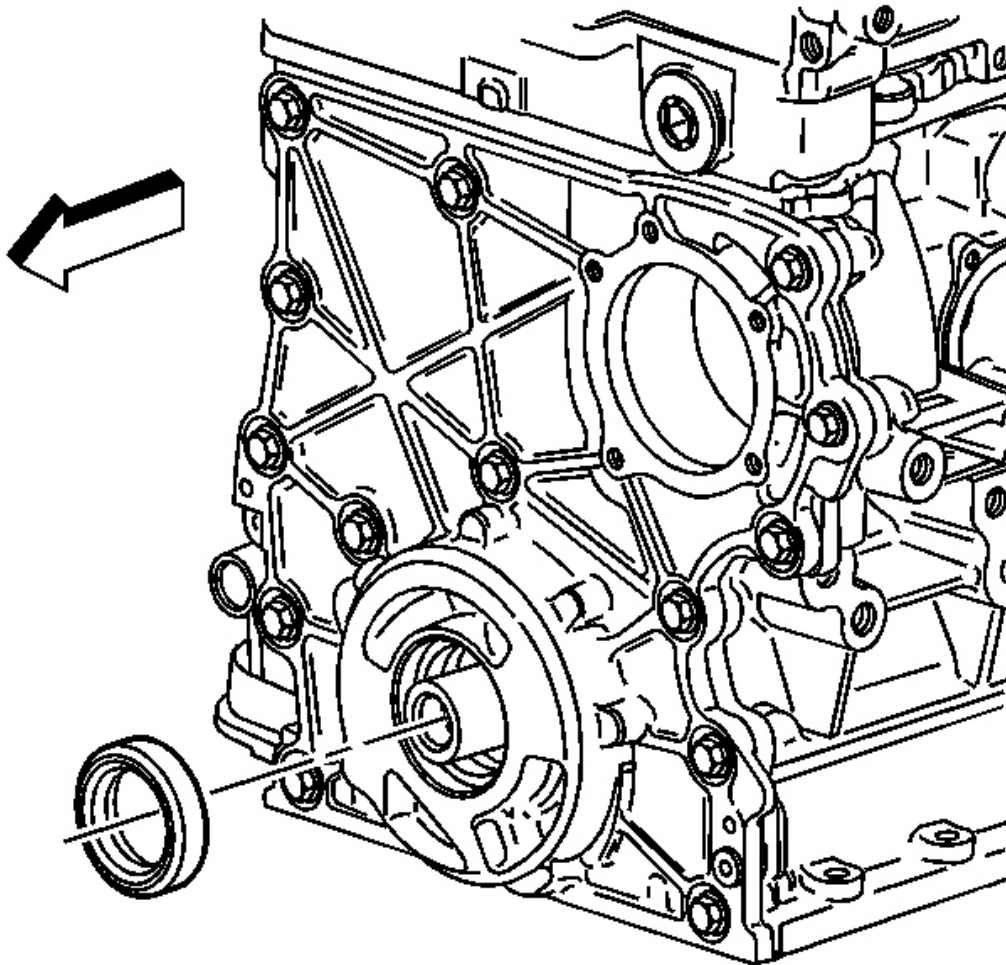


Fig. 106: View Of Crankshaft Front Oil Seal
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Do not damage the engine front cover or the crankshaft.

2. Pry out the crankshaft front oil seal using a suitable tool.

Discard the seal.

Installation Procedure

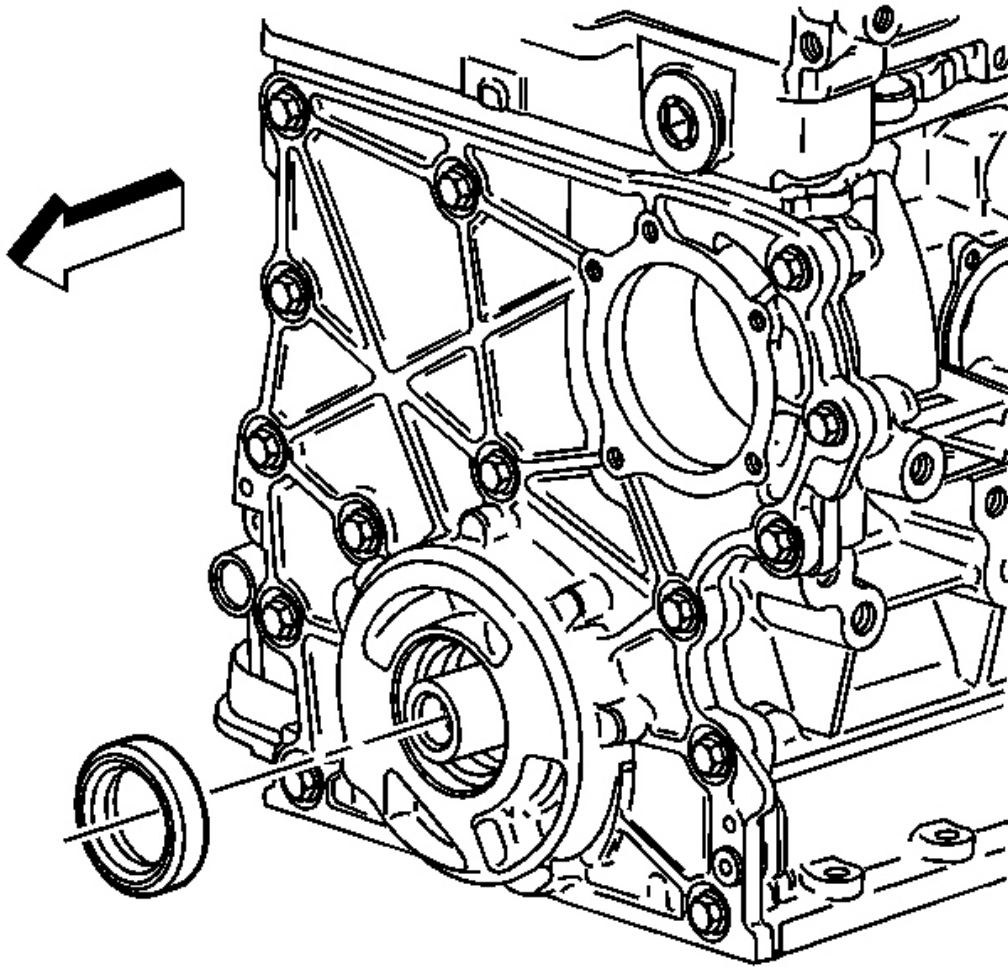


Fig. 107: View Of Crankshaft Front Oil Seal
Courtesy of GENERAL MOTORS CORP.

1. Apply the engine oil to the outside diameter of the crankshaft front oil seal.

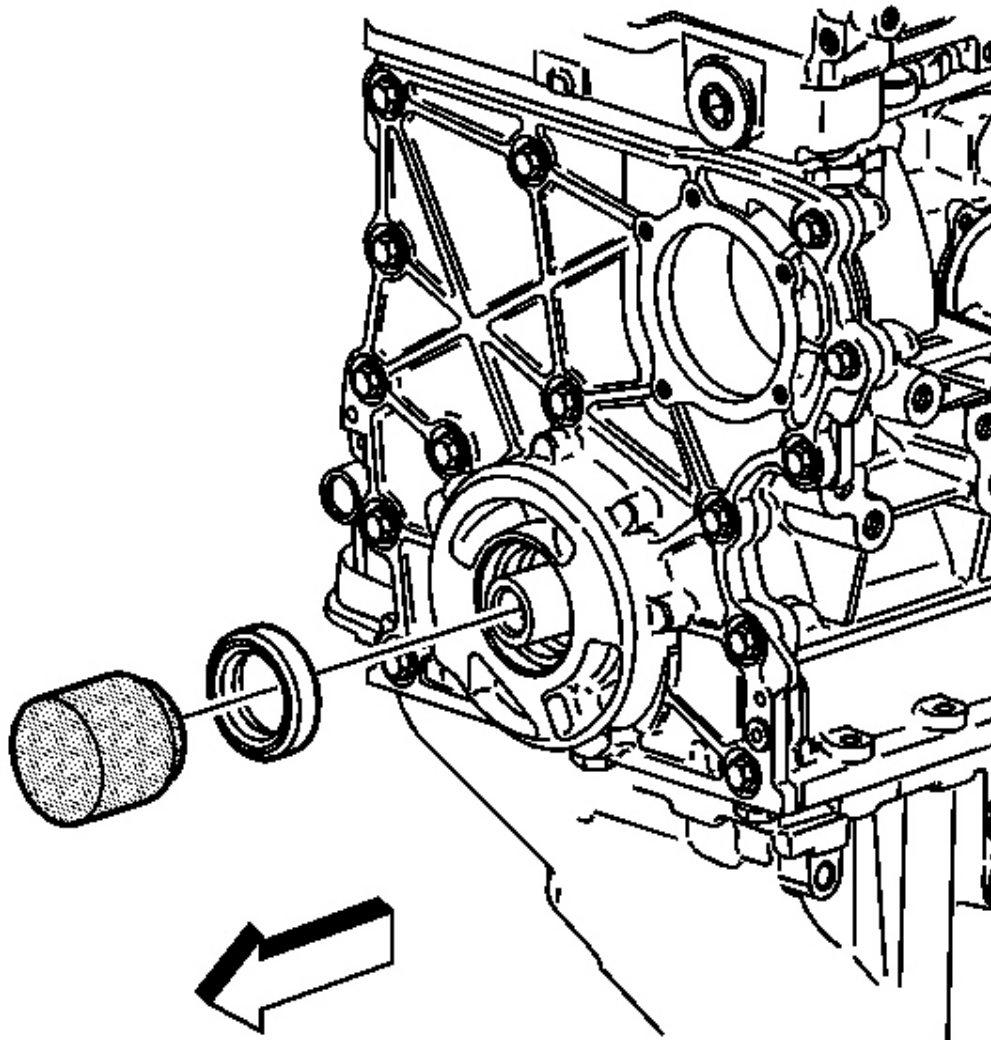


Fig. 108: Installing Crankshaft Front Oil Seal
Courtesy of GENERAL MOTORS CORP.

2. Use the **J 45951** to install the NEW crankshaft front oil seal. See **Special Tools**.
3. Remove the **J 45951** . See **Special Tools**.
4. Install the crankshaft balancer. Refer to **Crankshaft Balancer Replacement**.

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Tools Required

J 44219 Cover Alignment Pins. See **Special Tools**.

Removal Procedure

1. Remove the water pump. Refer to **Water Pump Replacement** in Engine Cooling.
2. Remove the crankshaft balancer. Refer to **Crankshaft Balancer Replacement**.
3. Remove the drive belt tensioner. Refer to **Drive Belt Tensioner Replacement**.
4. Remove the power steering pump. Refer to **Power Steering Pump Replacement** in Power Steering.
5. Remove the oil pump pipe and screen assembly. Refer to **Oil Pump Pipe and Screen Assembly Replacement**.
6. Lower the vehicle.

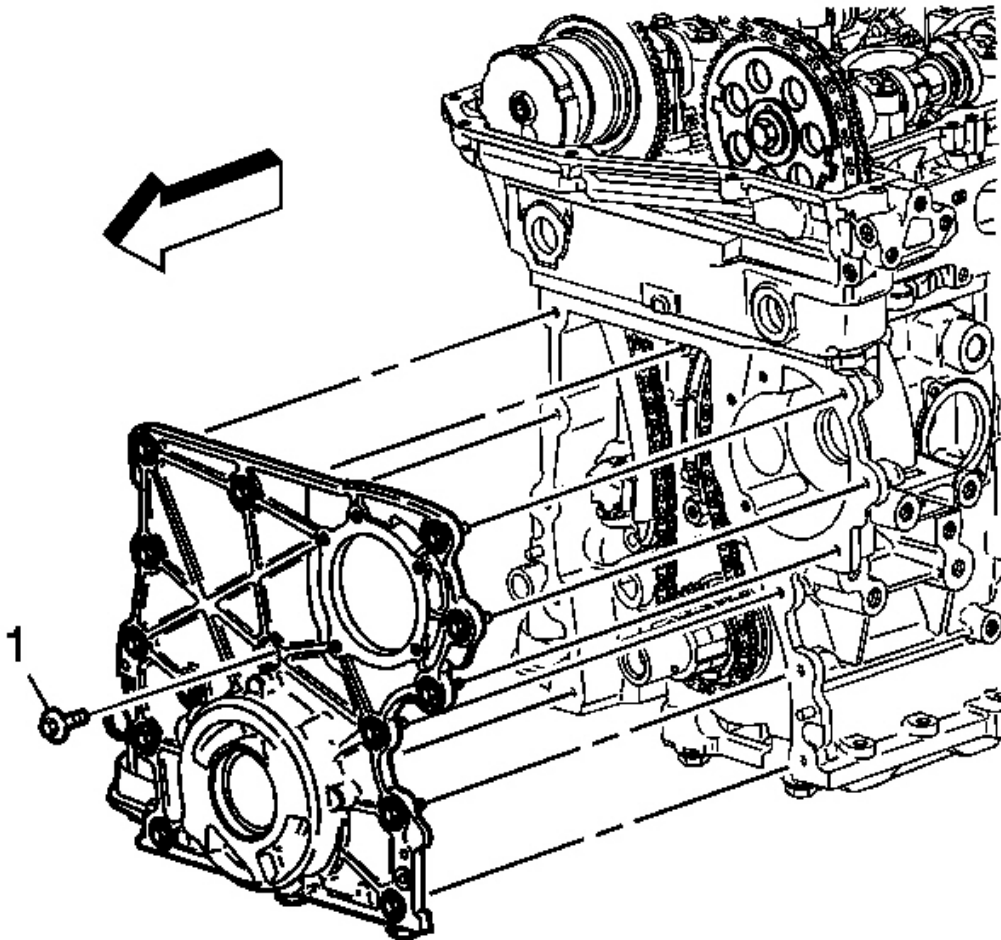


Fig. 109: View Of 7 mm Center Bolt
Courtesy of GENERAL MOTORS CORP.

7. Remove the 7 mm center bolt (1).
8. Remove the remaining engine front cover bolts.
9. Install 2 bolts into the threaded holes to act as jack screws and tighten evenly in order to separate the engine front cover from the engine block.
10. Remove the engine front cover.
11. Remove the 2 bolts from the jack screw holes.
12. Remove the oil pump if necessary. Refer to **Oil Pump Replacement**.

13. Clean and inspect the engine front cover. Refer to **Engine Front Cover Cleaning and Inspection**.
14. Clean and inspect the engine block sealing surface.

Installation Procedure

1. Install the oil pump, if previously removed. Refer to **Oil Pump Replacement**.

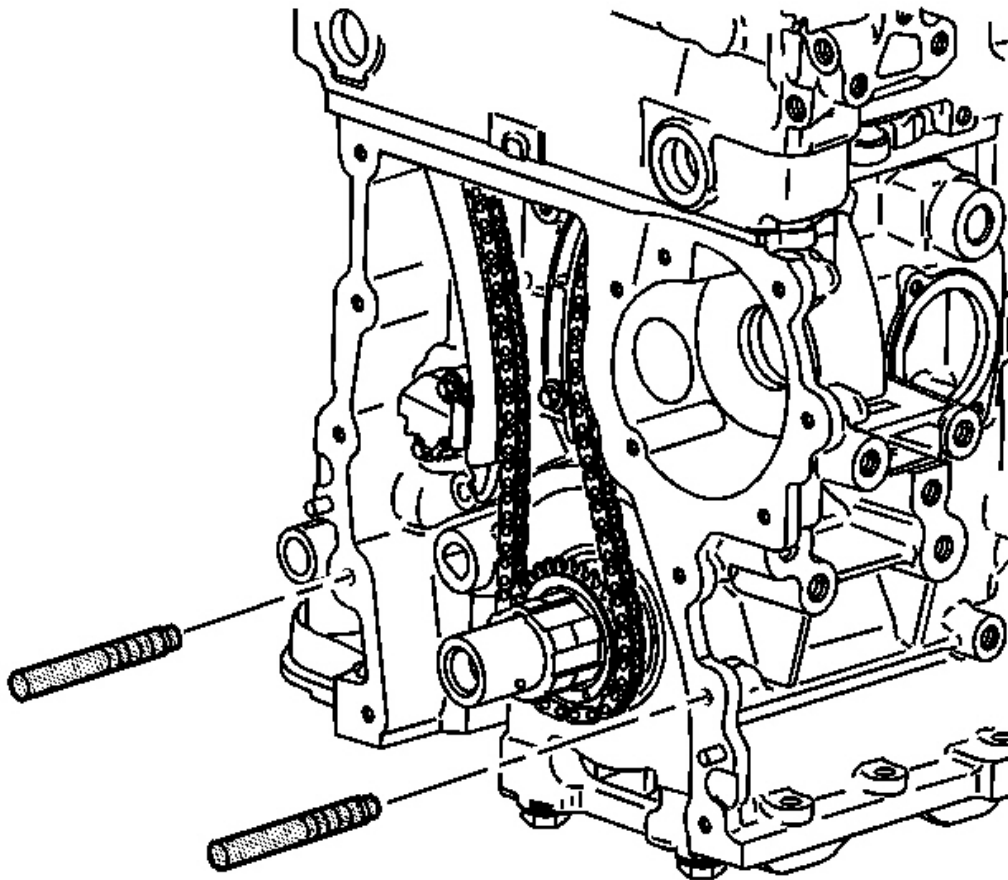


Fig. 110: Installing J 44219 Into Engine Block
Courtesy of GENERAL MOTORS CORP.

2. To aid in alignment of the front cover, thread the **J 44219** into the engine block. See **Special Tools**.

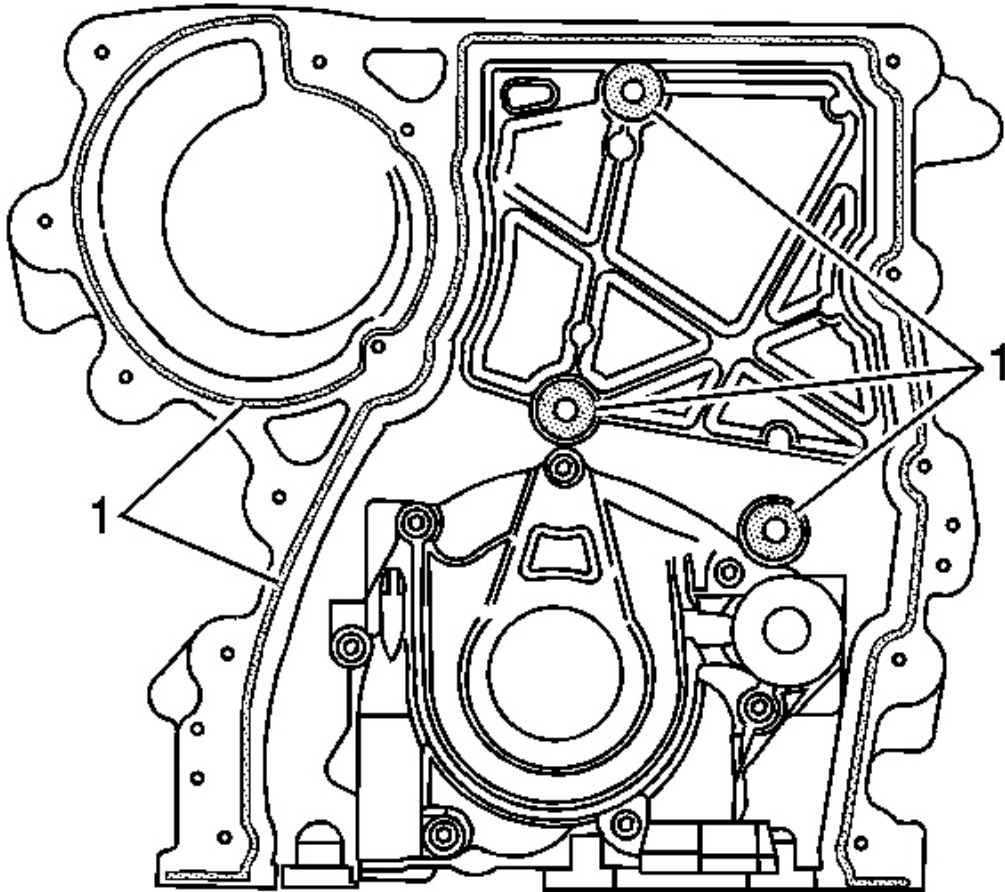


Fig. 111: Applying Sealant To Engine Front Cover
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The engine front cover must be installed within 10 minutes from when the sealer was applied.

3. Apply a 3 mm (0.12 in) bead of sealer GM P/N 12378521 (Canadian P/N 88901148) to the engine front cover (1).

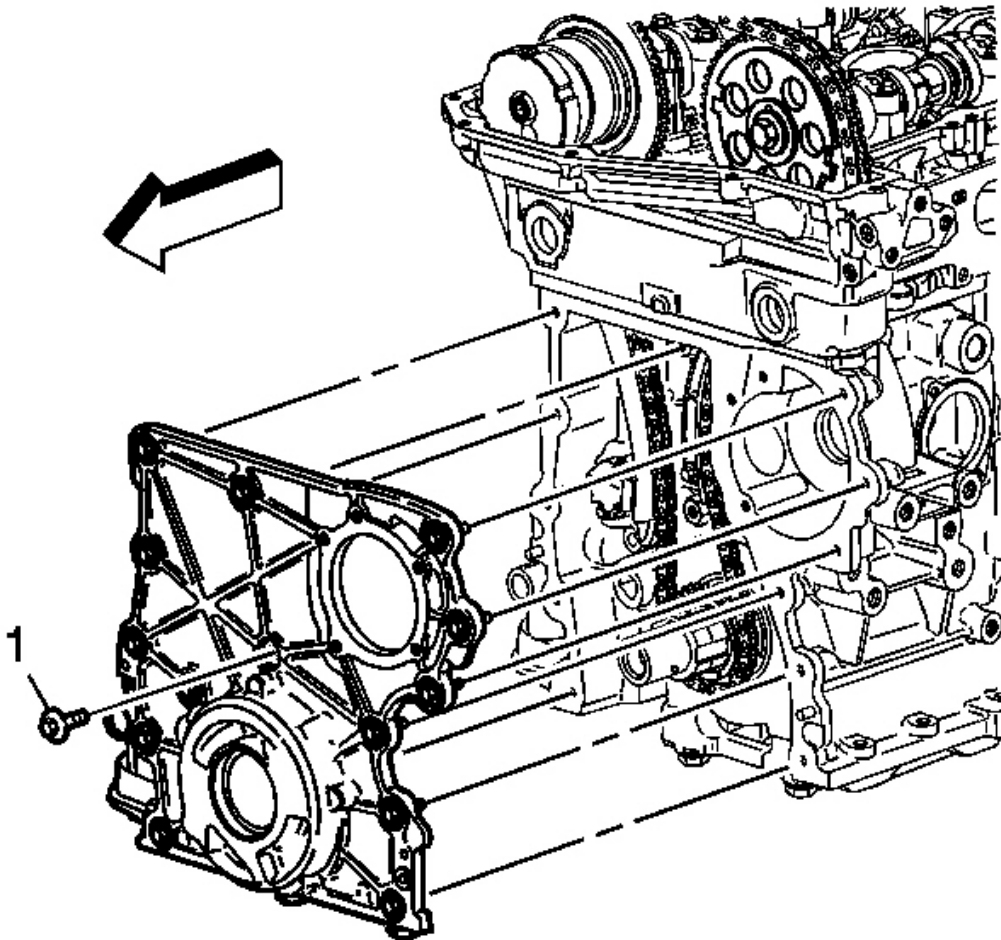


Fig. 112: View Of 7 mm Center Bolt
Courtesy of GENERAL MOTORS CORP.

4. Align the oil pump to the crankshaft sprocket splines.
5. Install the engine front cover over the **J 44219** , and to the engine block. See **Special Tools**.
6. Install the engine front cover bolts.
7. Remove the **J 44219** from the engine block. See **Special Tools**.

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

8. Install the 2 remaining engine front cover bolts.

Tighten:

1. Tighten the bolts to 10 N.m (89 lb in).
2. Tighten the small center bolt (1) last to 8 N.m (71 lb in).
9. Install the oil pump pipe and screen assembly. Refer to **Oil Pump Pipe and Screen Assembly Replacement**.
10. Install the power steering pump. Refer to **Power Steering Pump Replacement** in Power Steering System.
11. Install the drive belt tensioner. Refer to **Drive Belt Tensioner Replacement**.
12. Install the crankshaft balancer. Refer to **Crankshaft Balancer Replacement**.
13. Install the water pump. Refer to **Water Pump Replacement** in Engine Cooling.

CAMSHAFT POSITION ACTUATOR REPLACEMENT - EXHAUST

Tools Required

- **EN-44217-45** Chain Holding Tool. See **Special Tools**.
- **J 44217** Timing Chain Retention Tool. See **Special Tools**.
- **J 44221** Camshaft Holding Tool. See **Special Tools**.
- **J 45059** Angle Meter. See **Special Tools**.

Removal Procedure

1. Remove the camshaft cover. Refer to **Camshaft Cover Replacement**.
2. Ensure the exhaust camshaft position (CMP) actuator is functioning properly. Refer to **Camshaft Position (CMP) Actuator Diagnosis**.
3. Remove the exhaust CMP sensor. Refer to **Camshaft Position (CMP) Sensor Replacement-Exhaust** in Engine Controls - 3.5L (L52).
4. Remove the intake CMP sensor. Refer to **Camshaft Position (CMP) Sensor Replacement-Intake** in Engine Controls - 3.5L (L52).

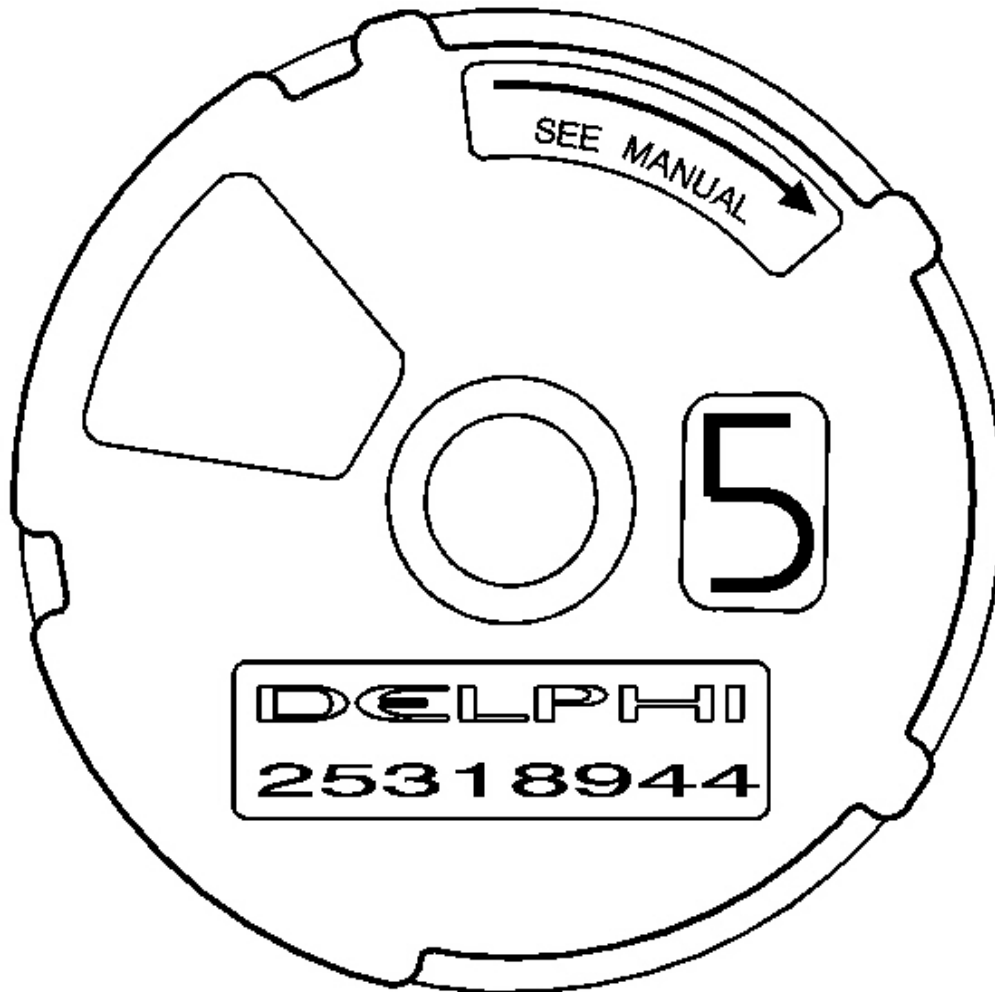


Fig. 113: View Of CMP Actuator
Courtesy of GENERAL MOTORS CORP.

5. Rotate the crankshaft in the engine rotational direction clockwise, until the #1 piston is at top dead center (TDC) on the compression stroke.

The word Delphi on the exhaust camshaft position actuator will be parallel with the cylinder head to cam cover mating surface.

6. Using the timing mark on the exhaust camshaft position actuator sprocket as a reference,

make a mark on the timing chain link adjacent to it.

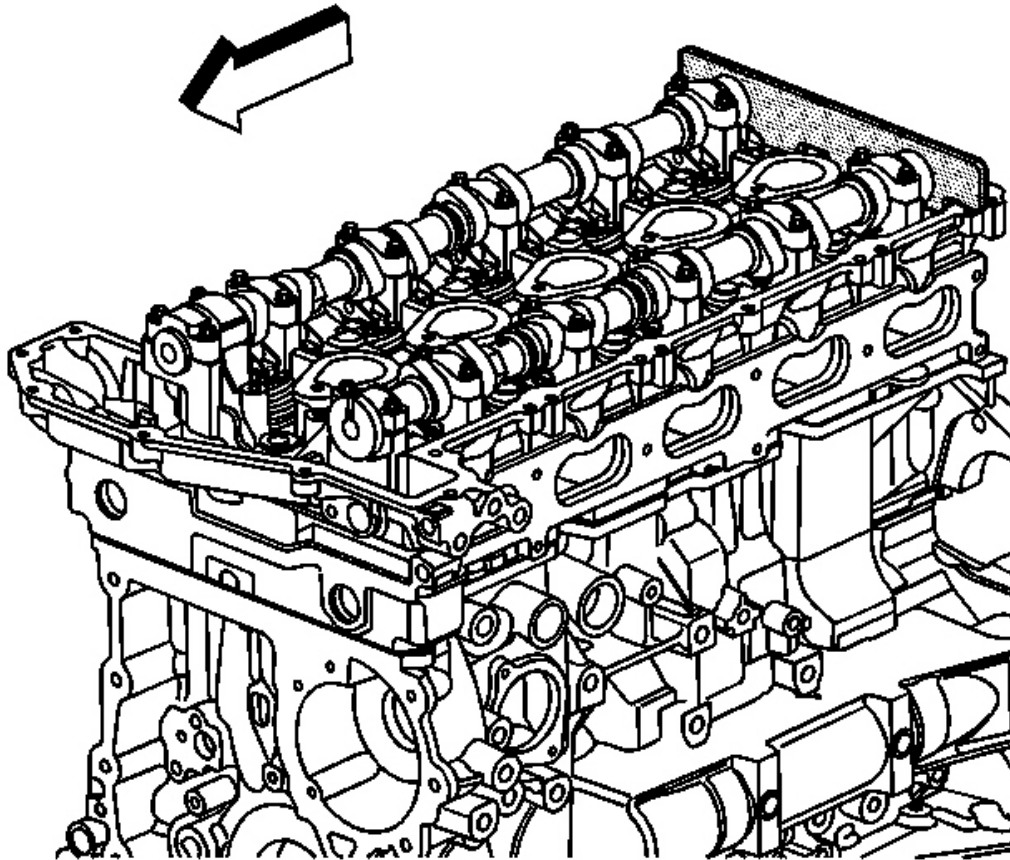


Fig. 114: View Of J 44221 Installed On Camshafts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Camshaft Holding Tool Caution in Cautions and Notices.

7. Install the **J 44221** to the rear of the camshafts. See Special Tools.

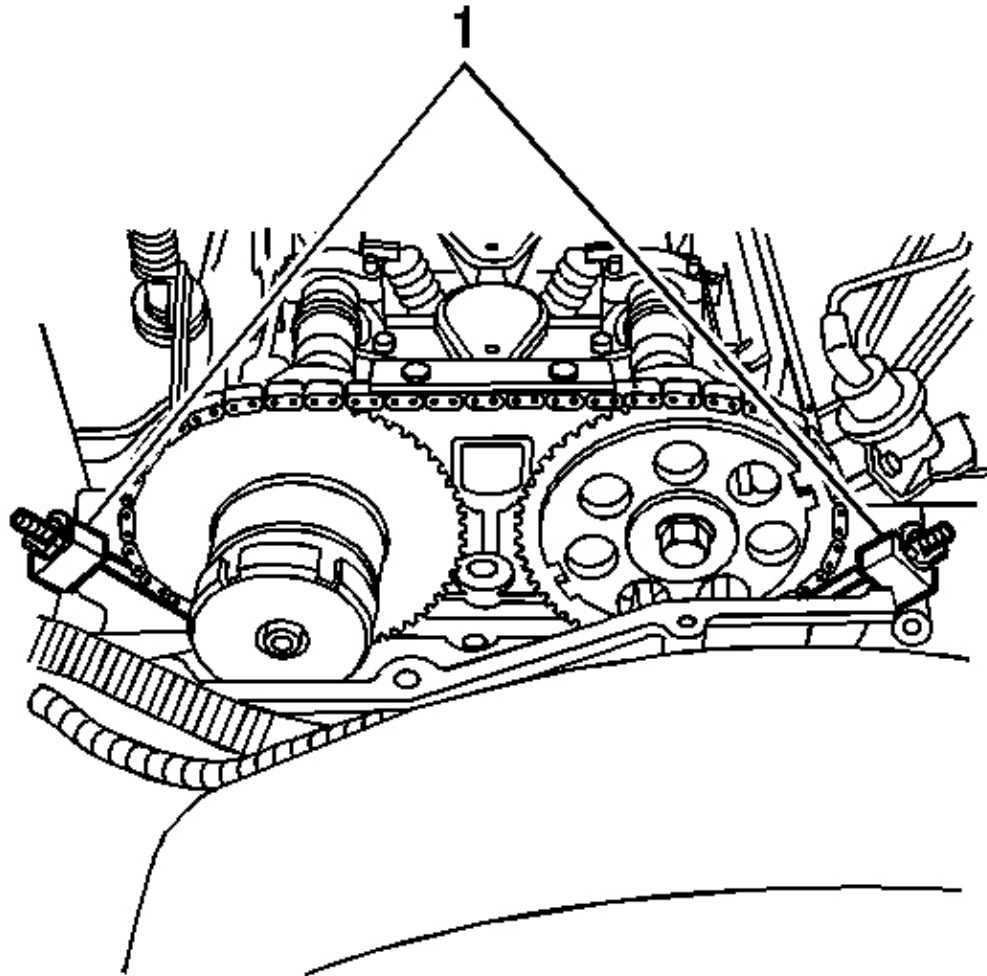


Fig. 115: Installing 44217 & EN-44217-45 To Timing Chains
Courtesy of GENERAL MOTORS CORP.

8. Complete the following in order to install the **J 44217** (1) and the **EN-44217-45** (1). See **Special Tools**.
 1. Install the hook portion of the timing chain retention tools into one of the timing chain links near the timing chain shoe on both sides of the engine.
 2. Tighten the wingnuts.
 3. Ensure the hooks are still in one of the links and the gage blocks of the tool are firmly

in place on the edge of the head.

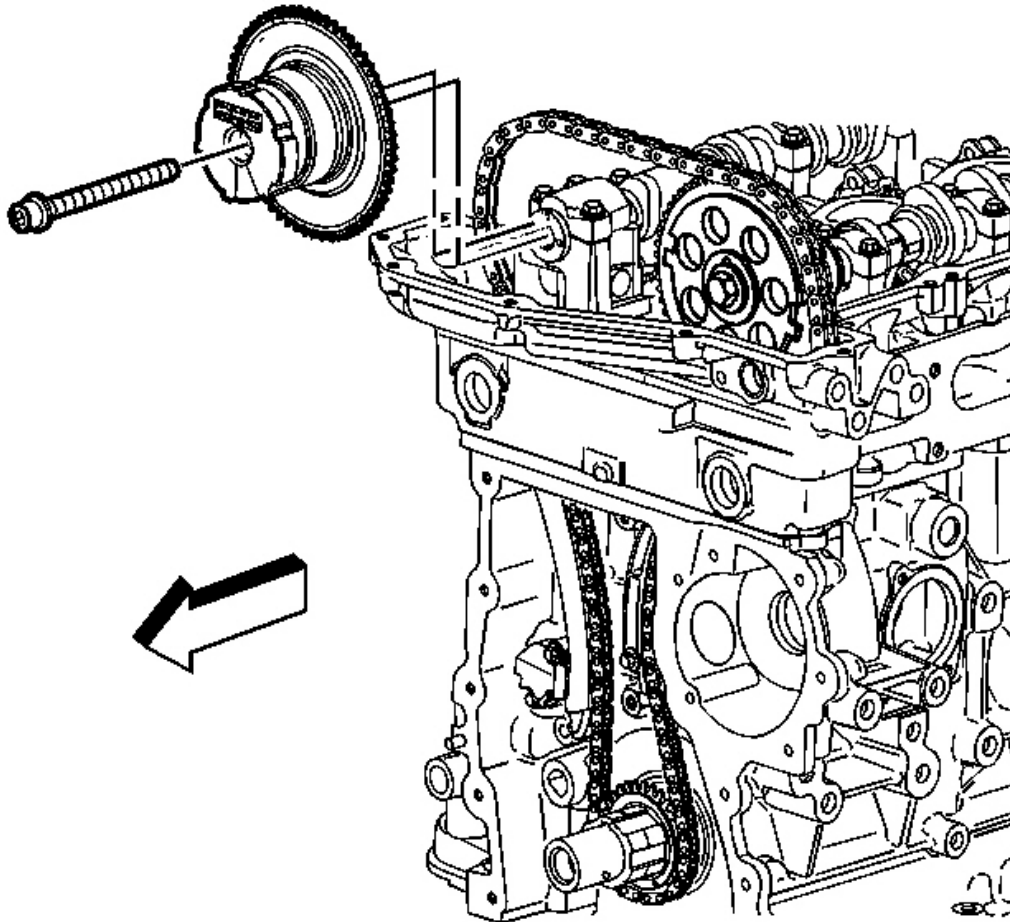


Fig. 116: View Of Exhaust Camshaft Position Actuator
Courtesy of GENERAL MOTORS CORP.

9. Remove and discard the exhaust camshaft position actuator bolt.
10. Remove the exhaust camshaft position actuator.
11. Clean and inspect the sprocket. Refer to **Timing Chain and Sprockets Cleaning and Inspection**.

1. Ensure the camshaft actuator is fully advanced prior to installation.

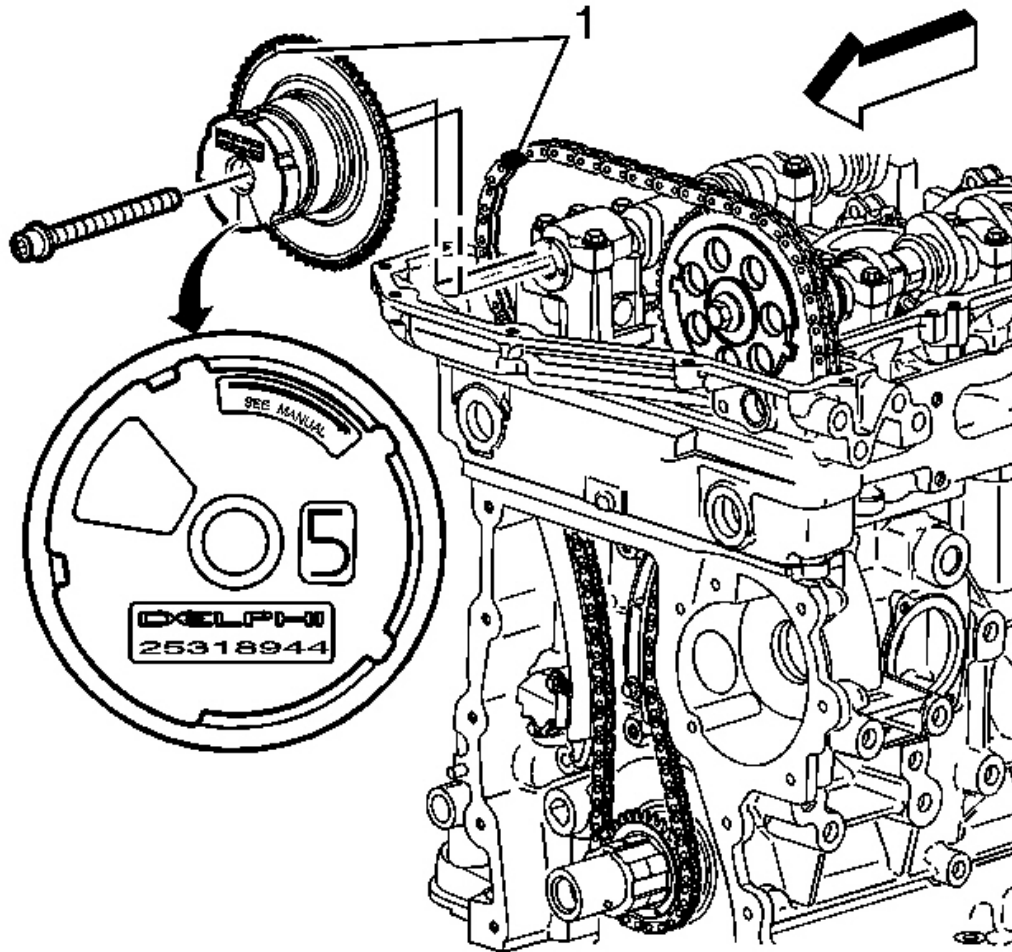


Fig. 117: Aligning Exhaust Camshaft Position Actuator
Courtesy of GENERAL MOTORS CORP.

2. Install the exhaust camshaft actuator into the timing chain.

Aligning the marked link (1) on the timing chain with the timing mark (1) on the exhaust camshaft position actuator sprocket.

NOTE: The camshaft actuator must be fully advanced during

installation. Engine damage may occur if the camshaft actuator is not fully advanced.

- IMPORTANT:**
- **To aid in aligning the actuator to the camshaft, use a 25 mm (1 in) wrench on the hex of the camshaft to rotate**
 - **Ensure the alignment pin is properly engaged with the camshaft**

3. Install the exhaust camshaft actuator onto the exhaust camshaft.

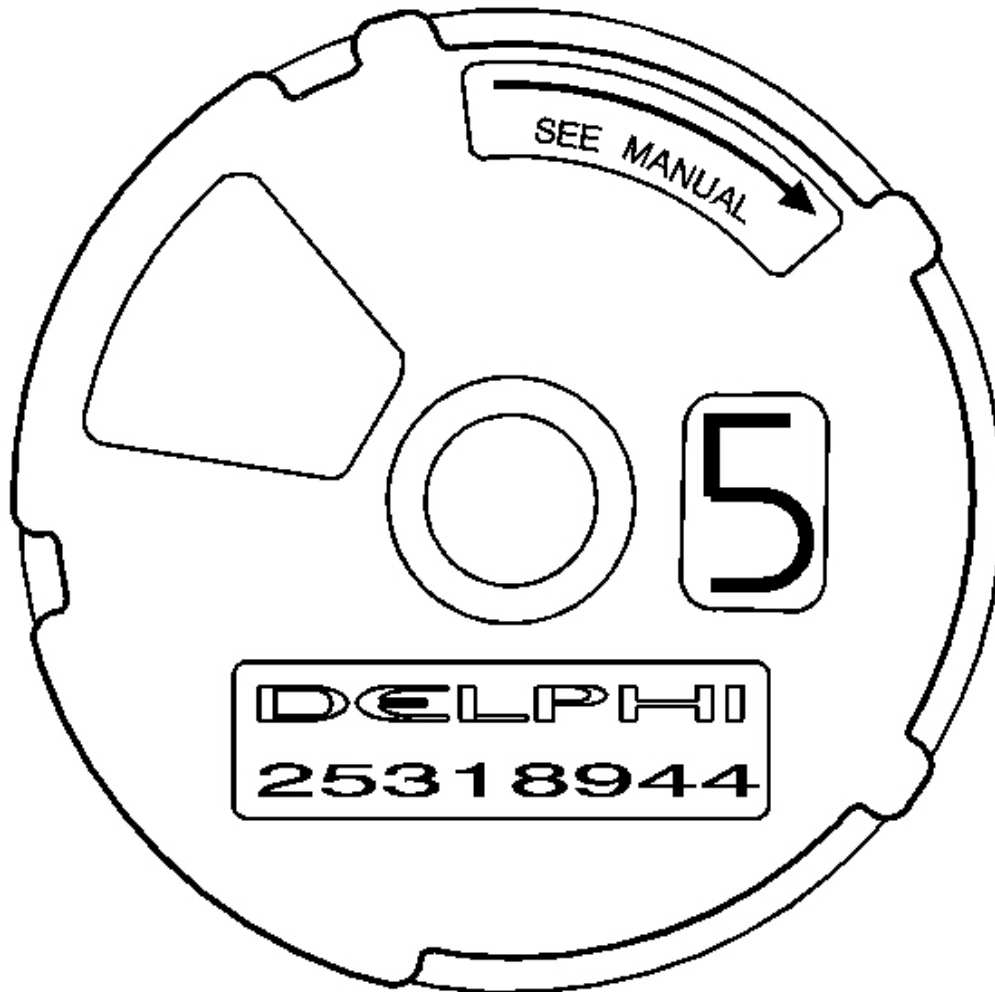


Fig. 118: View Of CMP Actuator
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

4. Install a NEW exhaust camshaft actuator bolt.

Tighten: Tighten the bolt a first pass to 25 N.m (18 lb ft). Using the **J 45059** rotate the bolt a final pass an additional 135 degrees. See Special Tools.

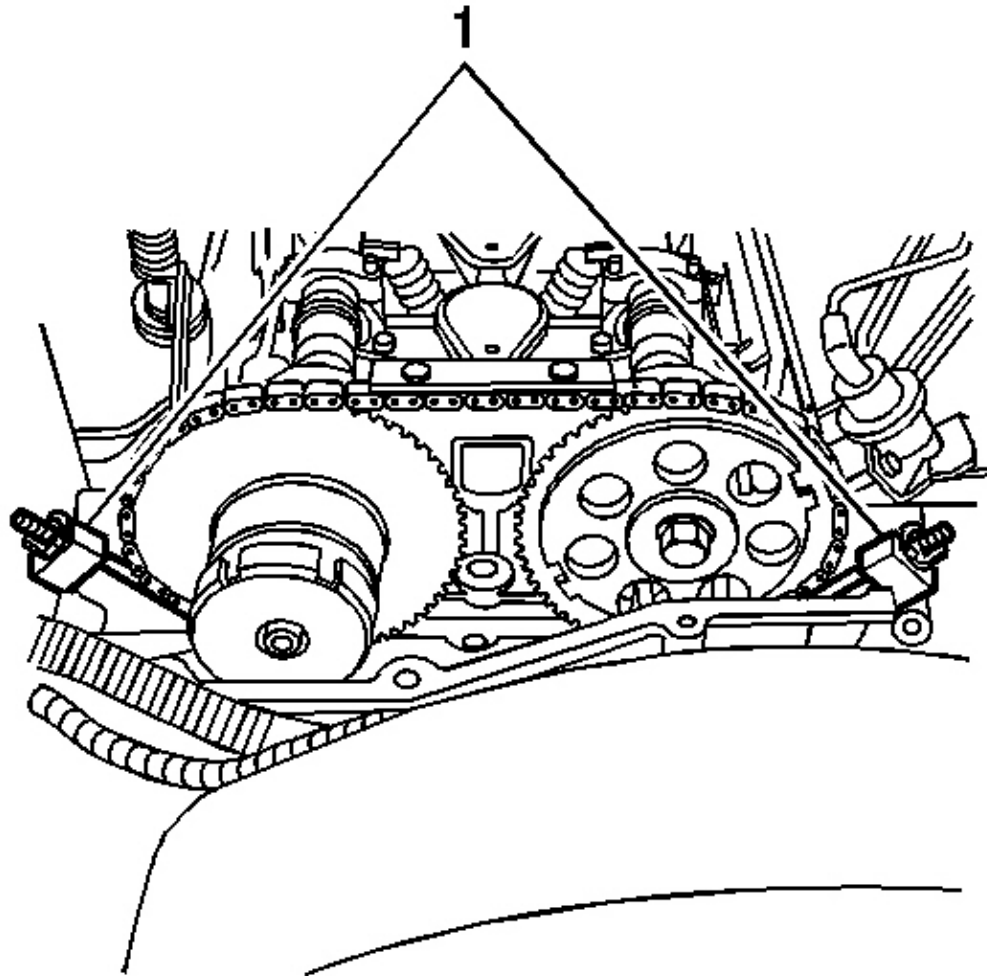


Fig. 119: Installing 44217 & EN-44217-45 To Timing Chains
Courtesy of GENERAL MOTORS CORP.

5. Remove the **J 44217** (1) and the **EN-44217-45** (1). See Special Tools.

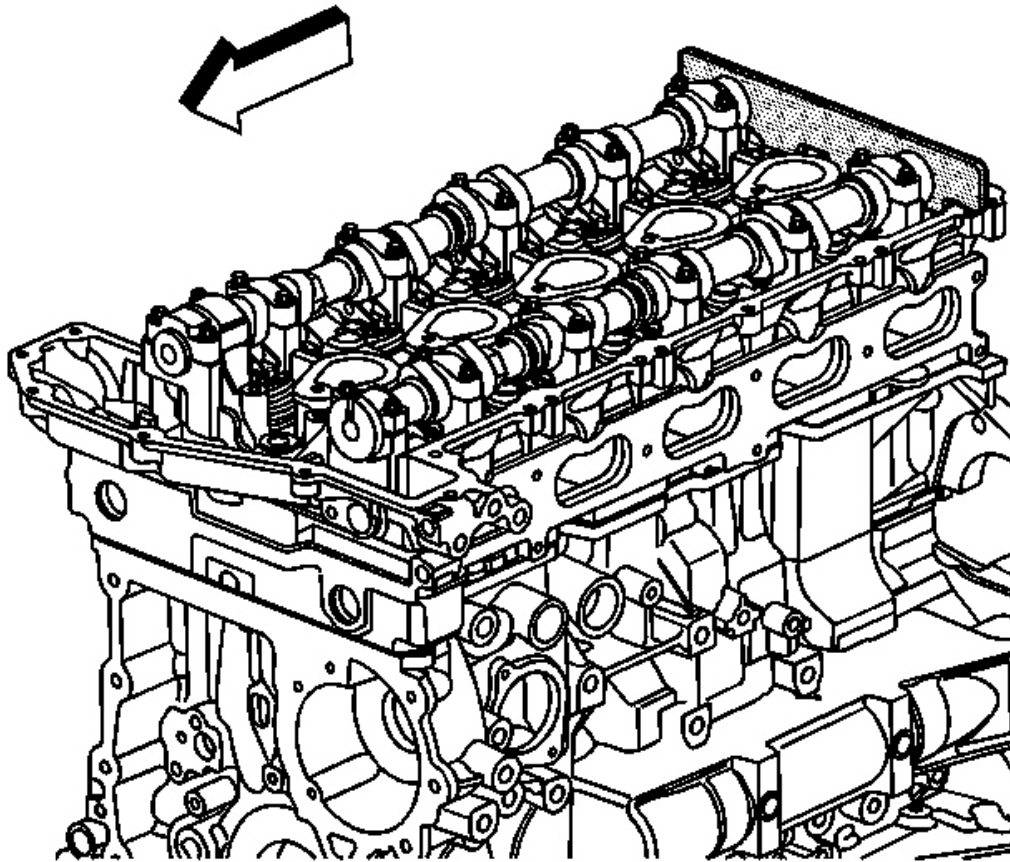


Fig. 120: View Of J 44221 Installed On Camshafts
Courtesy of GENERAL MOTORS CORP.

6. Remove the **J 44221** from the camshafts. See **Special Tools**.
7. Install the CMP sensor. Refer to **Camshaft Position (CMP) Sensor Replacement-Intake** in Engine Controls - 3.5L (L52).
8. Install the exhaust CMP sensor. Refer to **Camshaft Position (CMP) Sensor Replacement-Exhaust** in Engine Controls - 3.5L (L52).
9. Install the camshaft cover. Refer to **Camshaft Cover Replacement**.

INTAKE CAMSHAFT SPROCKET REPLACEMENT

Tools Required

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- **EN-44217-45** Chain Holding Tool. See **Special Tools**.
- **J 44217** Timing Chain Retention Tool. See **Special Tools**.
- **J 44221** Camshaft Holding Tool. See **Special Tools**.
- **J 45059** Angle Meter. See **Special Tools**.

Removal Procedure

1. Remove the camshaft cover. Refer to **Camshaft Cover Replacement**.
2. Remove the intake camshaft position (CMP) sensor. Refer to **Camshaft Position (CMP) Sensor Replacement-Intake** in Engine Controls - 3.5L (L52).

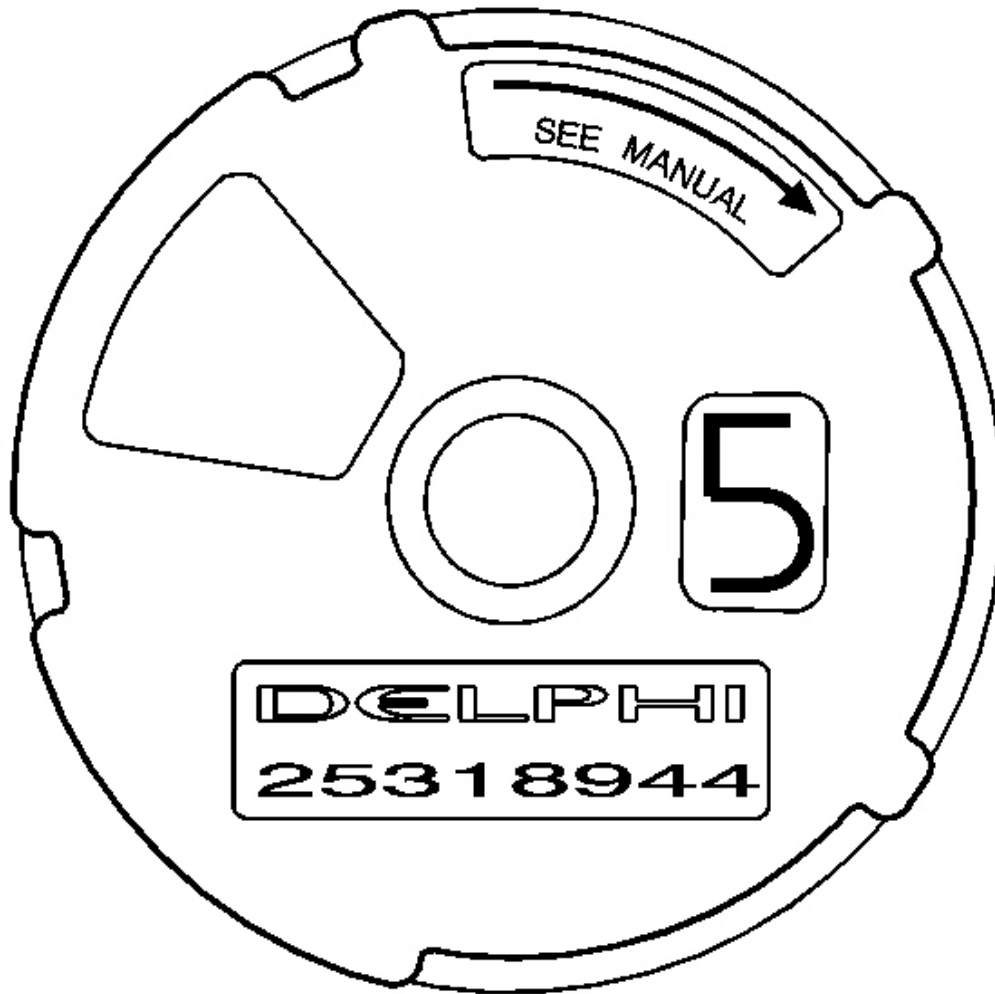


Fig. 121: View Of CMP Actuator
Courtesy of GENERAL MOTORS CORP.

3. Rotate the crankshaft in the engine rotational direction clockwise, until the #1 piston is at top dead center (TDC) on the compression stroke.

The word Delphi on the exhaust camshaft position actuator will be parallel with the cylinder head to cam cover mating surface.

4. Using the timing mark on the intake camshaft sprocket as a reference, make a mark on the

timing chain link adjacent to it.

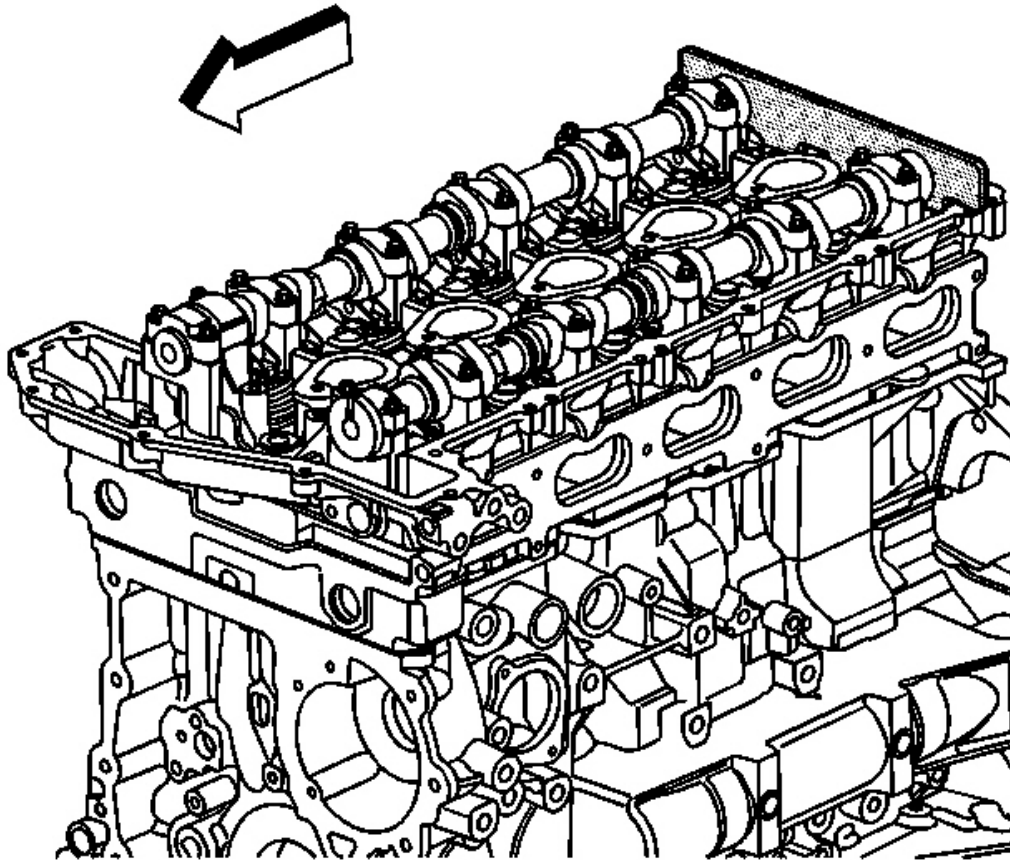


Fig. 122: View Of J 44221 Installed On Camshafts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Camshaft Holding Tool Caution in Cautions and Notices.

5. Install the **J 44221** to the rear of the camshafts. See Special Tools.

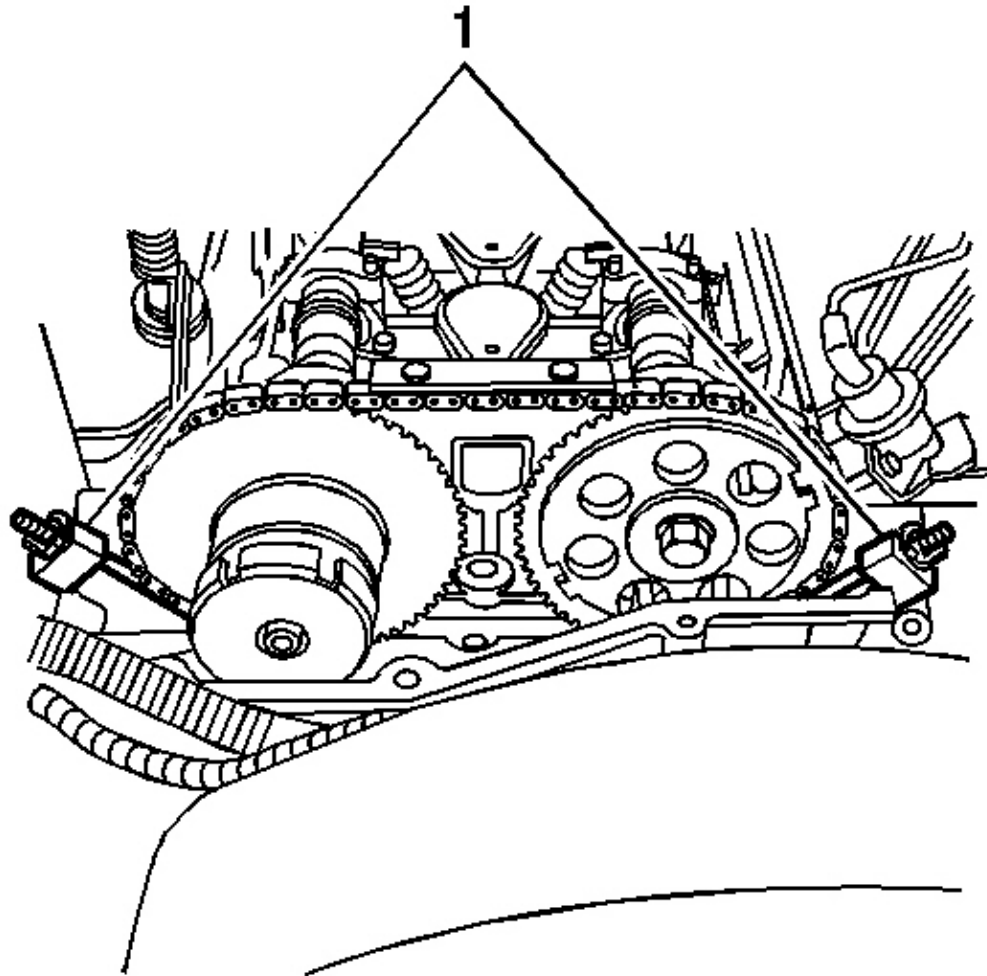


Fig. 123: Installing 44217 & EN-44217-45 To Timing Chains
Courtesy of GENERAL MOTORS CORP.

6. Complete the following in order to install the **J 44217** (1) and the **EN-44217-45** (1). See **Special Tools**.
 1. Install the hook portion of the timing chain retention tools into one of the timing chain links near the timing chain shoe on both sides of the engine.
 2. Tighten the wingnuts.
 3. Ensure the hooks are still in one of the links and the gage blocks of the tool are firmly

in place on the edge of the head.

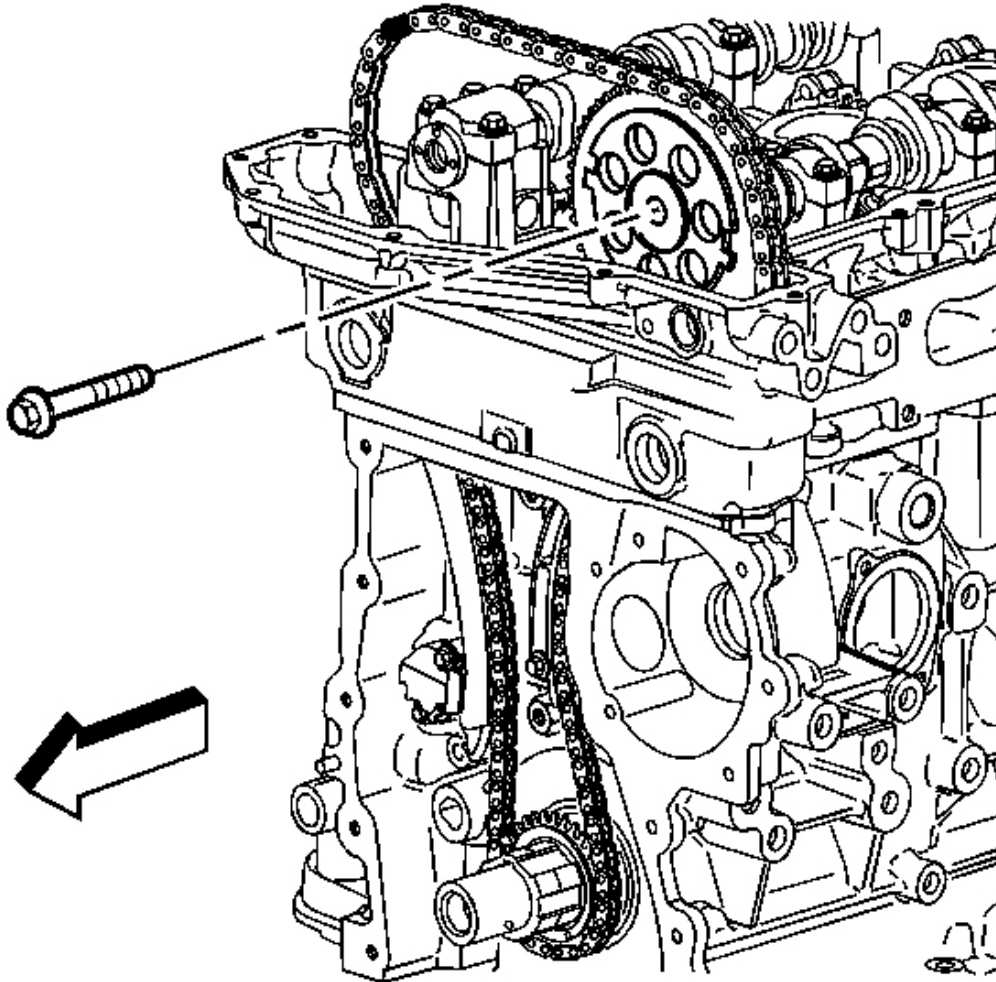


Fig. 124: View Of Intake Camshaft Sprocket Washer & Bolt
Courtesy of GENERAL MOTORS CORP.

7. Remove and discard the intake camshaft sprocket bolt.
8. Remove the intake camshaft sprocket.
9. Clean and inspect the sprocket. Refer to **Timing Chain and Sprockets Cleaning and Inspection**.

Installation Procedure

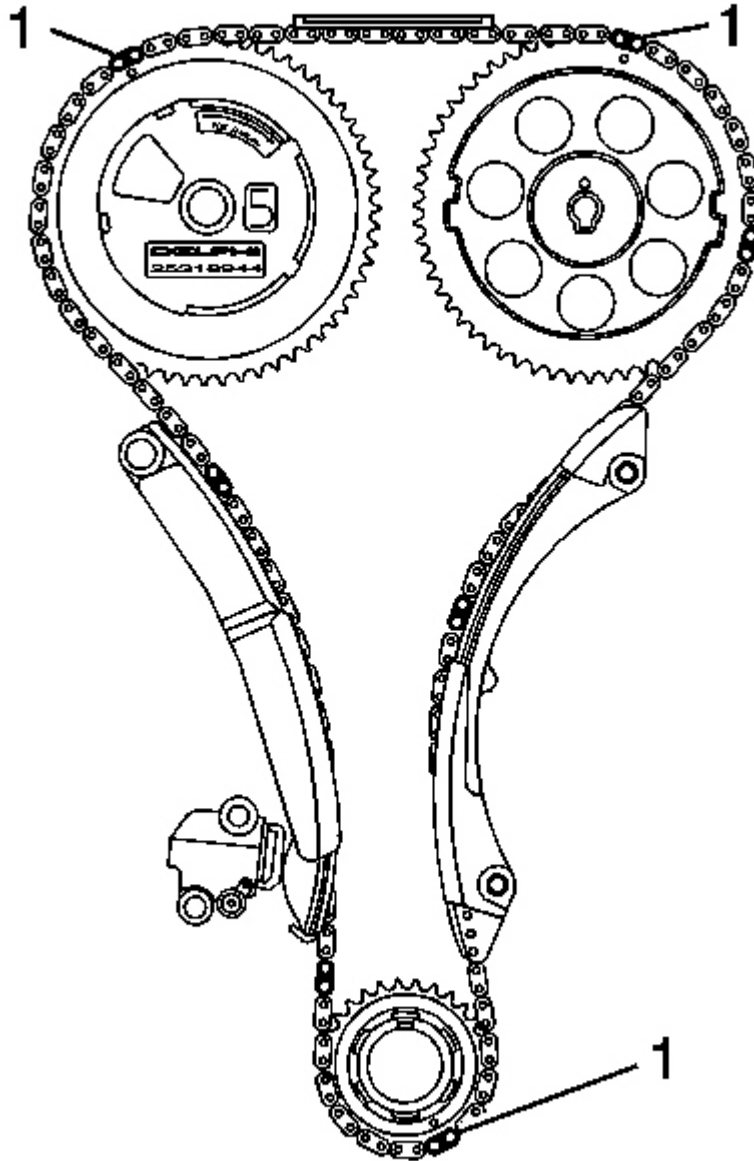


Fig. 125: View Of Timing Chain Marked Links
Courtesy of GENERAL MOTORS CORP.

1. Install the intake camshaft sprocket into the timing chain.

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Aligning the marked link (1) on the timing chain with the timing mark on the intake camshaft sprocket.

- IMPORTANT:**
- To aid in aligning the sprocket to the camshaft, use a 25 mm (1 in) wrench on the hex of the camshaft to rotate
 - Ensure the alignment pin is properly engaged with the camshaft

2. Install the intake camshaft sprocket onto the intake camshaft.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install a NEW intake camshaft sprocket bolt.

Tighten: Tighten the bolt a first pass to 20 N.m (15 lb ft). Using the **J 45059** rotate the bolt a final pass an additional 100 degrees. See Special Tools.

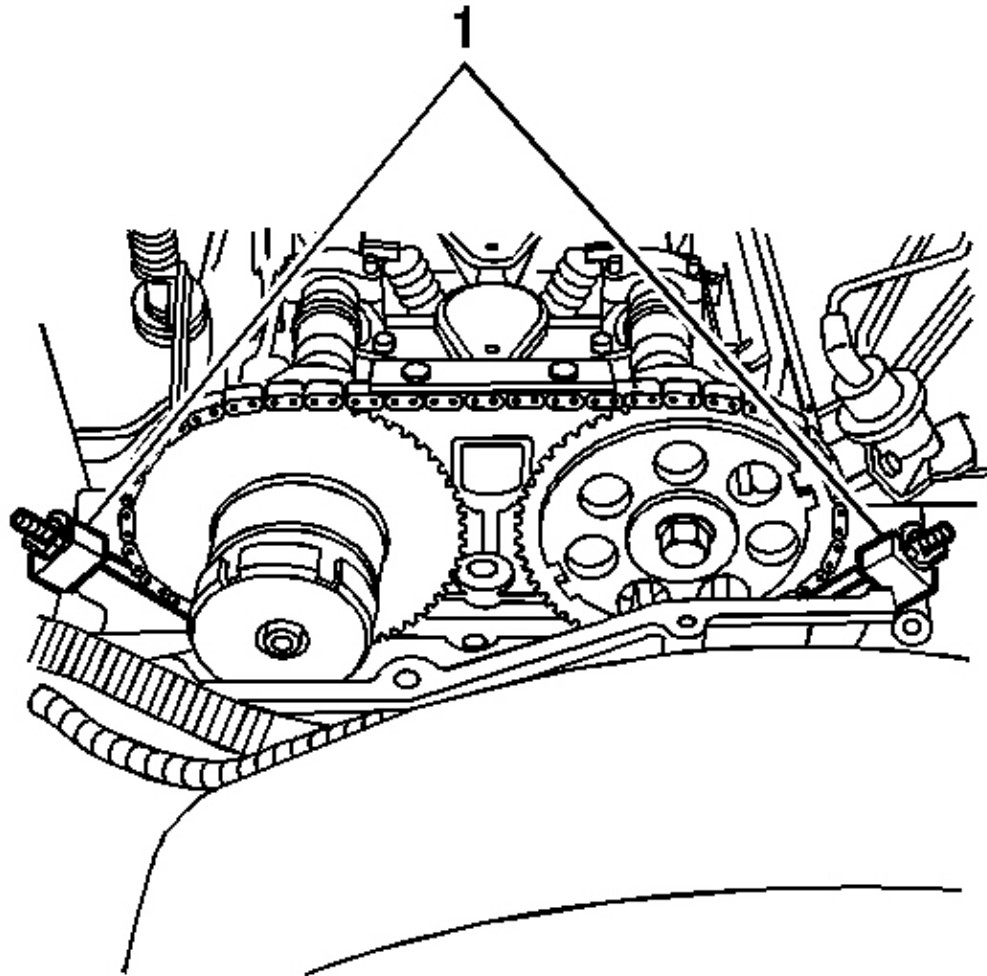


Fig. 126: Installing 44217 & EN-44217-45 To Timing Chains
Courtesy of GENERAL MOTORS CORP.

4. Remove the **J 44217** (1) and the **EN-44217-45** (1). See Special Tools.

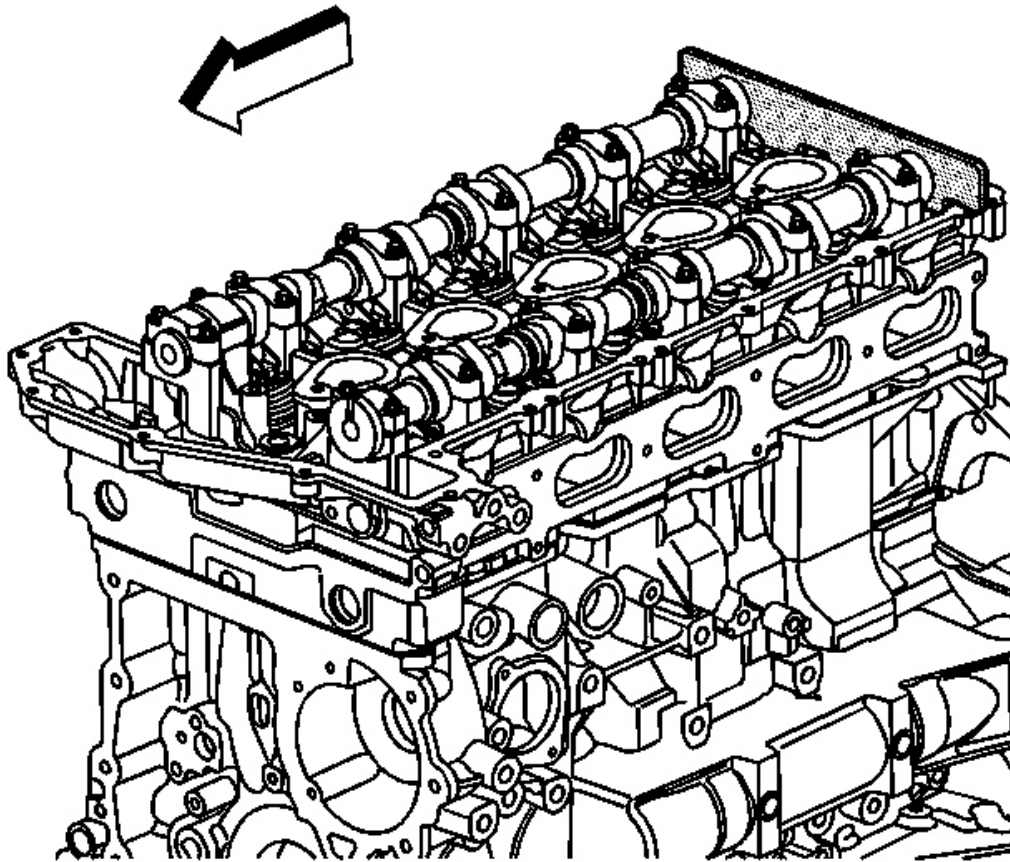


Fig. 127: View Of J 44221 Installed On Camshafts
Courtesy of GENERAL MOTORS CORP.

5. Remove the **J 44221** from the camshafts. See Special Tools.
6. Install the intake CMP sensor. Refer to Camshaft Position (CMP) Sensor Replacement-Intake in Engine Controls - 3.5L (L52).
7. Install the camshaft cover. Refer to Camshaft Cover Replacement.

TIMING CHAIN AND SPROCKETS REPLACEMENT

Tools Required

- **J 44221** Camshaft Holding Tool. See Special Tools.

- **J 45059** Angle Meter. See **Special Tools**.

Removal Procedure

1. Remove #1 cylinder spark plug. Refer to **Spark Plug Replacement** in Engine Controls - 3.5L (L52).
2. Remove the camshaft cover. Refer to **Camshaft Cover Replacement**.
3. Remove the exhaust camshaft position (CMP) sensor. Refer to **Camshaft Position (CMP) Sensor Replacement-Exhaust** in Engine Controls - 3.5L (L52).
4. Remove the intake CMP sensor. Refer to **Camshaft Position (CMP) Sensor Replacement-Intake** in Engine Controls - 3.5L (L52).
5. Remove the engine front cover. Refer to **Engine Front Cover Replacement**.

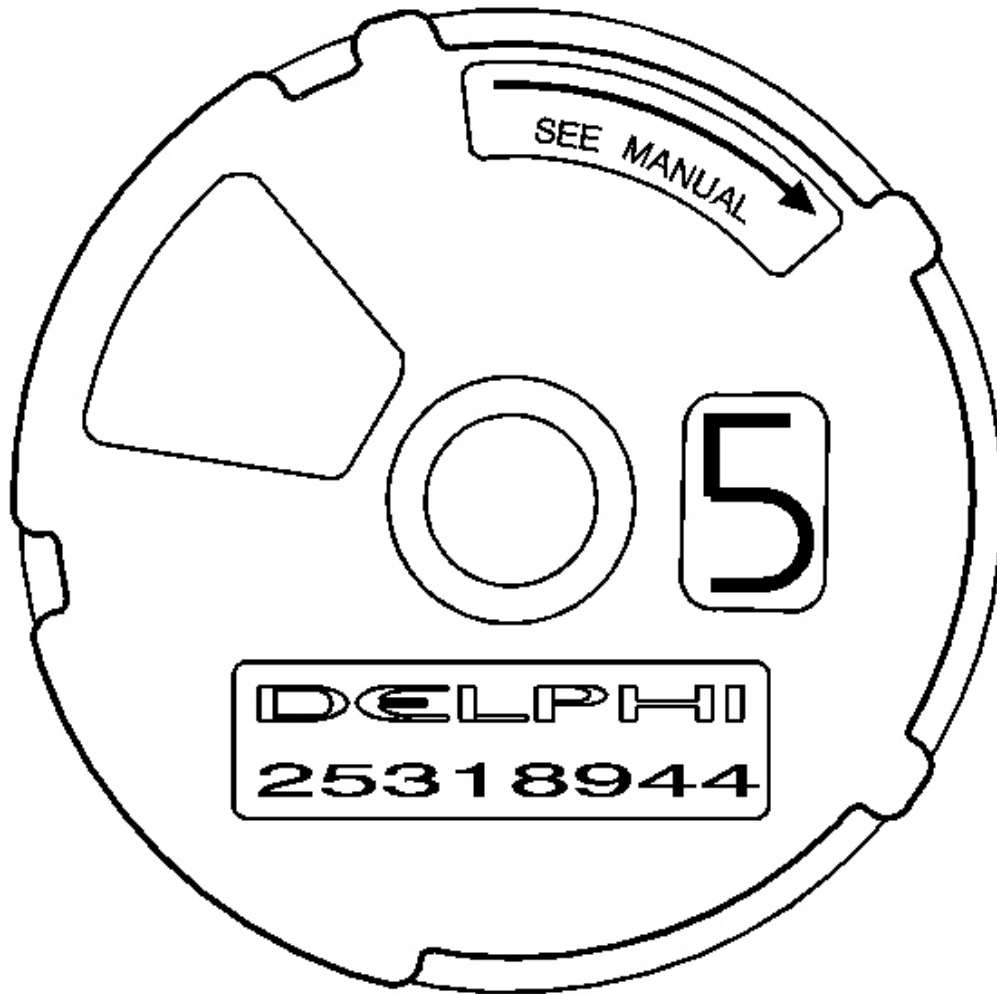


Fig. 128: View Of CMP Actuator
Courtesy of GENERAL MOTORS CORP.

6. Rotate the crankshaft in the engine rotational direction clockwise, until the #1 piston is at top dead center (TDC) on the compression stroke.

The word Delphi on the exhaust camshaft position actuator will be parallel with the cylinder head to cam cover mating surface.

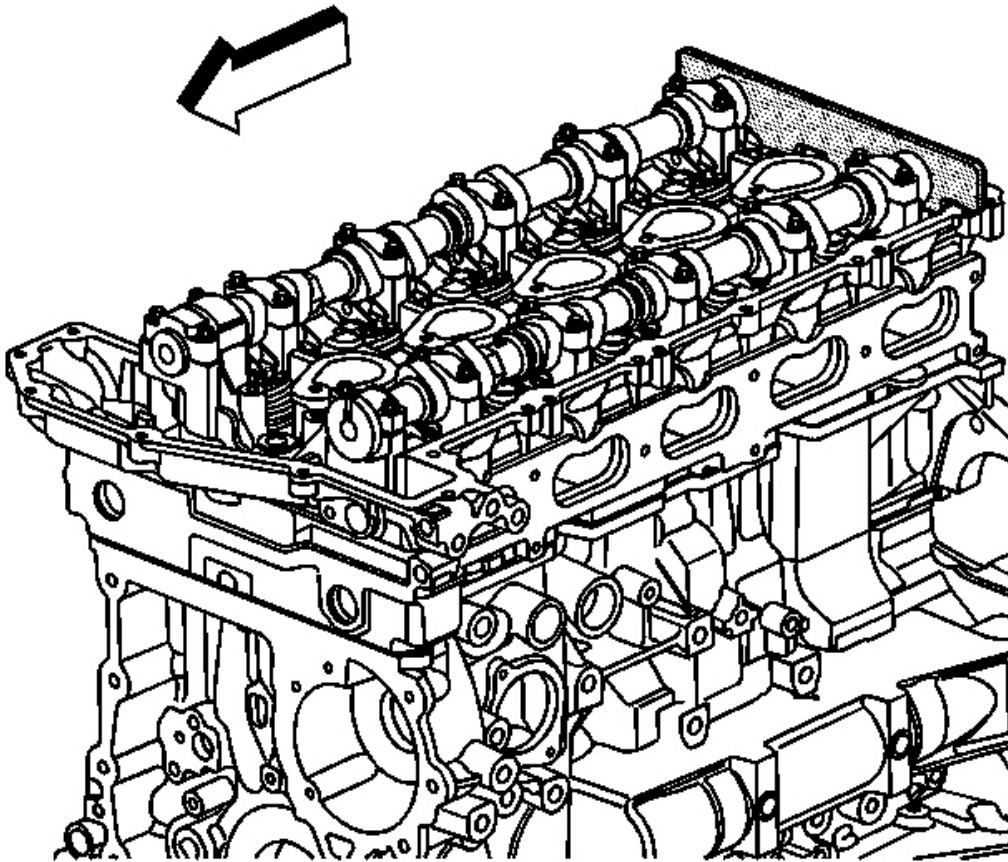


Fig. 129: View Of J 44221 Installed On Camshafts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Camshaft Holding Tool Caution in Cautions and Notices.

7. Install the **J 44221** to the rear of the camshafts. See Special Tools.

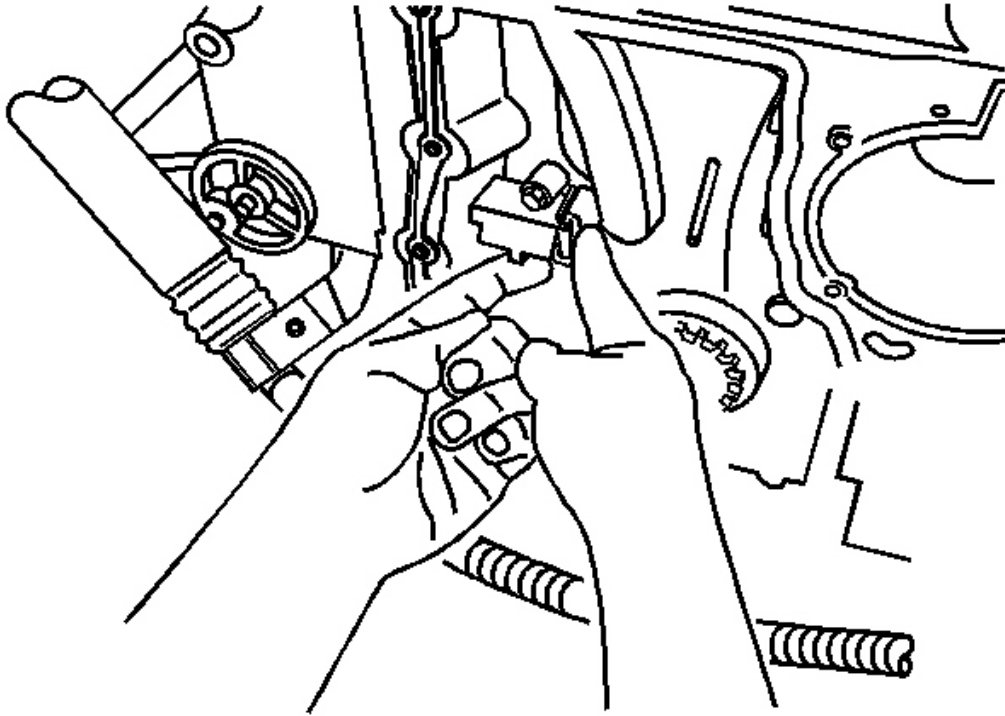


Fig. 130: Releasing Tension On Timing Chain
Courtesy of GENERAL MOTORS CORP.

8. Release the tension on the timing chain by moving the tensioner shoe in.

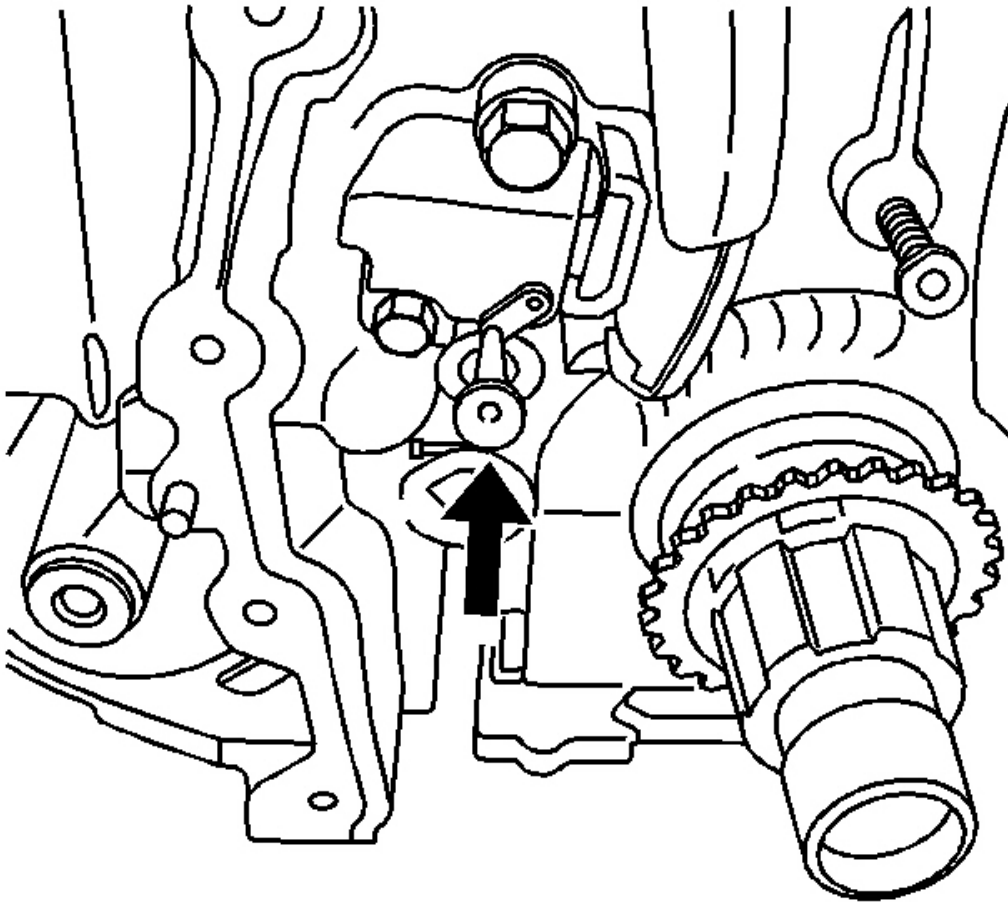


Fig. 131: View Of Tee At Timing Chain Tensioner
Courtesy of GENERAL MOTORS CORP.

9. Place the tee into the tensioner to hold the shoe in place.

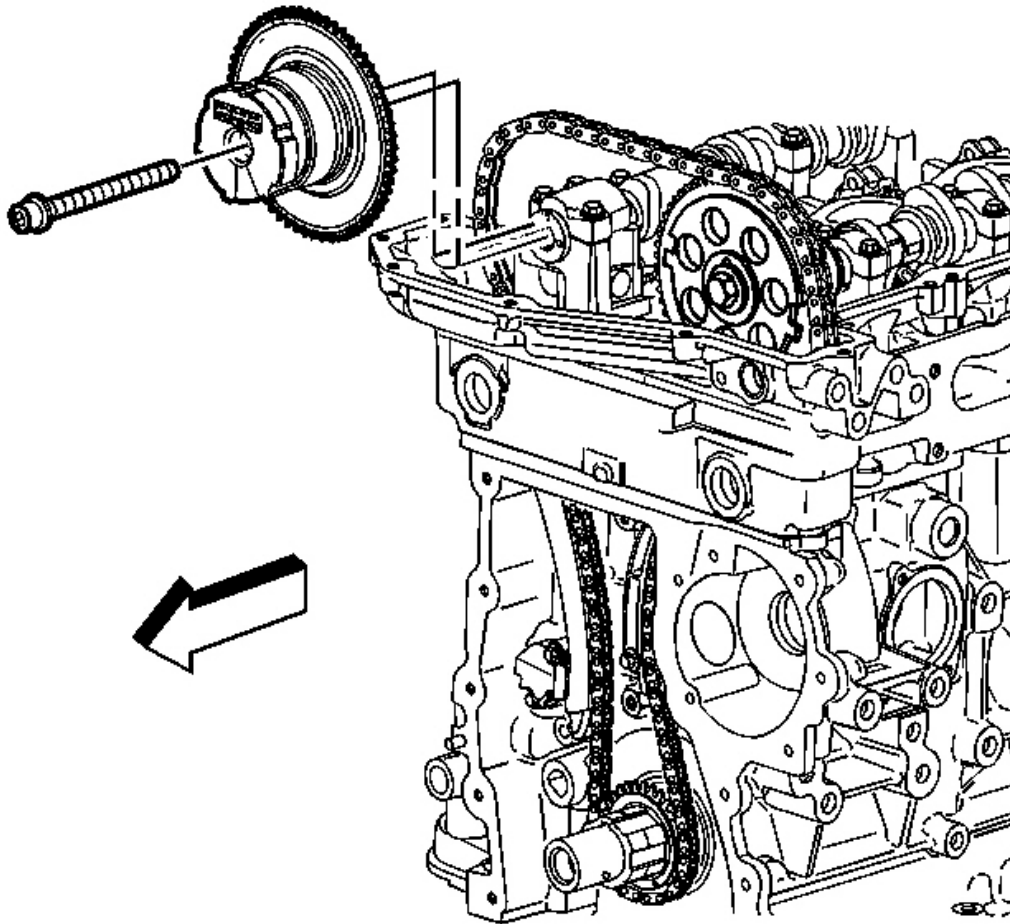


Fig. 132: View Of Exhaust Camshaft Position Actuator
Courtesy of GENERAL MOTORS CORP.

10. Remove and discard the exhaust camshaft position actuator bolt.
11. Remove the exhaust camshaft position actuator.

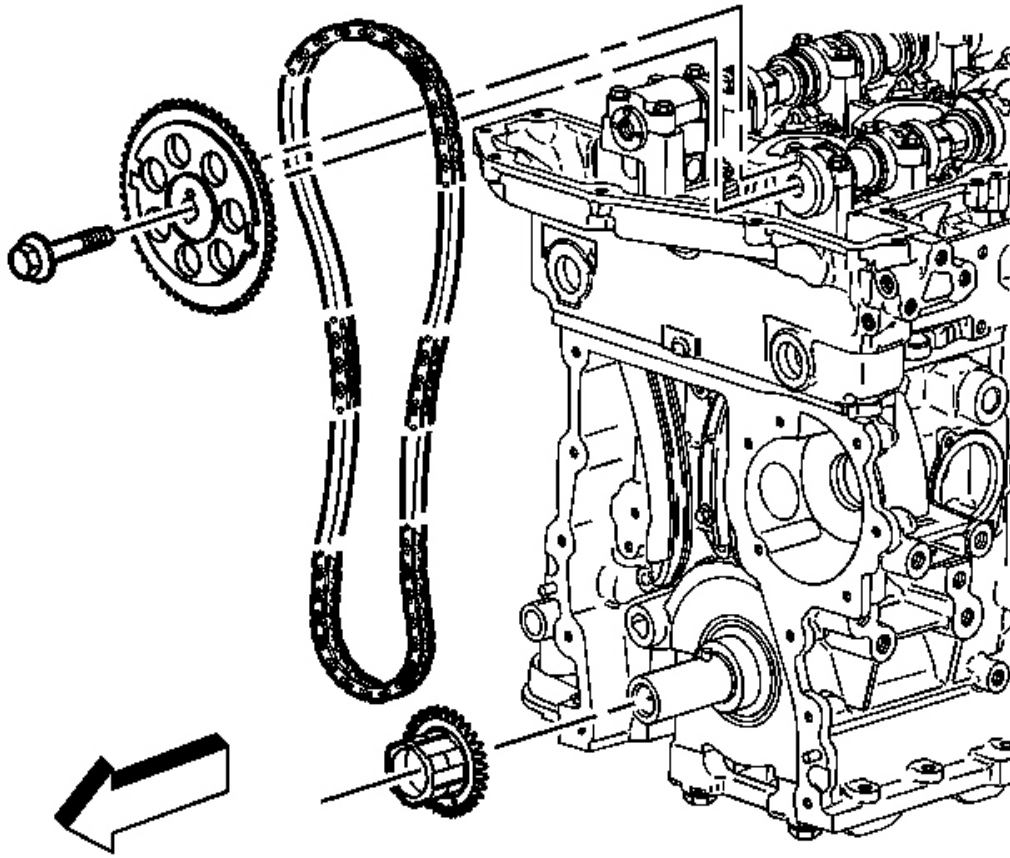


Fig. 133: View Of Timing Chain & Sprockets
Courtesy of GENERAL MOTORS CORP.

12. Remove and discard the intake camshaft sprocket bolt.
13. Remove the intake camshaft sprocket.
14. Remove the timing chain.
15. Remove the crankshaft sprocket.
16. Clean and inspect the timing chain and sprockets. Refer to **Timing Chain and Sprockets Cleaning and Inspection**.

Installation Procedure

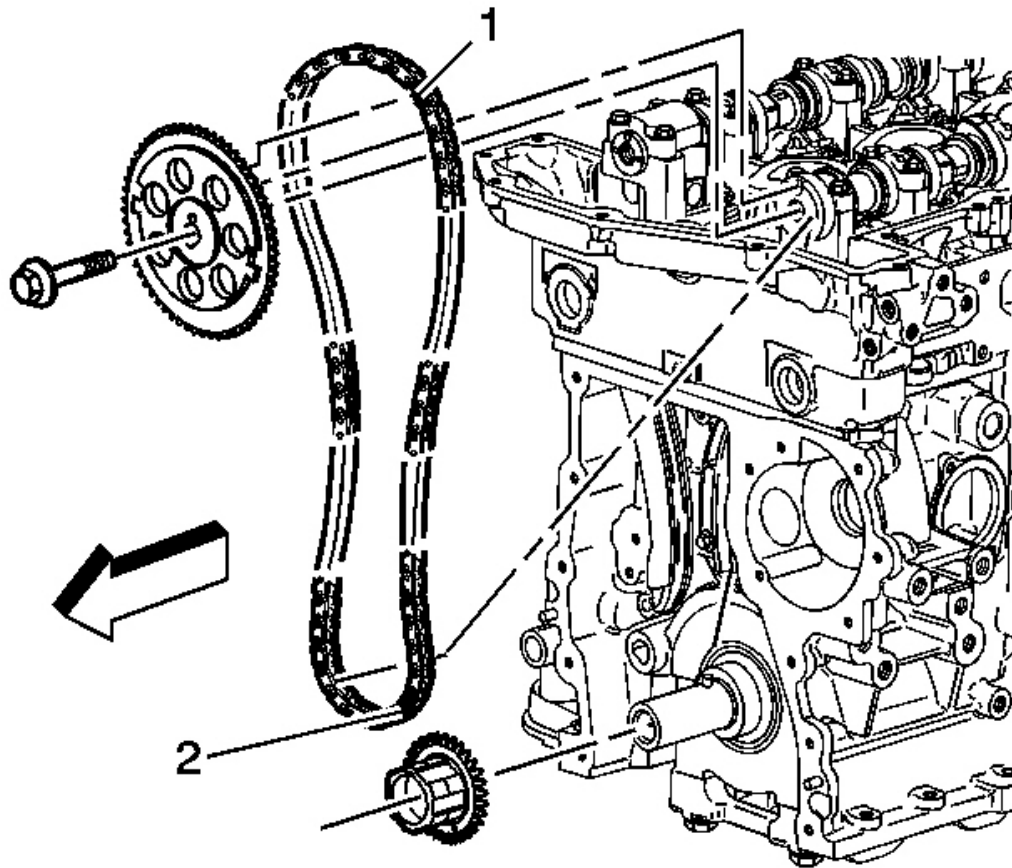


Fig. 134: Installing Timing Chain & Sprockets
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Ensure the #1 piston is at TDC. The pin on the crankshaft for the timing chain sprocket should be straight up.

1. Install the crankshaft sprocket to the crankshaft snout.

IMPORTANT: Every 7th link of the timing chain is darkened to aid in aligning the timing marks.

2. Install the intake camshaft sprocket into the timing chain.

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Aligning the dark link (1) of the timing chain with the timing mark on the intake camshaft sprocket.

3. Feed the timing chain down through the opening in the cylinder head.
4. Install the timing chain on the crankshaft sprocket.

Aligning the dark link (2) of the timing chain with the timing mark on to the crankshaft sprocket.

IMPORTANT: Ensure the alignment pin is properly engaged with the camshaft

5. Install the intake camshaft sprocket onto the intake camshaft.

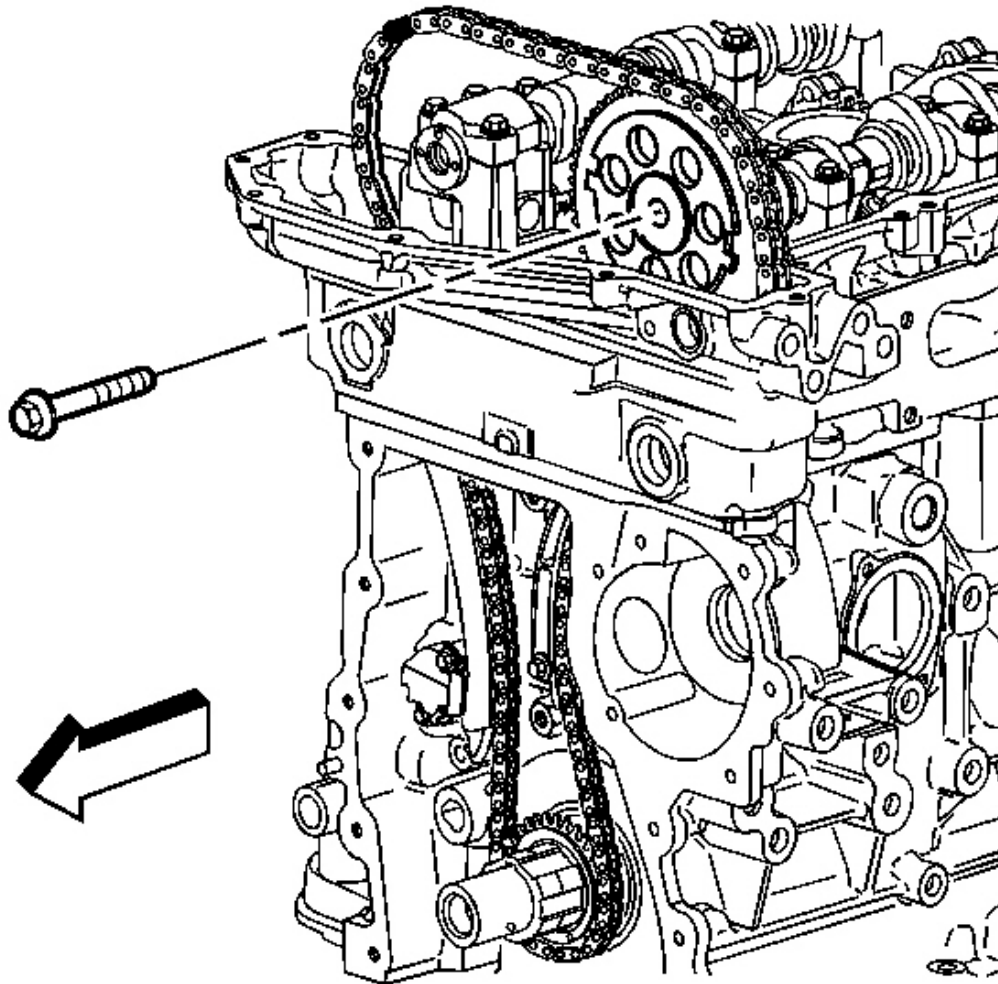


Fig. 135: View Of Intake Camshaft Sprocket Washer & Bolt
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

6. Install a NEW intake camshaft sprocket bolt.

Tighten: Tighten the bolt a first pass to 20 N.m (15 lb ft). Using the **J 45059** rotate the bolt a final pass an additional 100 degrees. See Special Tools.

7. Ensure the camshaft actuator is fully advanced prior to installation.

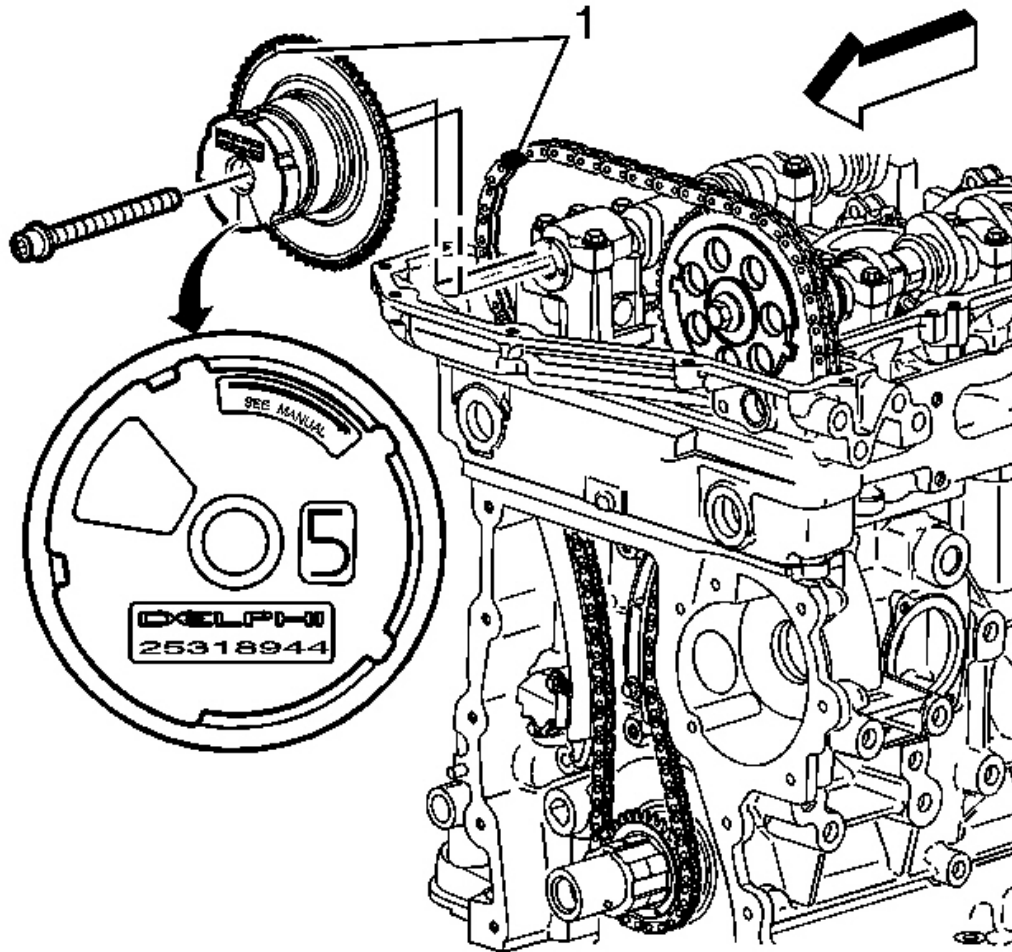


Fig. 136: Aligning Exhaust Camshaft Position Actuator
Courtesy of GENERAL MOTORS CORP.

8. Install the exhaust camshaft actuator into the timing chain.

Aligning the dark link (1) of the timing chain with the timing mark (1) on the exhaust camshaft position actuator sprocket.

NOTE: The camshaft actuator must be fully advanced during

installation. Engine damage may occur if the camshaft actuator is not fully advanced.

- IMPORTANT:**
- **To aid in aligning the actuator to the camshaft, use a 25 mm (1 in) wrench on the hex of the camshaft to rotate**
 - **Ensure the alignment pin is properly engaged with the camshaft**

9. Install the exhaust camshaft actuator onto the exhaust camshaft.

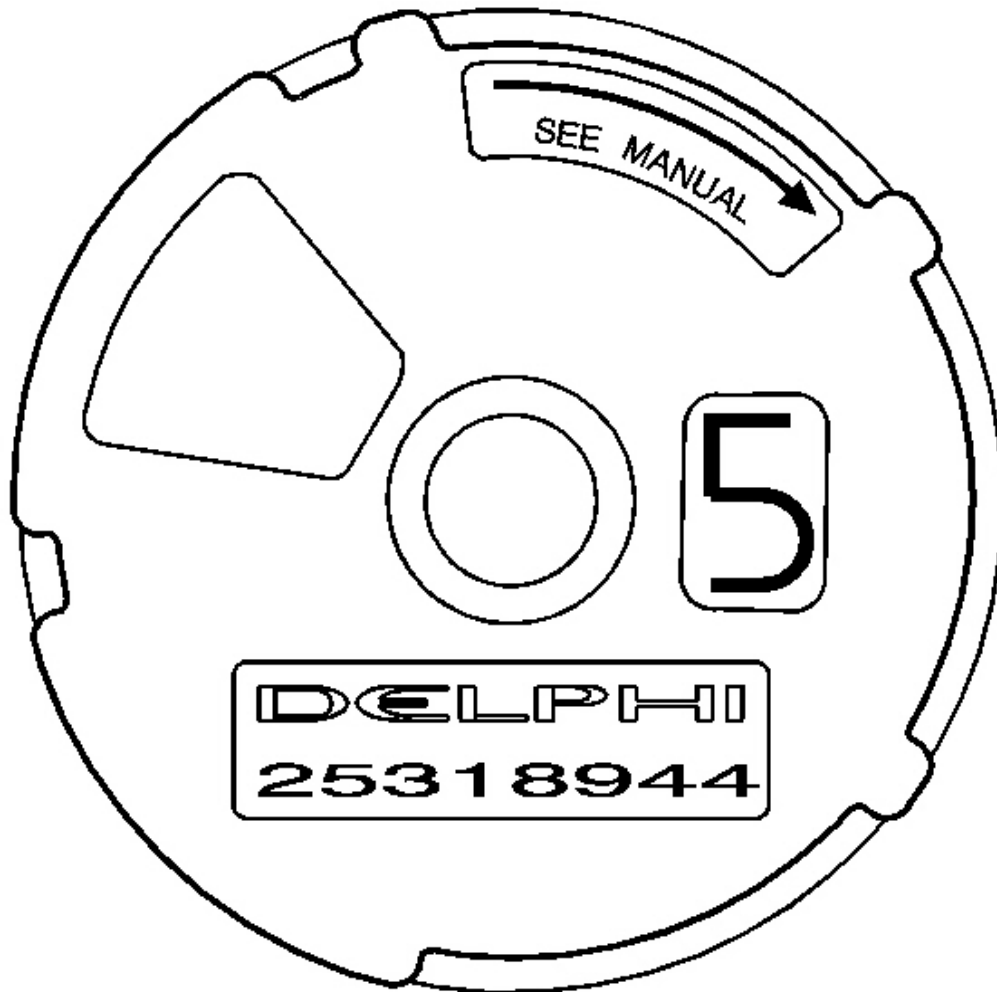


Fig. 137: View Of CMP Actuator
Courtesy of GENERAL MOTORS CORP.

10. Install a NEW exhaust camshaft actuator bolt.

Tighten: Tighten the bolt a first pass to 25 N.m (18 lb ft). Using the **J 45059** rotate the bolt a final pass an additional 135 degrees. See **Special Tools**.

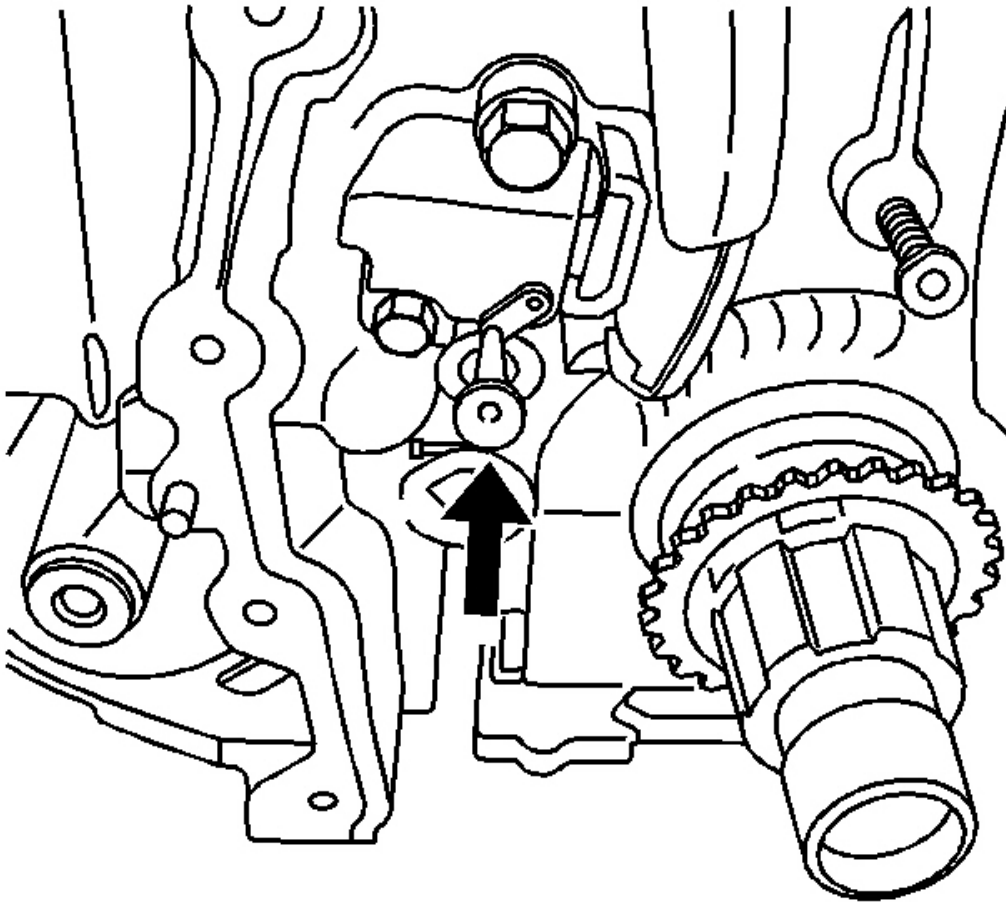


Fig. 138: View Of Tee At Timing Chain Tensioner
Courtesy of GENERAL MOTORS CORP.

11. Remove the tee in the timing chain tensioner in order to regain tension on the timing chain.

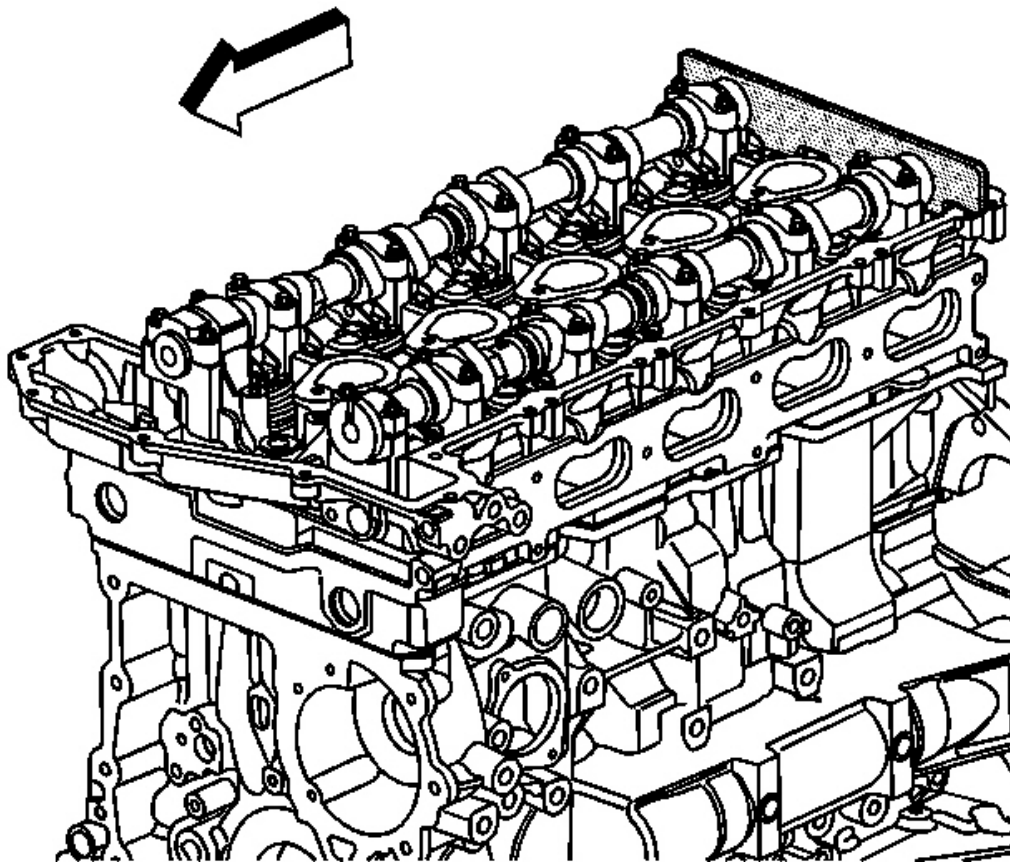


Fig. 139: View Of J 44221 Installed On Camshafts
Courtesy of GENERAL MOTORS CORP.

12. Remove the **J 44221** from the camshafts. See **Special Tools**.

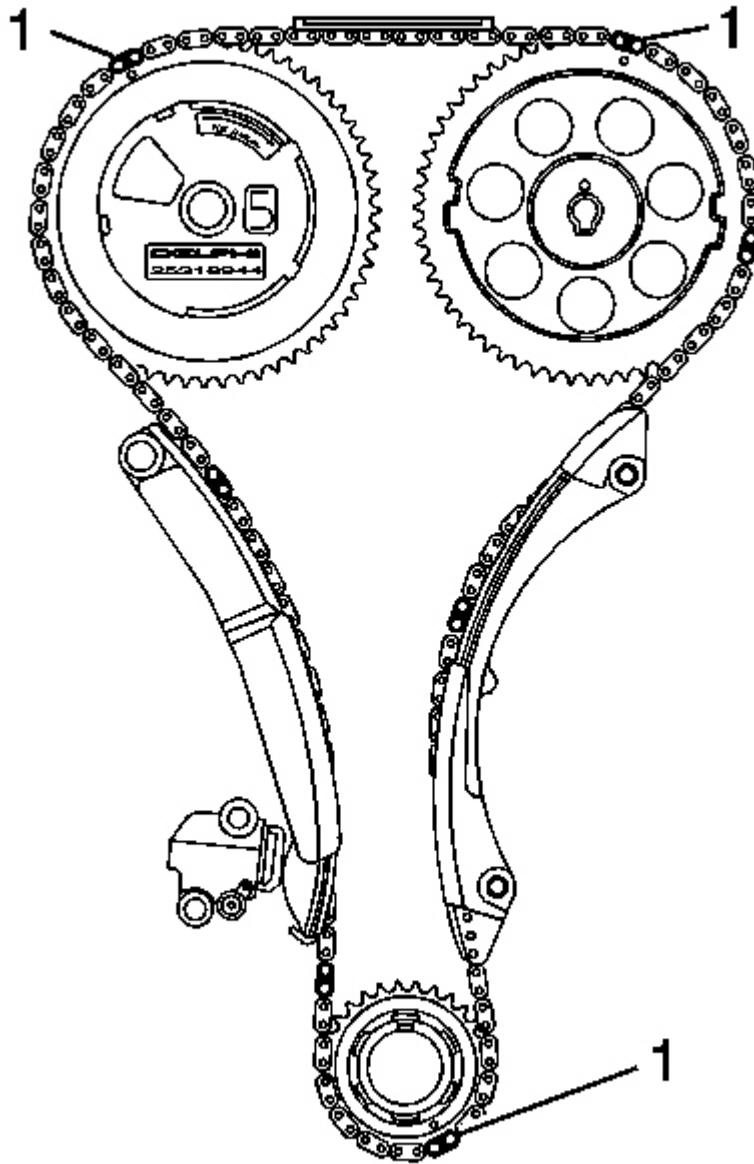


Fig. 140: View Of Timing Chain Marked Links
Courtesy of GENERAL MOTORS CORP.

13. The dark links (1) on the timing chain should be aligned with the marks on the sprockets as shown.

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14. Install the engine front cover. Refer to **Engine Front Cover Replacement**.
15. Install the intake CMP sensor. Refer to **Camshaft Position (CMP) Sensor Replacement-Intake** in Engine Controls - 3.5L (L52).
16. Install the exhaust CMP sensor. Refer to **Camshaft Position (CMP) Sensor Replacement-Exhaust** in Engine Controls - 3.5L (L52).
17. Install the camshaft cover. Refer to **Camshaft Cover Replacement**.
18. Install #1 cylinder spark plug. Refer to **Spark Plug Replacement** in Engine Controls - 3.5L (L52).

TIMING CHAIN TENSIONER REPLACEMENT

Tools Required

J 44221 Camshaft Holding Tool. See **Special Tools**.

Removal Procedure

1. Remove the camshaft cover. Refer to **Camshaft Cover Replacement**.
2. Remove the engine front cover. Refer to **Engine Front Cover Replacement**.

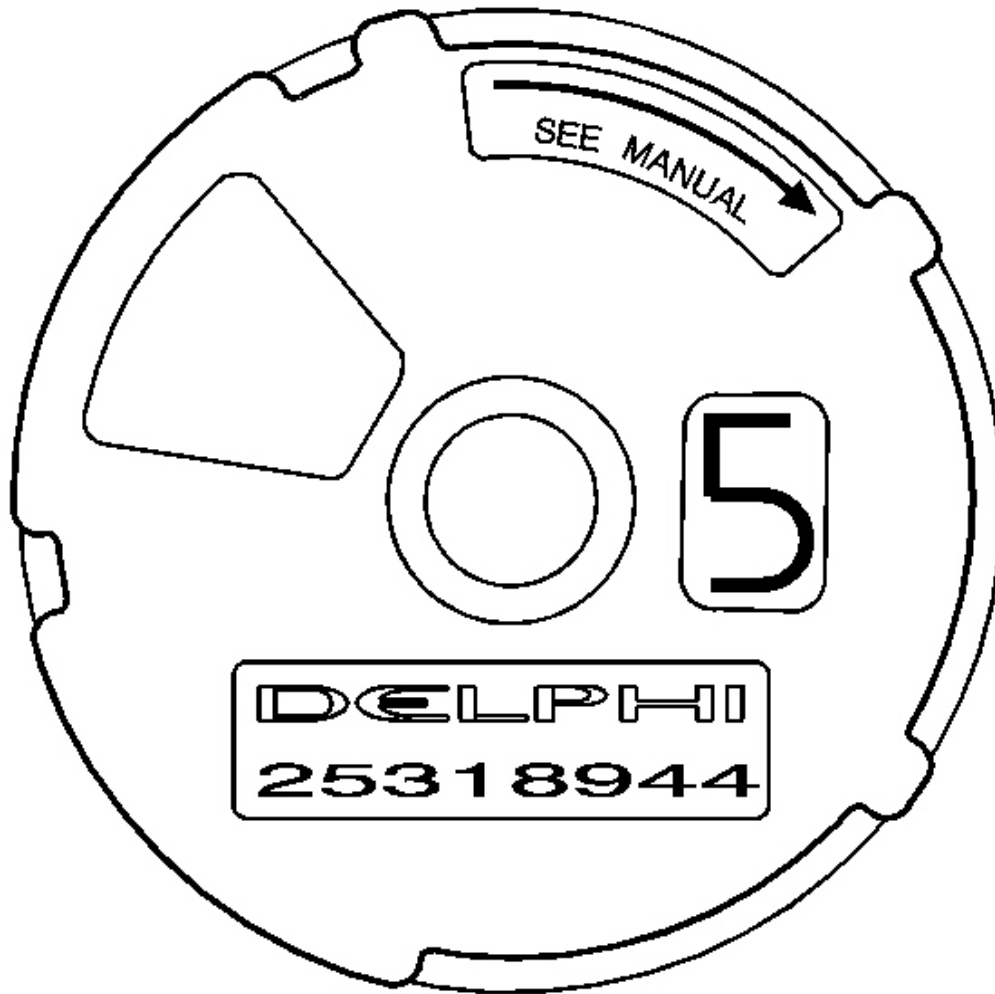


Fig. 141: View Of CMP Actuator
Courtesy of GENERAL MOTORS CORP.

3. Rotate the crankshaft in the engine rotational direction clockwise, until the #1 piston is at top dead center (TDC) on the compression stroke.

The word Delphi on the exhaust camshaft position actuator will be parallel with the cylinder head to cam cover mating surface.

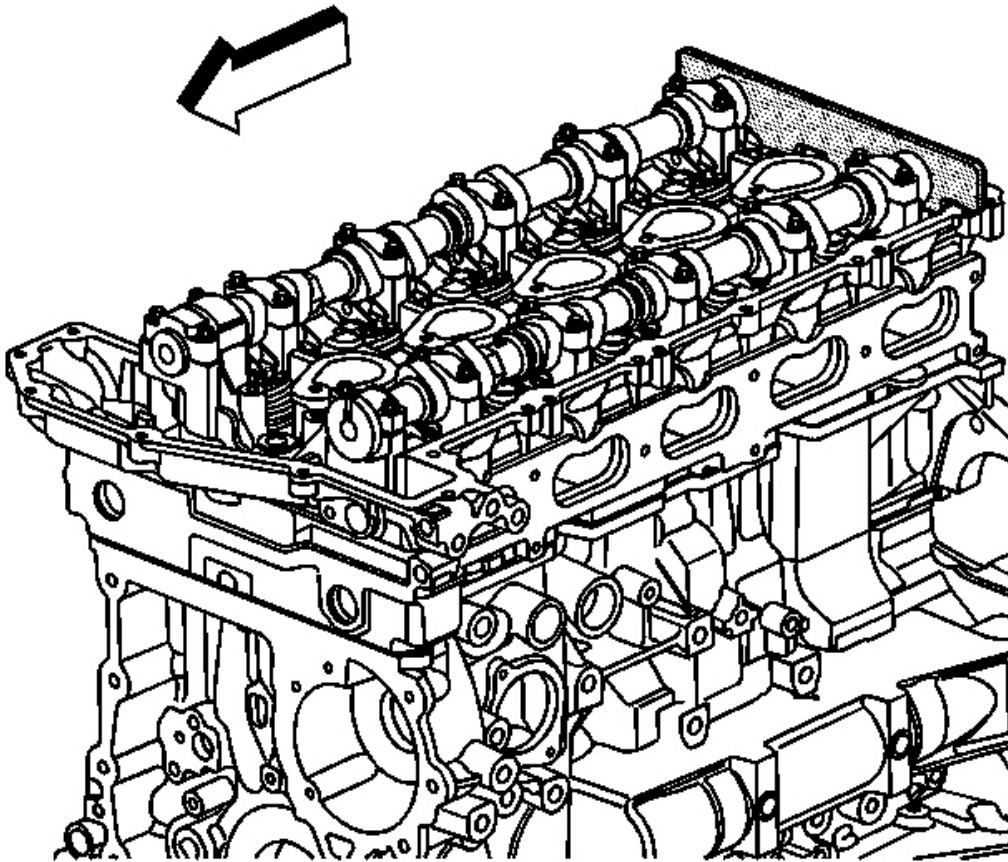


Fig. 142: View Of J 44221 Installed On Camshafts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Camshaft Holding Tool Caution in Cautions and Notices.

4. Install the **J 44221** to the rear of the camshafts. See Special Tools.

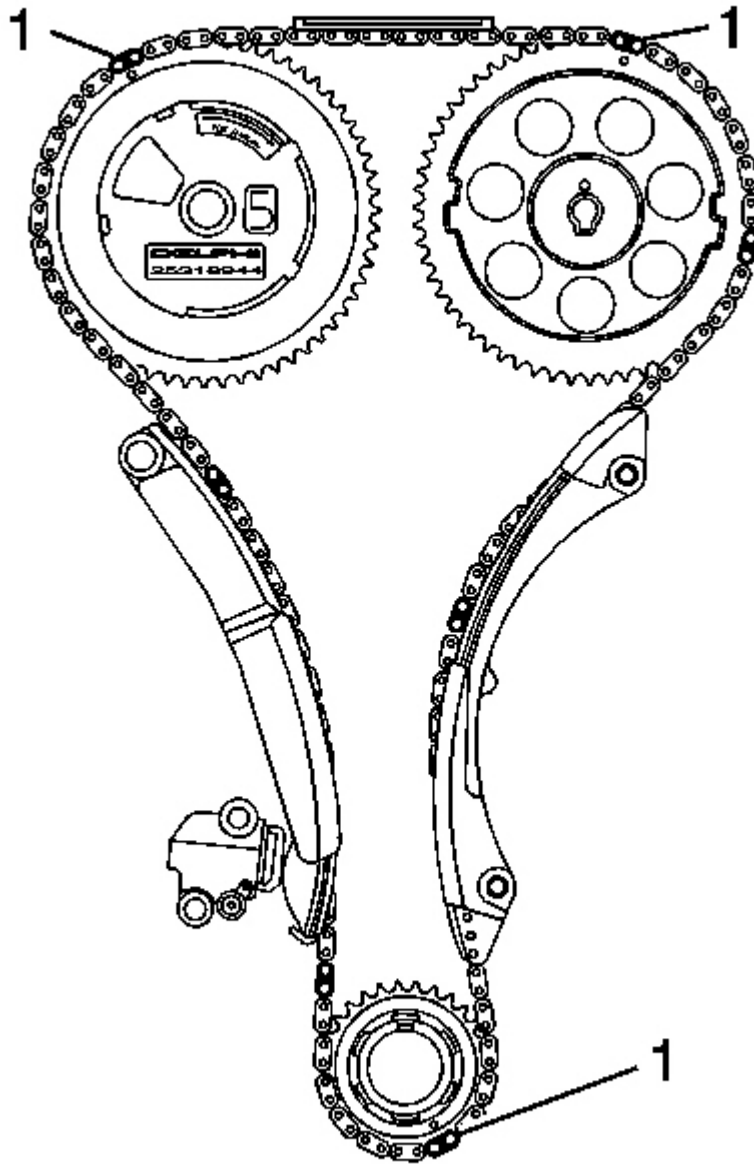


Fig. 143: View Of Timing Chain Marked Links
Courtesy of GENERAL MOTORS CORP.

5. Using the timing marks on the following as a reference, make a mark on the timing chain links (1) adjacent to them:

- The exhaust camshaft position actuator sprocket
- The Intake camshaft sprocket
- The crankshaft sprocket

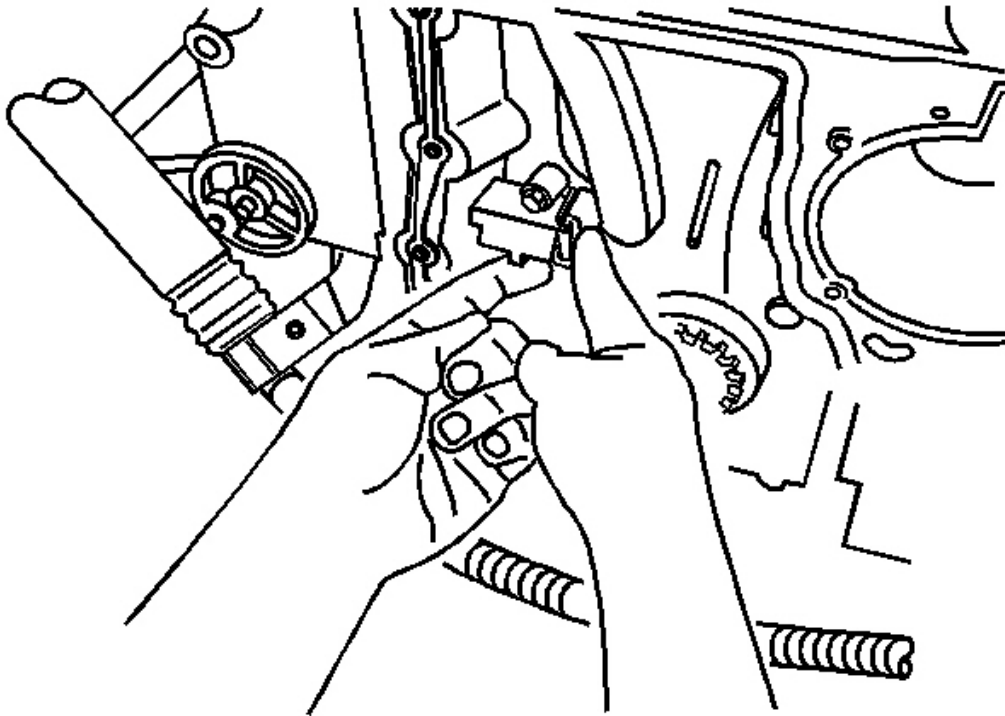


Fig. 144: Releasing Tension On Timing Chain
Courtesy of GENERAL MOTORS CORP.

6. Release the tension on the timing chain by moving the tensioner shoe in.

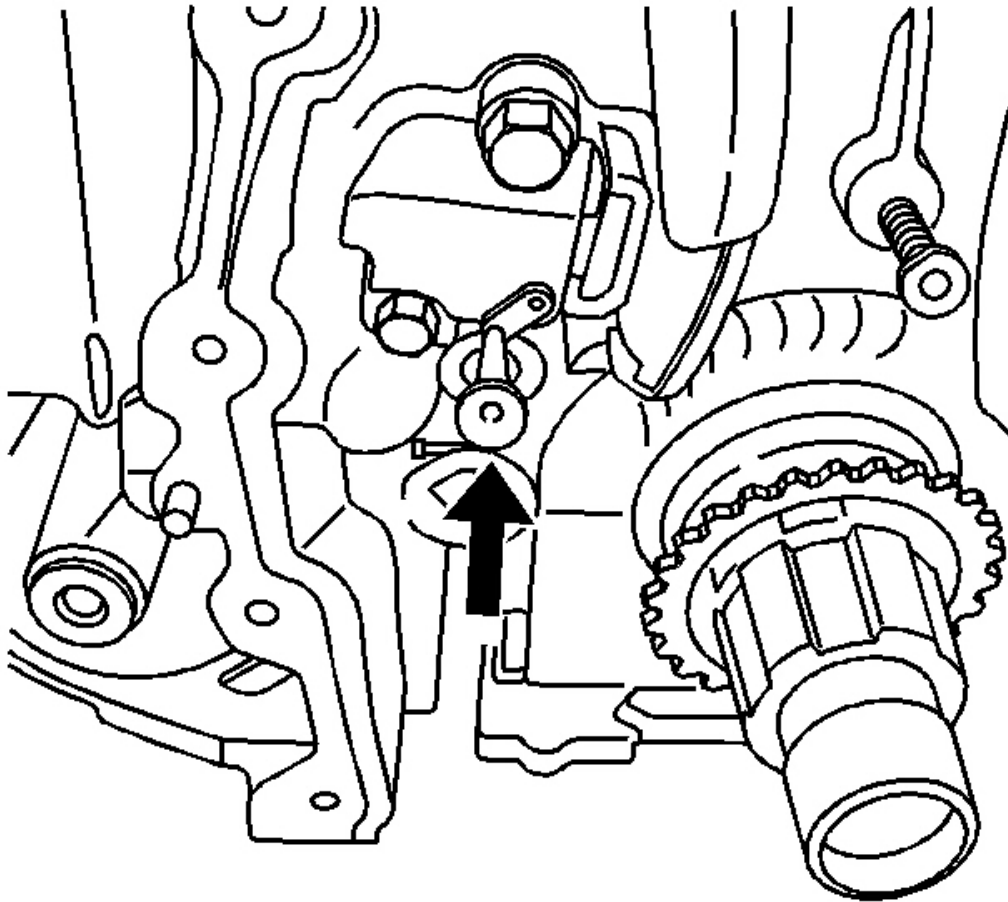


Fig. 145: View Of Tee At Timing Chain Tensioner
Courtesy of GENERAL MOTORS CORP.

7. Place the tee into the tensioner to hold the shoe in place.

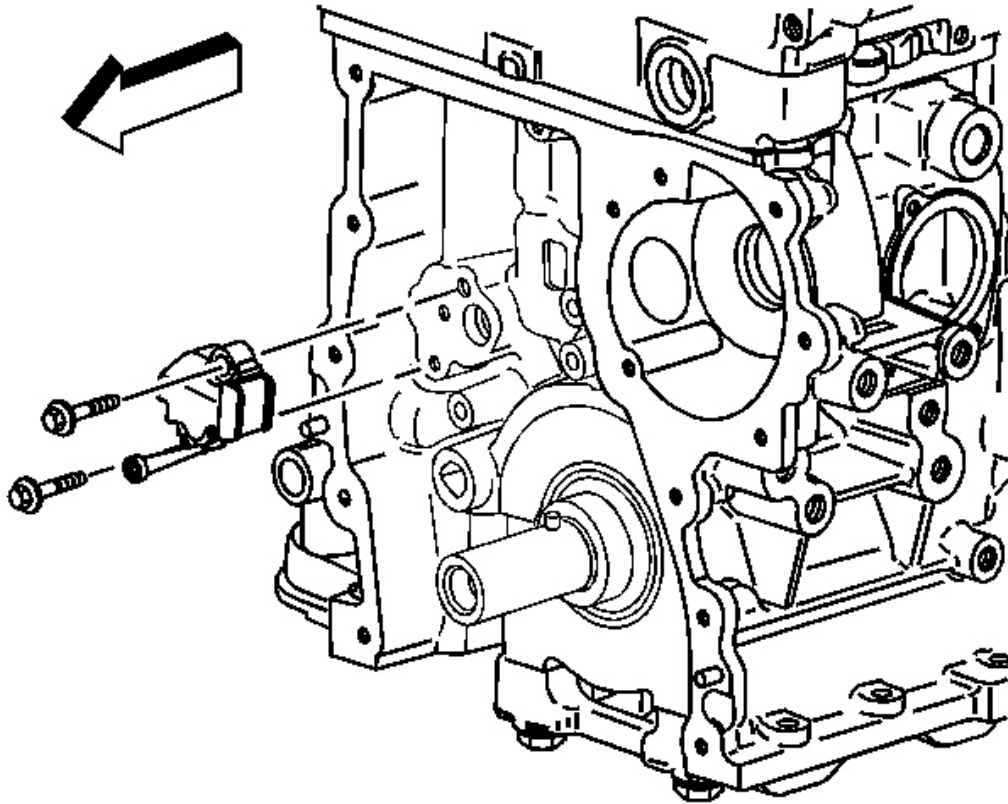


Fig. 146: View Of Timing Chain Tensioner & Bolts
Courtesy of GENERAL MOTORS CORP.

8. Remove the timing chain tensioner bolts.
9. Remove the timing chain tensioner from the engine.

Installation Procedure

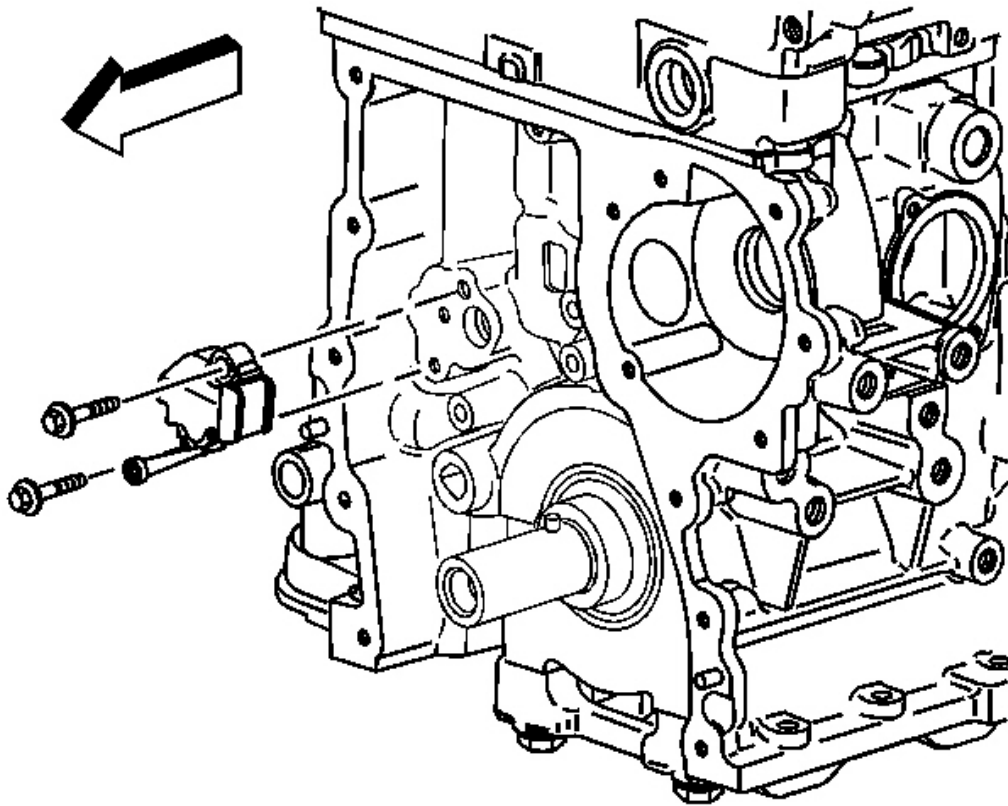


Fig. 147: View Of Timing Chain Tensioner & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Position the timing chain tensioner to the engine.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the timing chain tensioner bolts.

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

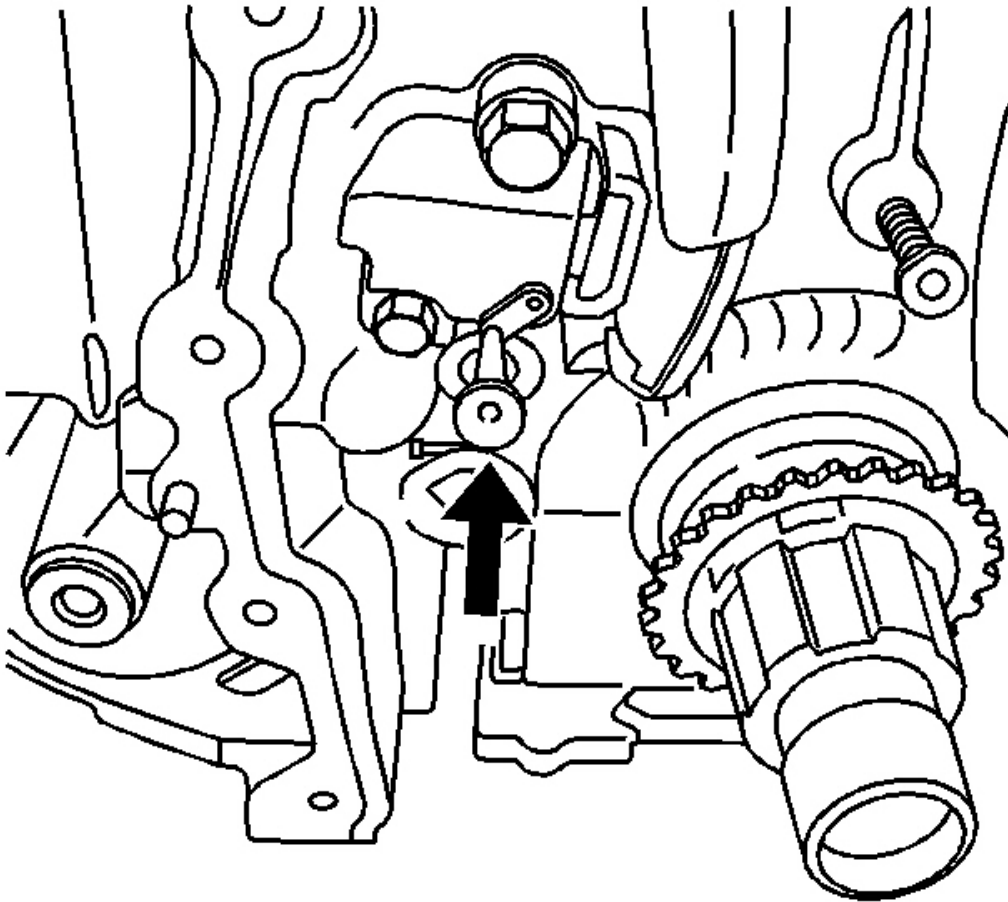


Fig. 148: View Of Tee At Timing Chain Tensioner
Courtesy of GENERAL MOTORS CORP.

3. Remove the tee in the timing chain tensioner in order to regain tension on the timing chain.

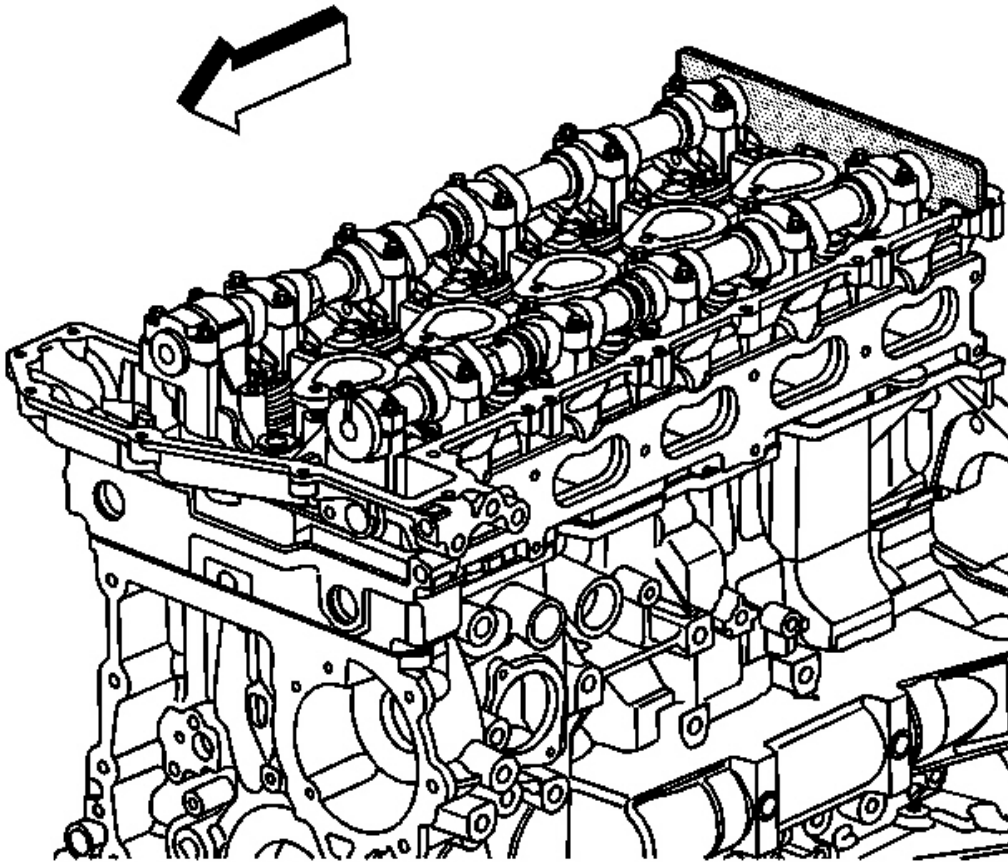


Fig. 149: View Of J 44221 Installed On Camshafts
Courtesy of GENERAL MOTORS CORP.

4. Remove the **J 44221** from the camshafts. See **Special Tools**.

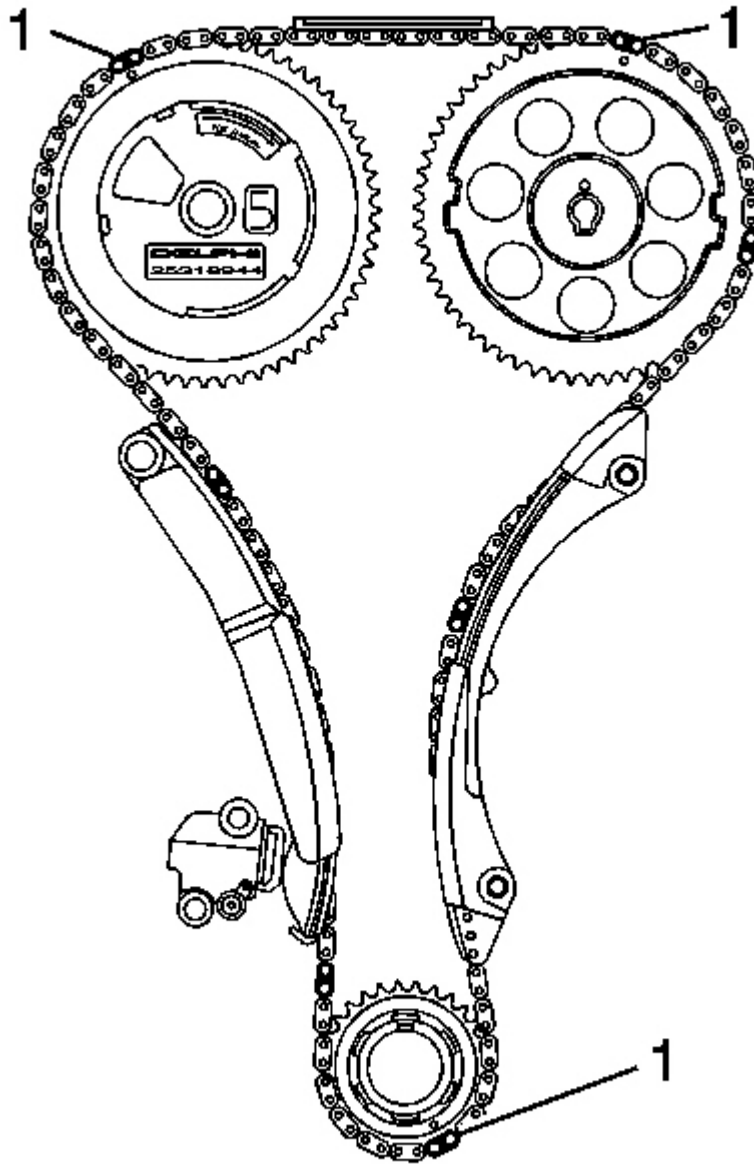


Fig. 150: View Of Timing Chain Marked Links
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Every 7th link of the timing chain is darkened to aid in aligning the timing marks.

5. Align the marked links (1) on the timing chain with the timing marks on the following:
 - The exhaust camshaft position actuator sprocket
 - The Intake camshaft sprocket
 - The crankshaft sprocket
6. Install the engine front cover. Refer to **Engine Front Cover Replacement**.
7. Install the camshaft cover. Refer to **Camshaft Cover Replacement**.

TIMING CHAIN TENSIONER SHOE REPLACEMENT

Tools Required

J 44221 Camshaft Holding Tool. See **Special Tools**.

Removal Procedure

1. Remove the camshaft cover. Refer to **Camshaft Cover Replacement**.
2. Remove the engine front cover. Refer to **Engine Front Cover Replacement**.

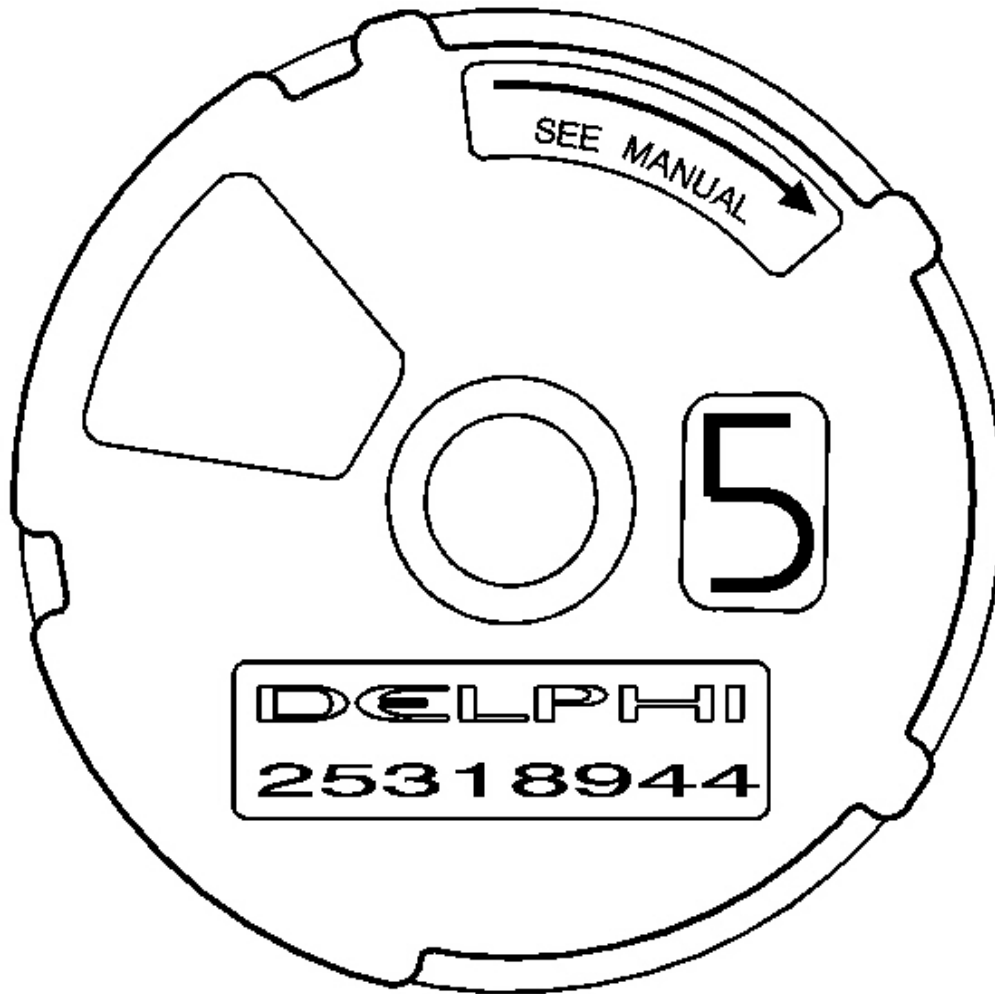


Fig. 151: View Of CMP Actuator
Courtesy of GENERAL MOTORS CORP.

3. Rotate the crankshaft in the engine rotational direction clockwise, until the #1 piston is at top dead center (TDC) on the compression stroke.

The word Delphi on the exhaust camshaft position actuator will be parallel with the cylinder head to cam cover mating surface.

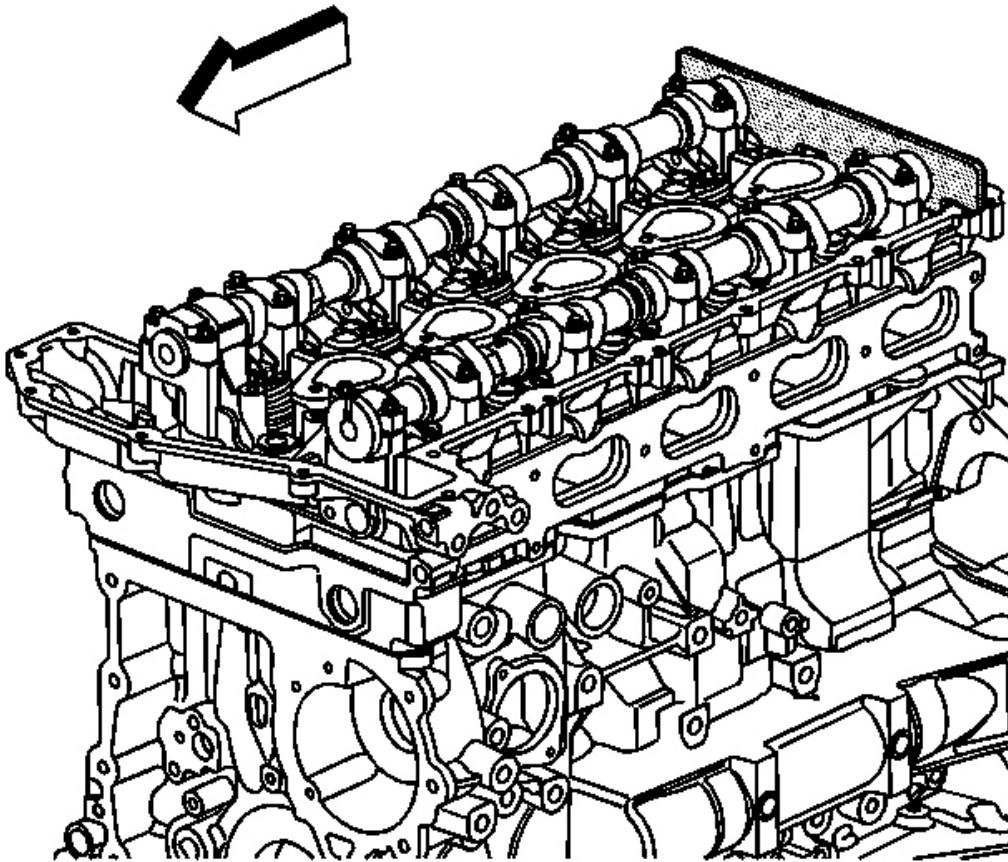


Fig. 152: View Of J 44221 Installed On Camshafts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Camshaft Holding Tool Caution in Cautions and Notices.

4. Install the **J 44221** to the rear of the camshafts. See Special Tools.

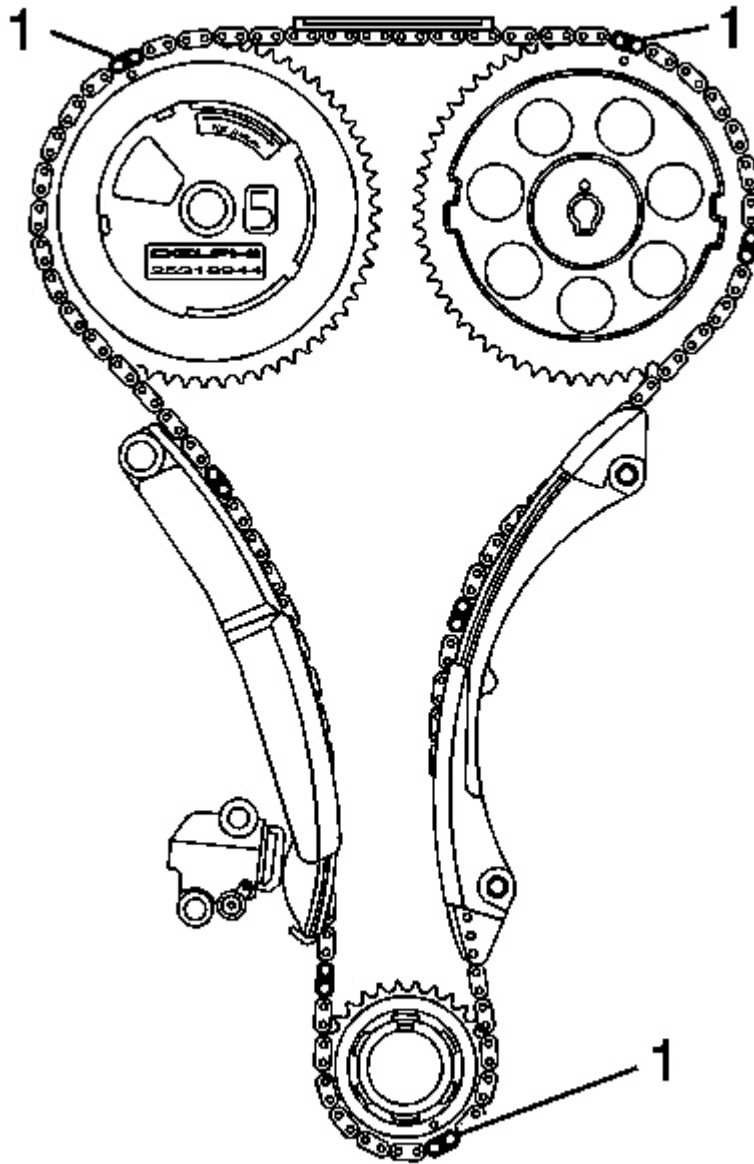


Fig. 153: View Of Timing Chain Marked Links
Courtesy of GENERAL MOTORS CORP.

5. Using the timing marks on the following as a reference, make a mark on the timing chain links (1) adjacent to them:

- The exhaust camshaft position actuator sprocket
- The Intake camshaft sprocket
- The crankshaft sprocket

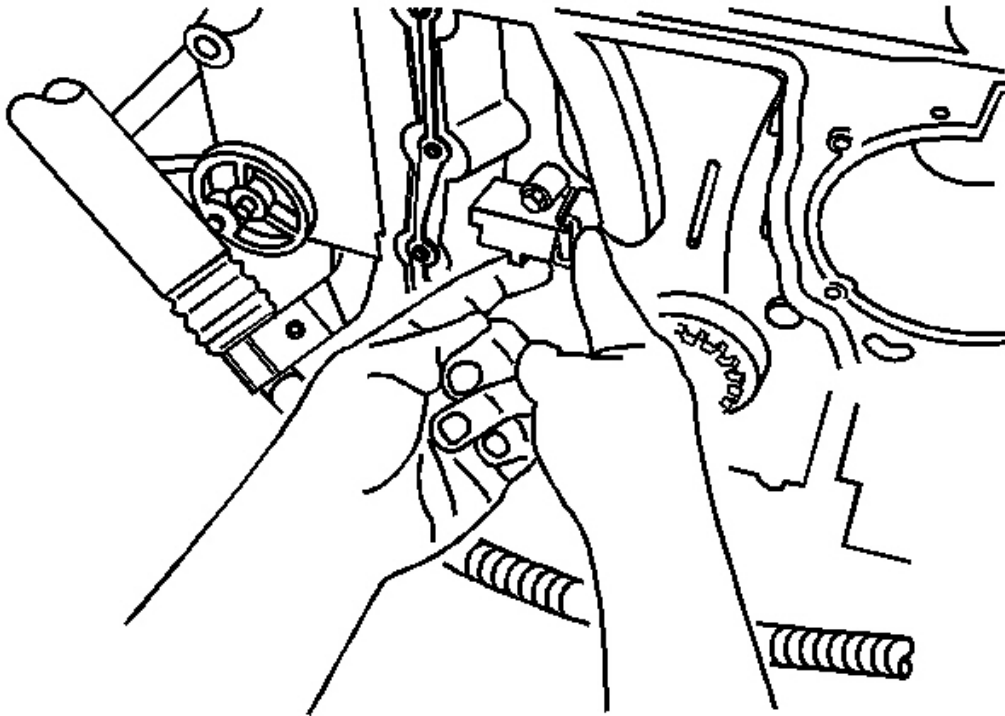


Fig. 154: Releasing Tension On Timing Chain
Courtesy of GENERAL MOTORS CORP.

6. Release the tension on the timing chain by moving the tensioner shoe in.

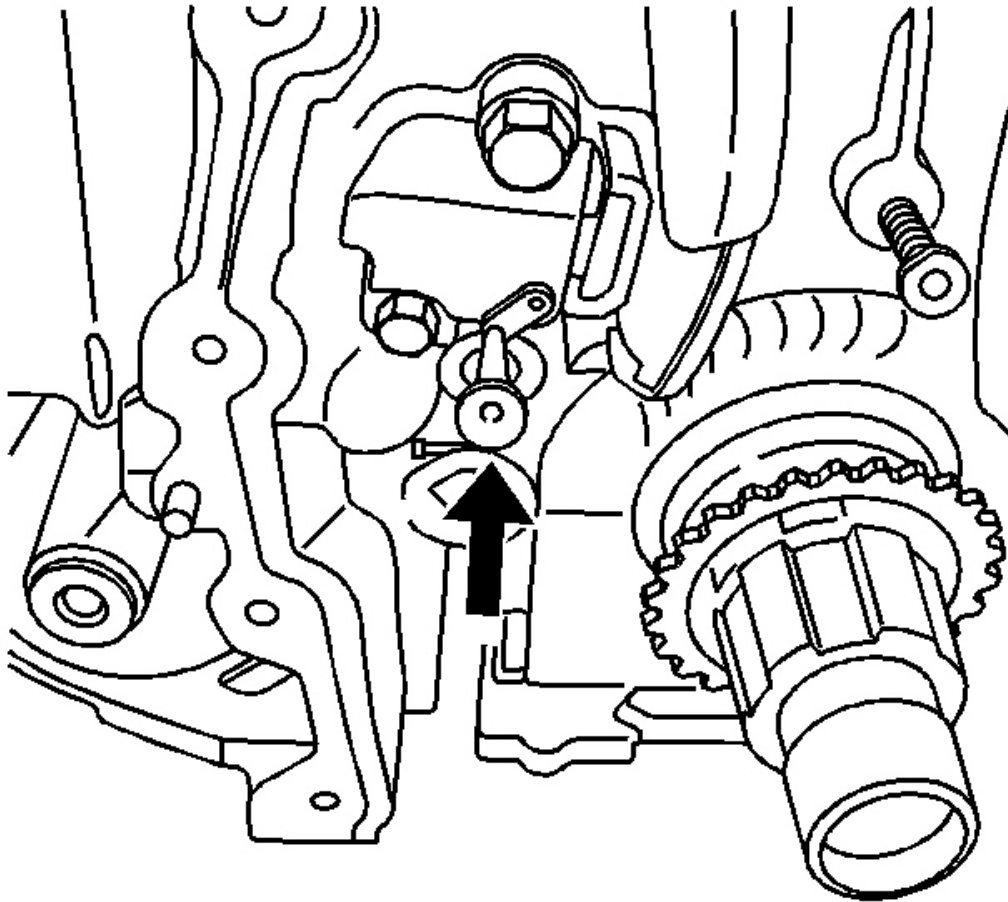


Fig. 155: View Of Tee At Timing Chain Tensioner
Courtesy of GENERAL MOTORS CORP.

7. Place the tee into the tensioner to hold the shoe in place.

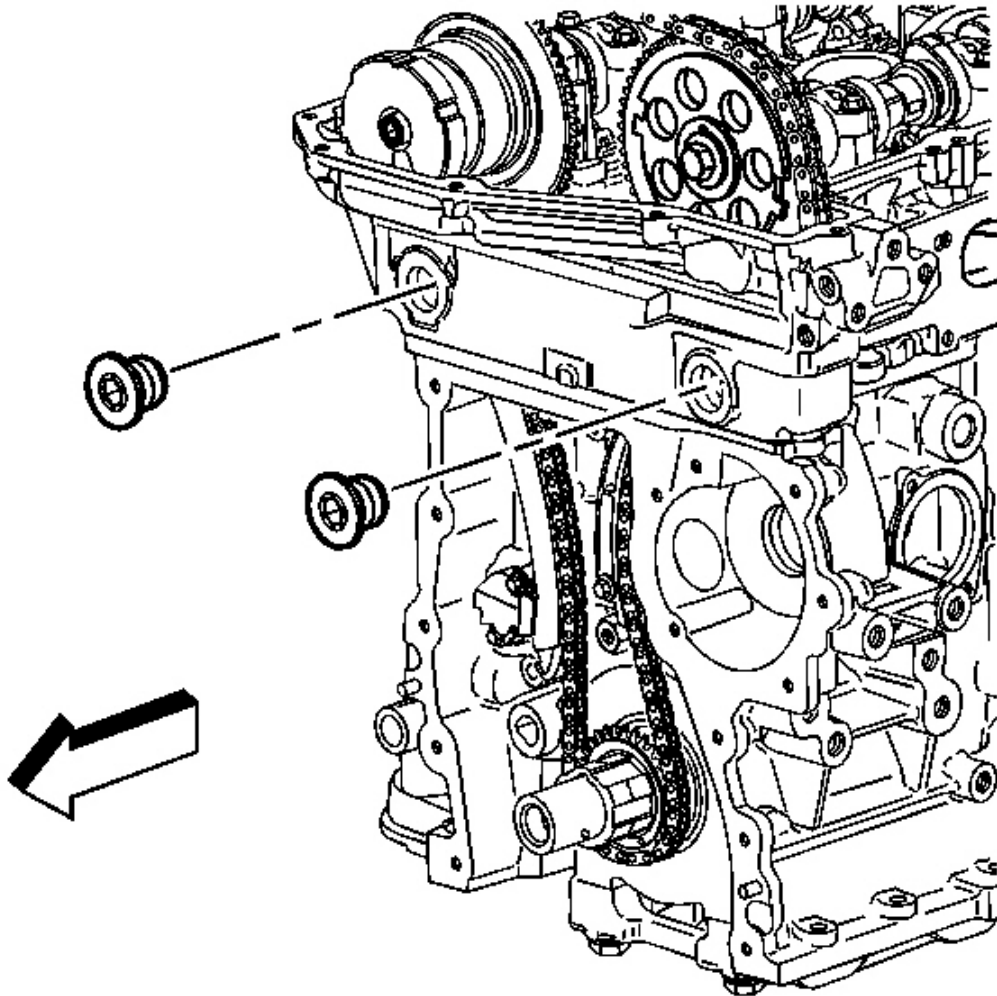


Fig. 156: View Of Cylinder Head Access Hole Plugs
Courtesy of GENERAL MOTORS CORP.

8. Remove the cylinder head access hole plug.

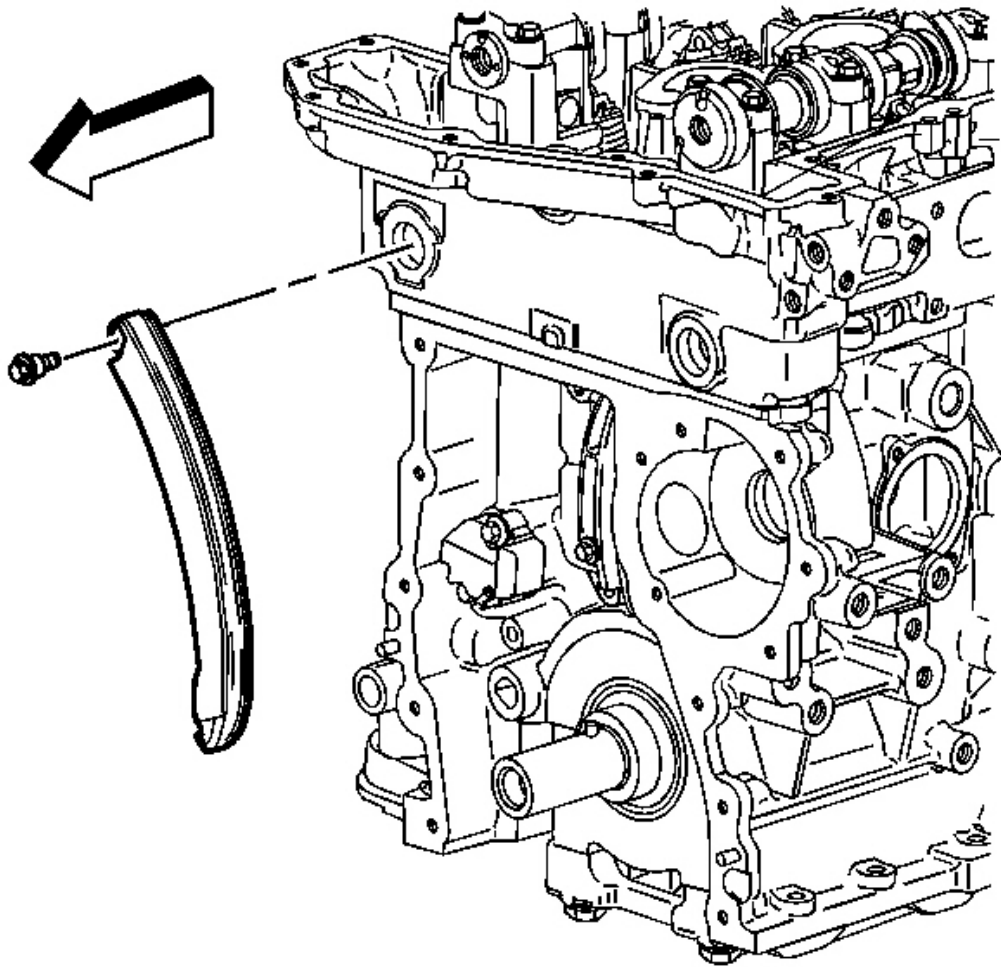


Fig. 157: View Of Timing Chain Tensioner Shoe & Bolt
Courtesy of GENERAL MOTORS CORP.

9. Remove the timing chain tensioner shoe bolt.
10. Remove the timing chain tensioner shoe from the engine.

Installation Procedure

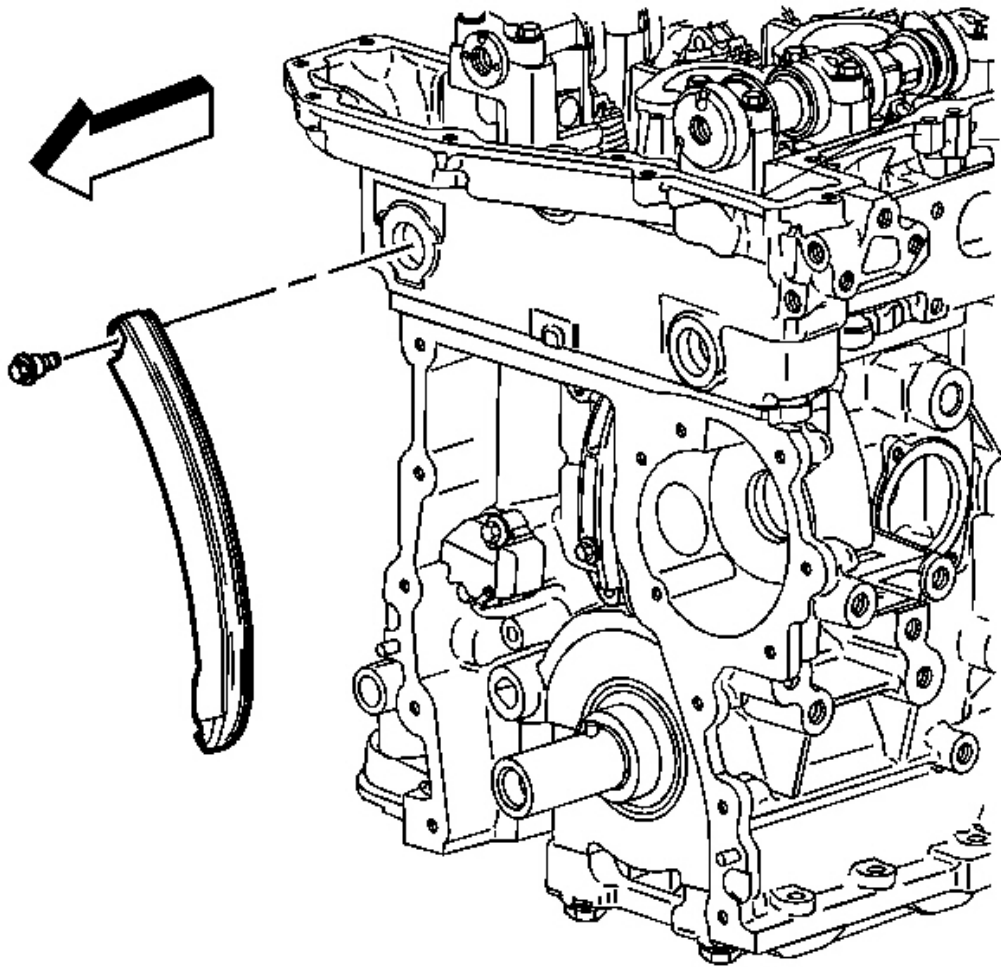


Fig. 158: View Of Timing Chain Tensioner Shoe & Bolt
Courtesy of GENERAL MOTORS CORP.

1. Position the timing chain tensioner shoe to the engine.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the timing chain tensioner shoe bolt.

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

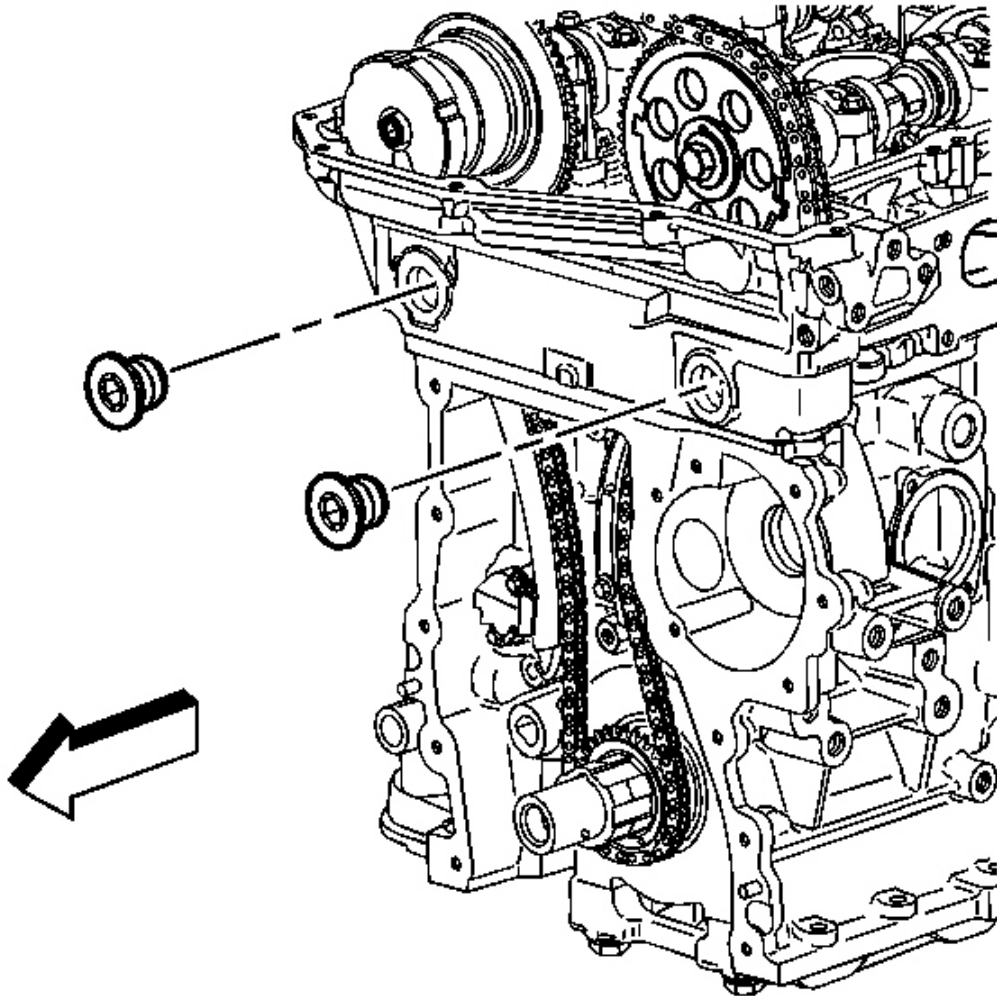


Fig. 159: View Of Cylinder Head Access Hole Plugs
Courtesy of GENERAL MOTORS CORP.

3. Install the cylinder head access hole plug.

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

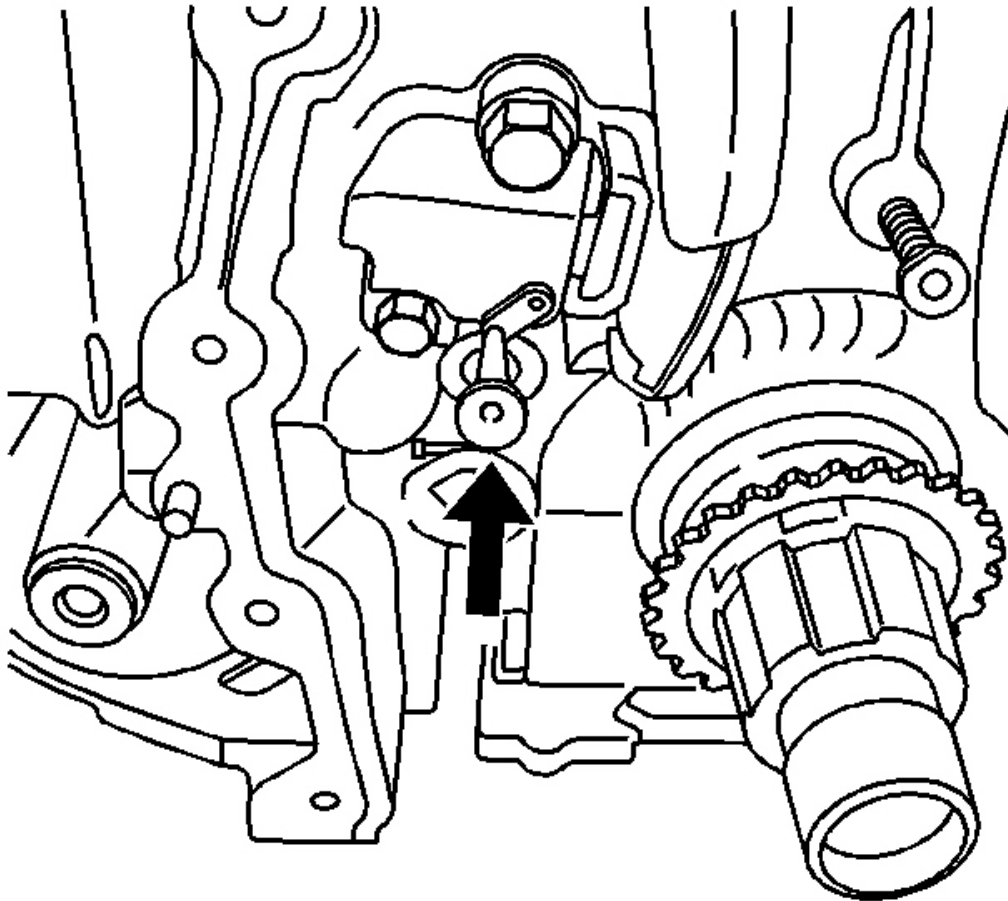


Fig. 160: View Of Tee At Timing Chain Tensioner
Courtesy of GENERAL MOTORS CORP.

4. Remove the tee in the timing chain tensioner in order to regain tension on the timing chain.

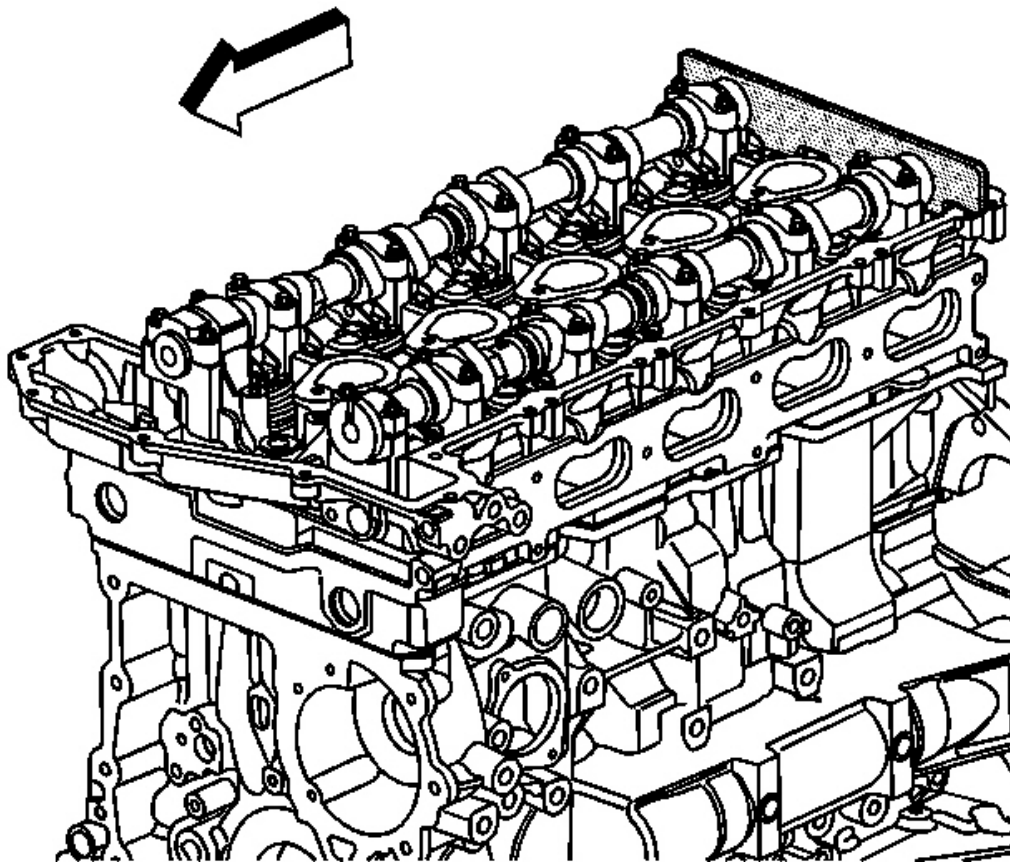


Fig. 161: View Of J 44221 Installed On Camshafts
Courtesy of GENERAL MOTORS CORP.

5. Remove the **J 44221** from the camshafts. See **Special Tools**.

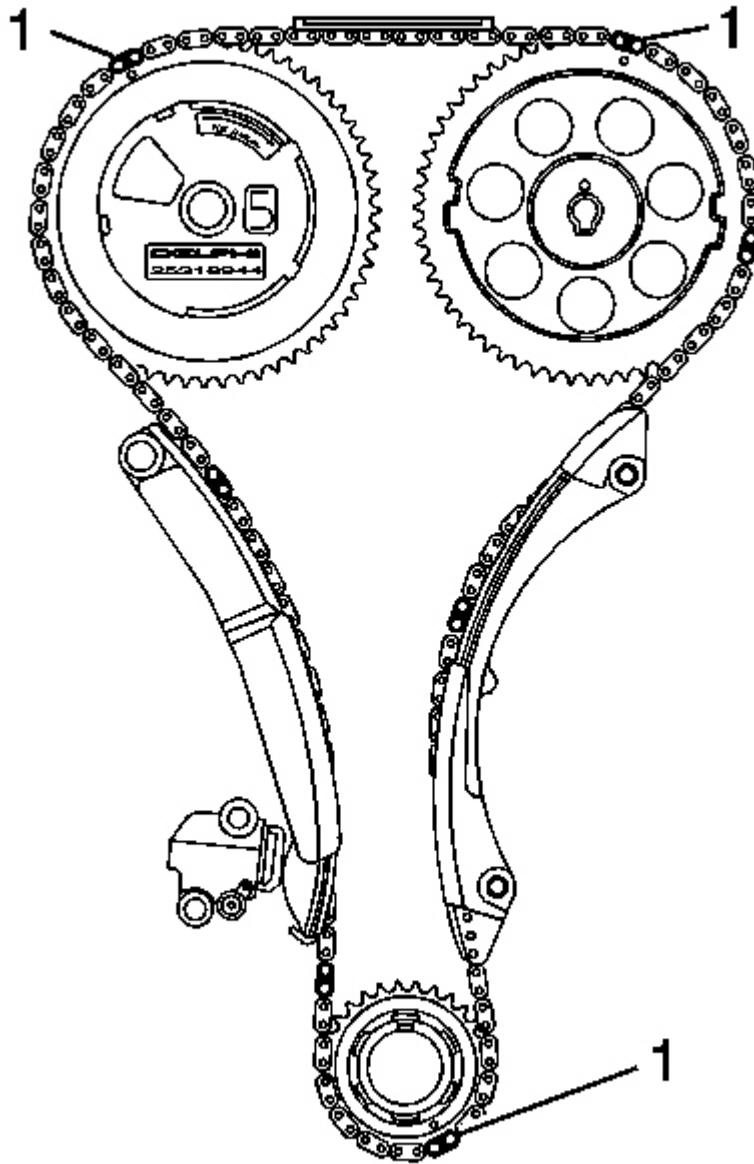


Fig. 162: View Of Timing Chain Marked Links
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Every 7th link of the timing chain is darkened to aid in aligning the timing marks.

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6. Align the marked links (1) of the timing chain with the timing marks on the following:
 - The exhaust camshaft position actuator sprocket
 - The Intake camshaft sprocket
 - The crankshaft sprocket
7. Install the engine front cover. Refer to **Engine Front Cover Replacement**.
8. Install the camshaft cover. Refer to **Camshaft Cover Replacement**.

TIMING CHAIN GUIDE REPLACEMENT-UPPER

Removal Procedure

1. Remove the camshaft cover. Refer to **Camshaft Cover Replacement**.

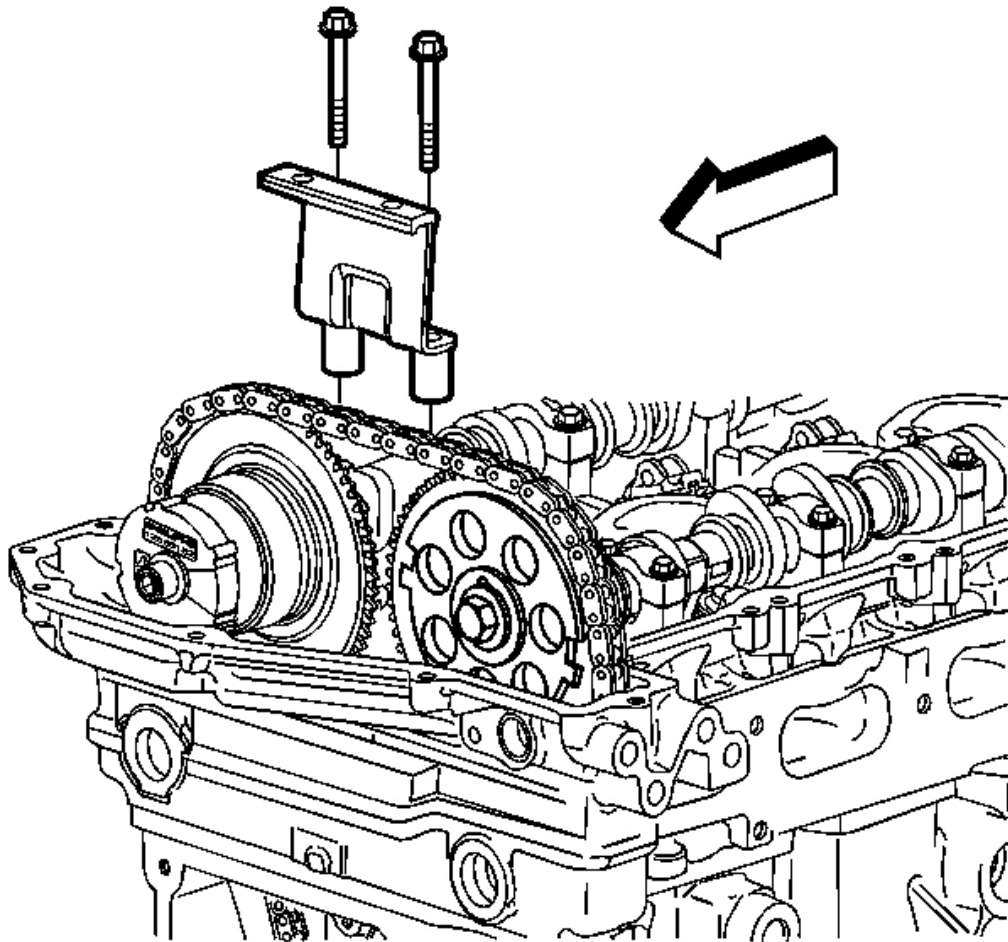


Fig. 163: View Of Upper Timing Chain Guide
Courtesy of GENERAL MOTORS CORP.

2. Remove the upper timing chain guide bolts.
3. Remove the upper timing chain guide from the cylinder head.

Installation Procedure

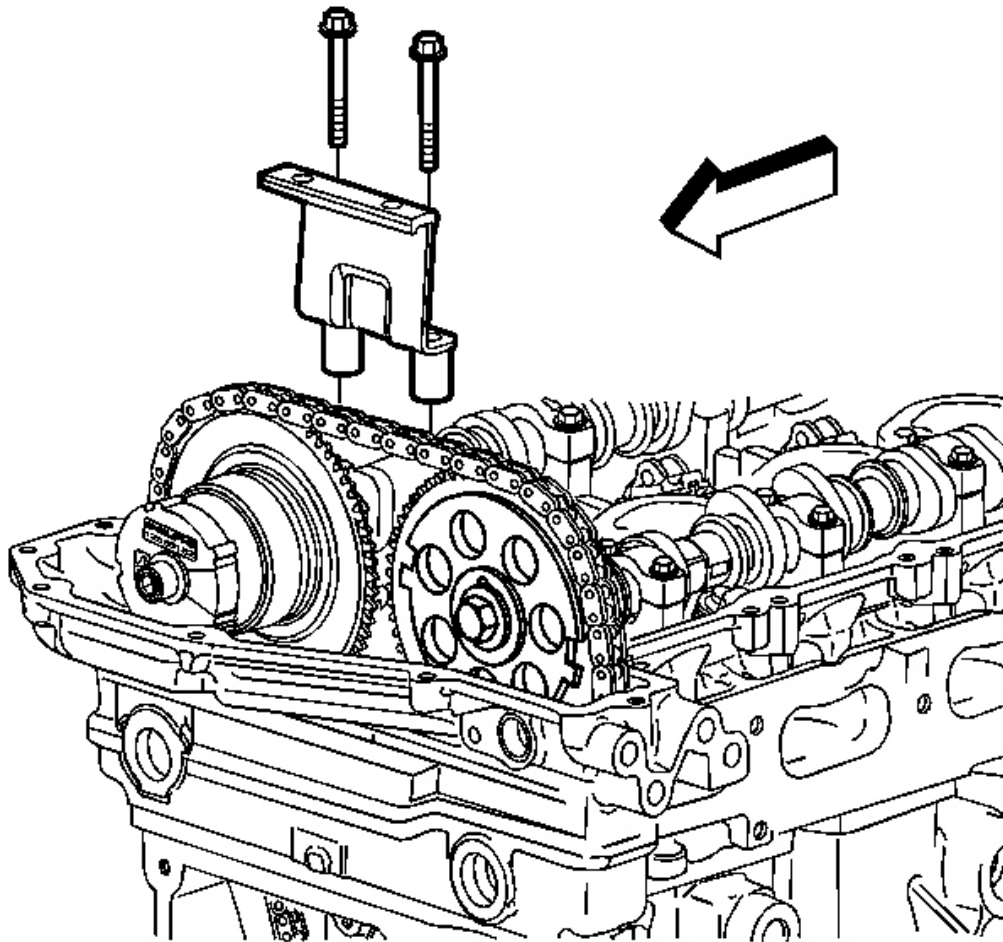


Fig. 164: View Of Upper Timing Chain Guide
Courtesy of GENERAL MOTORS CORP.

1. Position the upper timing chain guide to the cylinder head.
2. Apply threadlock GM P/N 12345498 (Canadian P/N 10953488) to the upper timing chain guide bolt threads.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install the upper timing chain guide bolts.

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

4. Install the camshaft cover. Refer to **Camshaft Cover Replacement**.

TIMING CHAIN GUIDE REPLACEMENT-LOWER

Removal Procedure

1. Remove the timing chain tensioner shoe. Refer to **Timing Chain Tensioner Shoe Replacement**.
2. Slide the crankshaft sprocket from the crankshaft sprocket snout, in order to gain slack in the timing chain to remove the lower timing chain guide.

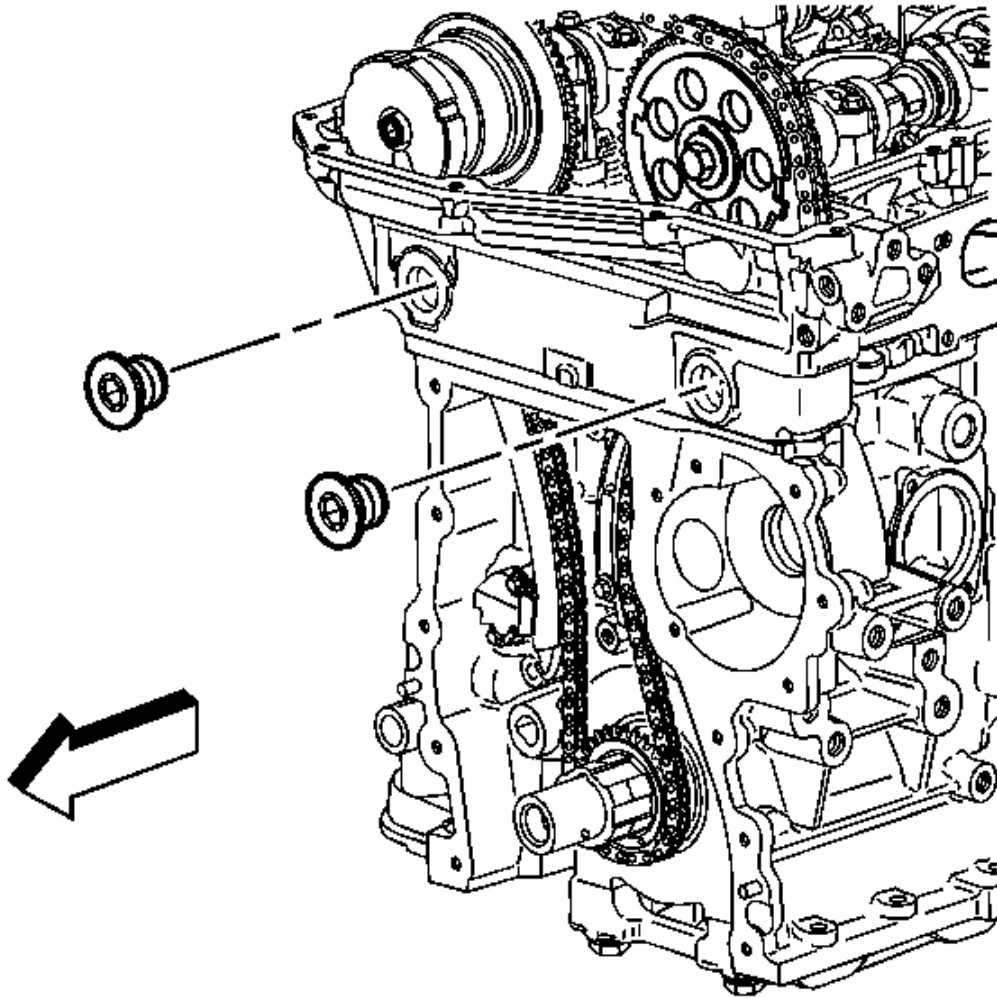


Fig. 165: View Of Cylinder Head Access Hole Plugs
Courtesy of GENERAL MOTORS CORP.

3. Remove the cylinder head access hole plug.

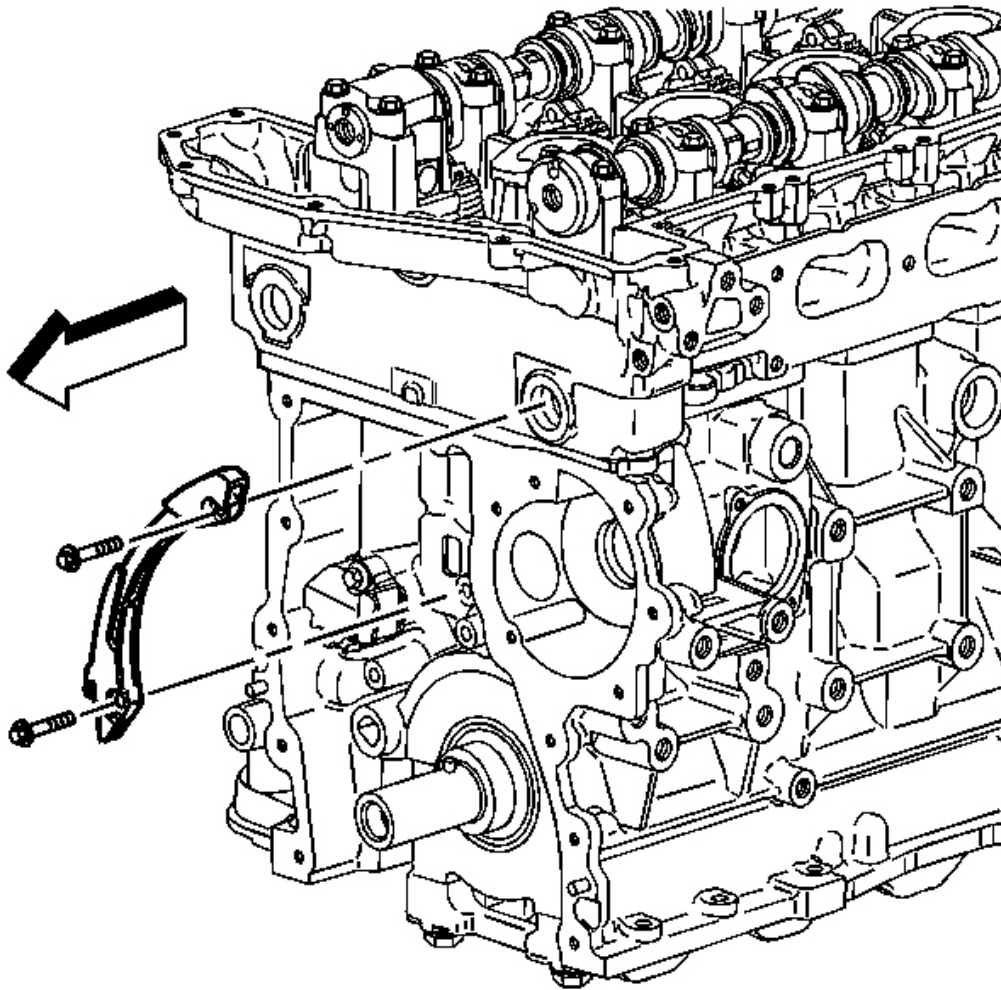


Fig. 166: View Of Timing Chain Guide & Bolts
Courtesy of GENERAL MOTORS CORP.

4. Remove the lower timing chain guide bolts.
5. Remove the lower timing chain guide from the engine.

Installation Procedure

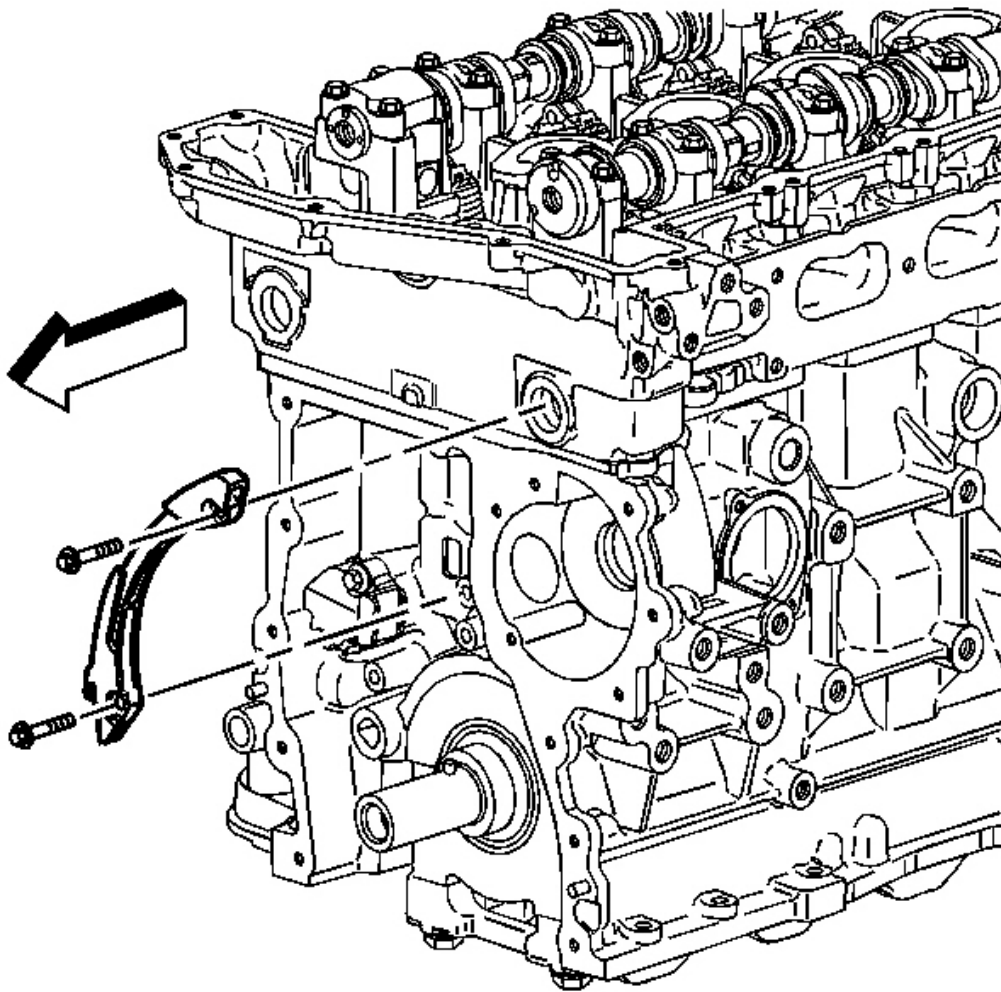


Fig. 167: View Of Timing Chain Guide & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Position the lower timing chain guide to the engine.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the lower timing chain guide bolts.

Tighten: Tighten the bolts to 18 N.m (13 lb ft).

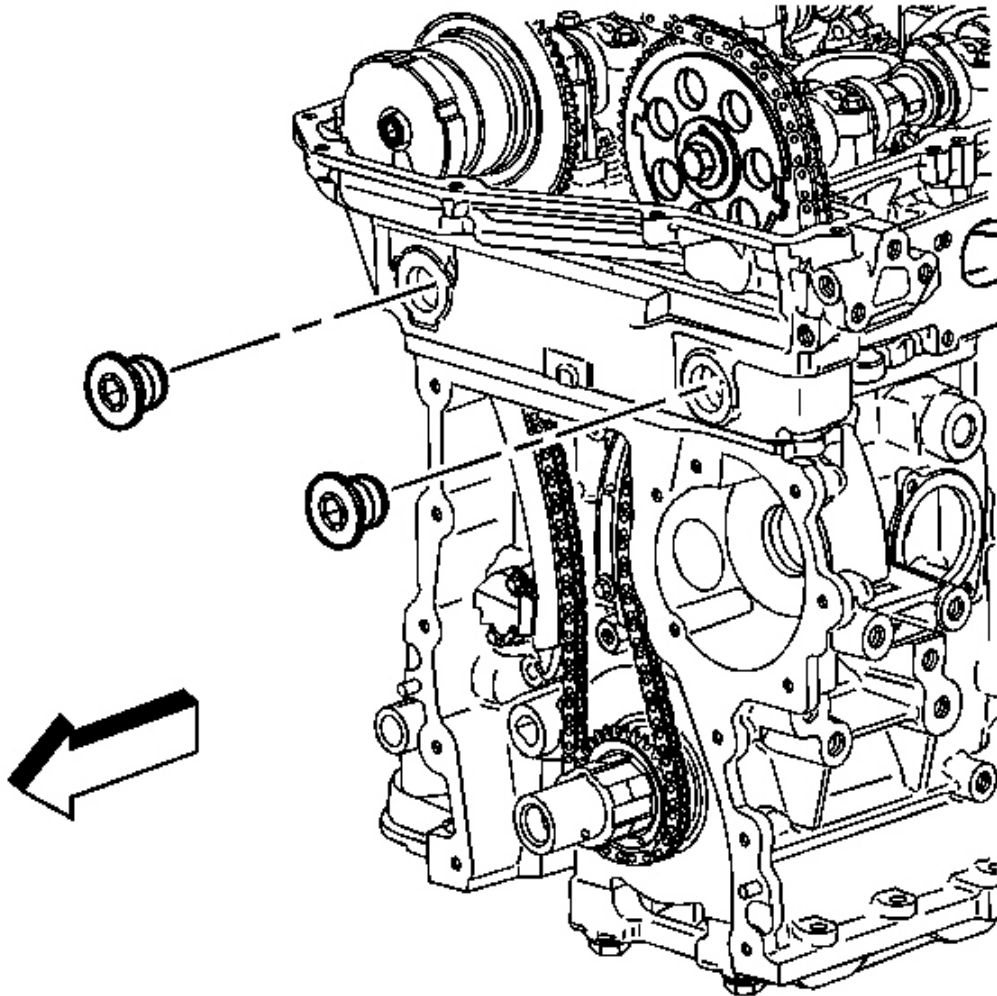


Fig. 168: View Of Cylinder Head Access Hole Plugs
Courtesy of GENERAL MOTORS CORP.

3. Install the cylinder head access hole plug.

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

4. Install the crankshaft sprocket to the crankshaft sprocket snout.

Aligning the marked link on the timing chain with the timing mark on the crankshaft

sprocket.

5. Install the timing chain tensioner shoe. Refer to **Timing Chain Tensioner Shoe Replacement**.

CAMSHAFT REPLACEMENT

Tools Required

- **J 44221** Camshaft Holding Tool. See **Special Tools**.
- **J 44222** Camshaft Sprocket Holding Tool. See **Special Tools**.
- **J 45059** Angle Meter. See **Special Tools**.

Removal Procedure

1. Remove the camshaft cover. Refer to **Camshaft Cover Replacement**.
2. Remove the exhaust camshaft position (CMP) sensor. Refer to **Camshaft Position (CMP) Sensor Replacement-Exhaust** in Engine Controls - 3.5L (L52).
3. Remove the intake CMP sensor. Refer to **Camshaft Position (CMP) Sensor Replacement-Intake** in Engine Controls - 3.5L (L52).

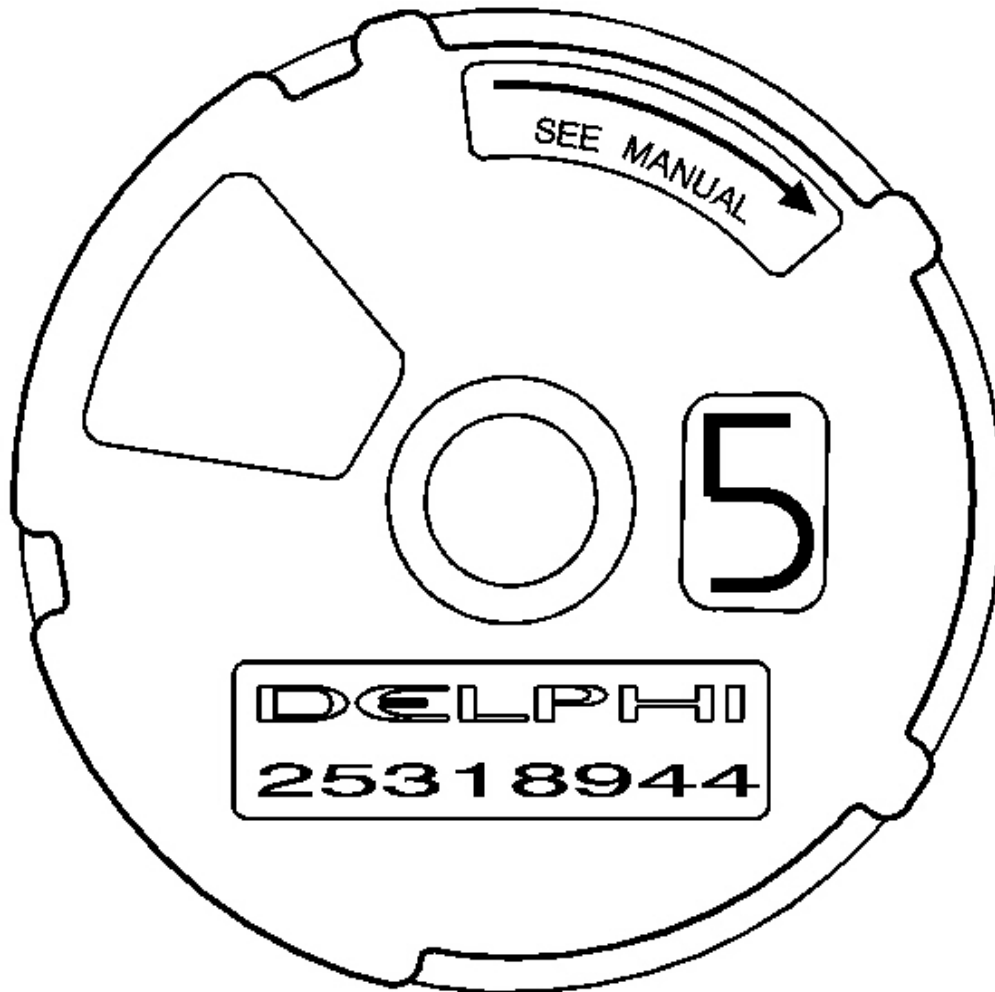


Fig. 169: View Of CMP Actuator
Courtesy of GENERAL MOTORS CORP.

4. Rotate the crankshaft in the engine rotational direction clockwise, until the #1 piston is at top dead center (TDC) on the compression stroke.

The word Delphi on the exhaust camshaft position actuator will be parallel with the cylinder head to cam cover mating surface.

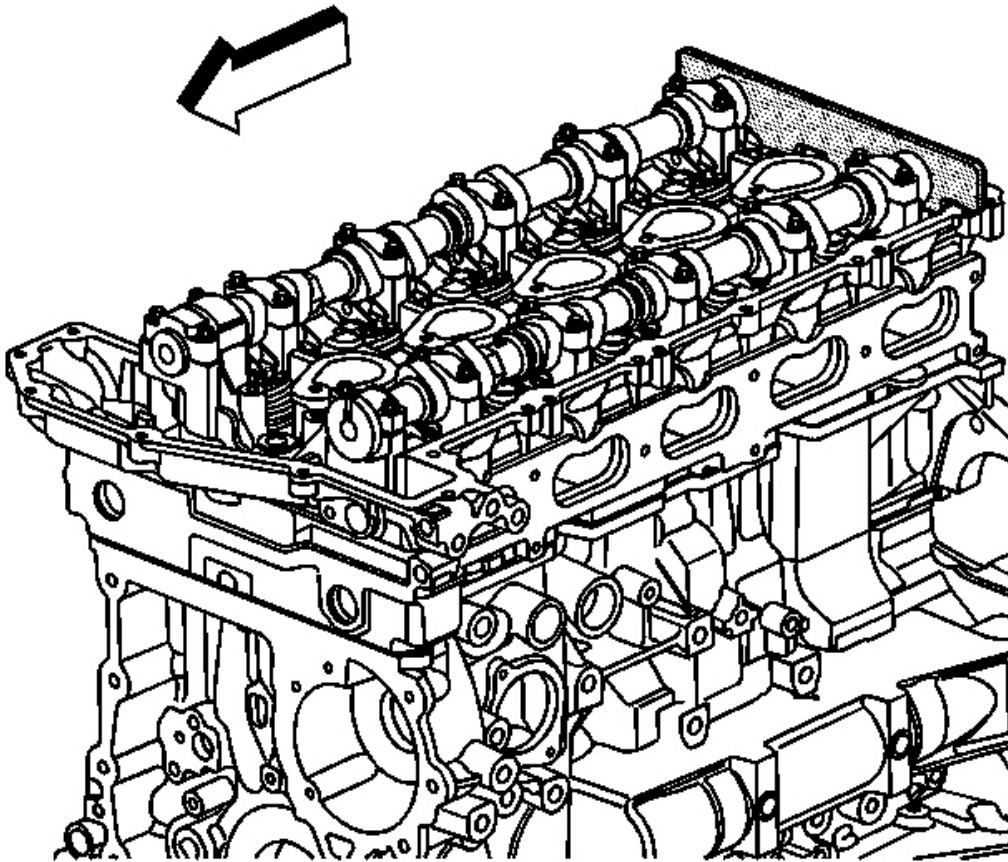


Fig. 170: View Of J 44221 Installed On Camshafts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Camshaft Holding Tool Caution in Cautions and Notices.

5. Install the **J 44221** to the rear of the camshafts. See Special Tools.
6. Remove and discard the intake and the exhaust camshaft sprocket bolts.

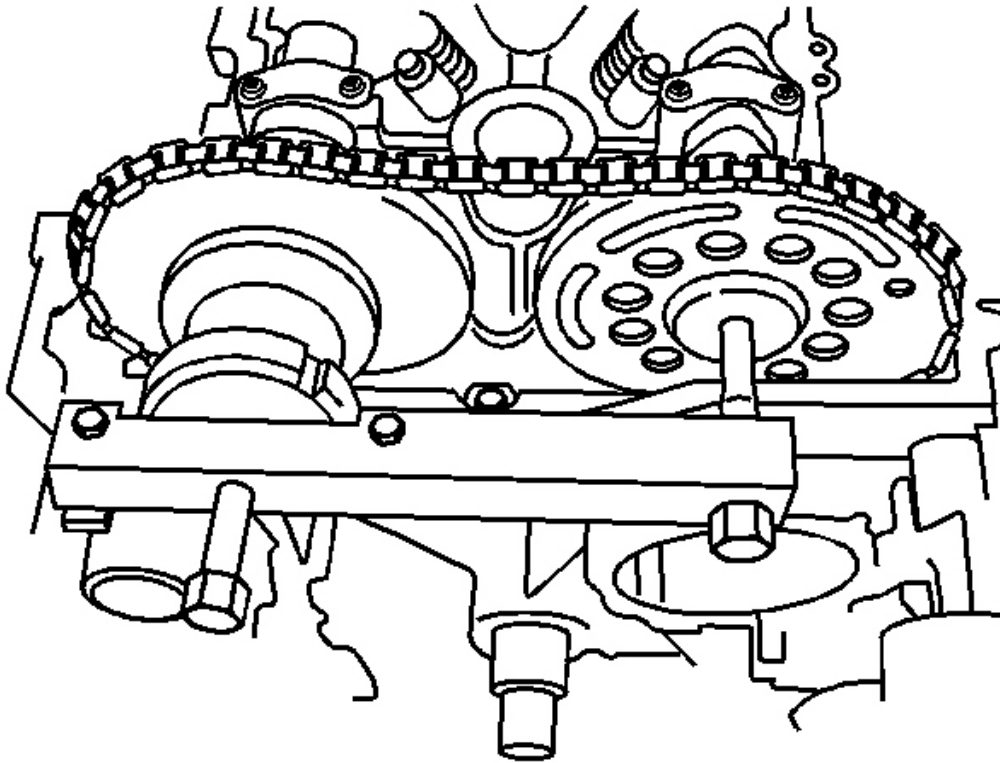


Fig. 171: View Of J 44222 Installed Onto Cylinder Head
Courtesy of GENERAL MOTORS CORP.

7. Install the **J 44222** onto the cylinder head and adjust the horizontal bolts into the camshaft sprockets in order to maintain chain tension and keep from disturbing the timing chain components. See **Special Tools**.
8. Carefully slide the sprockets with the timing chain from the camshafts to the **J 44222** . See **Special Tools**.

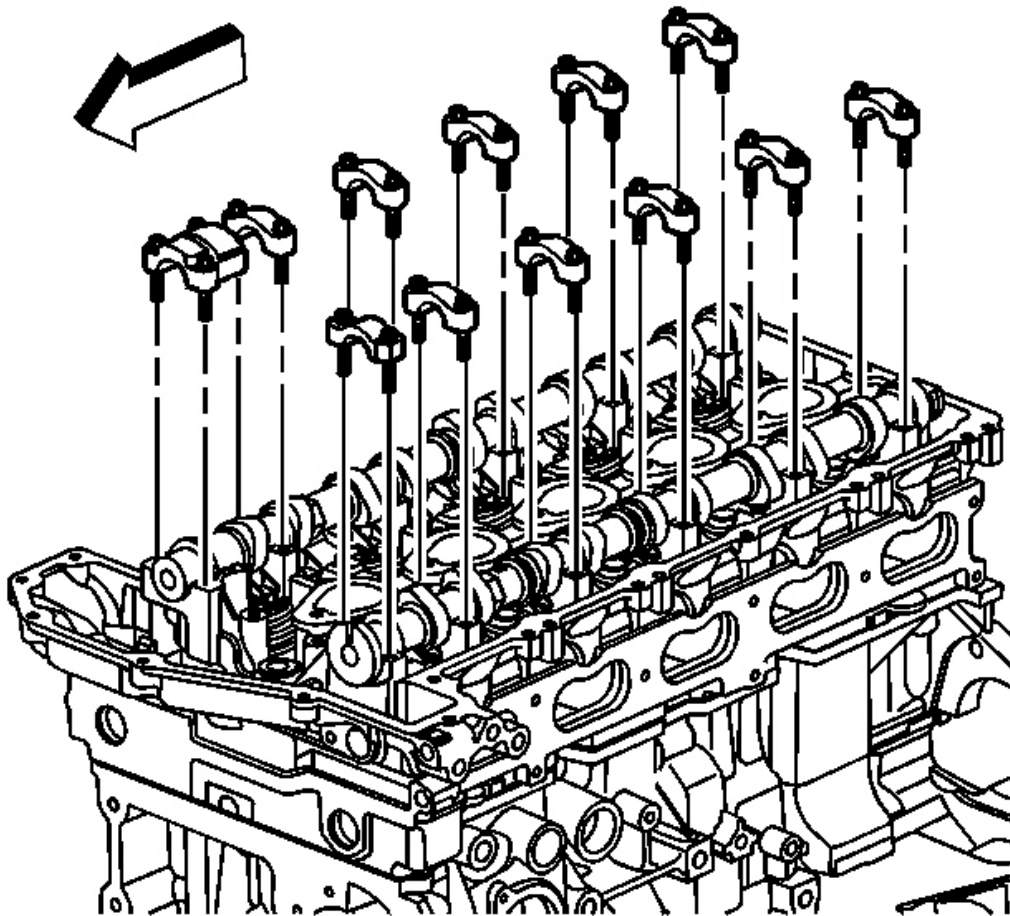


Fig. 172: View Of Camshaft Caps
Courtesy of GENERAL MOTORS CORP.

9. Alternately loosen the camshaft cap bolts a few turns at a time until all valve spring pressure has been released.

IMPORTANT: Place the camshaft caps in a rack to ensure the caps are installed in the same location from which they were removed.

10. Remove the camshaft caps.
11. Remove the **J 44221** from the camshafts. See **Special Tools**.

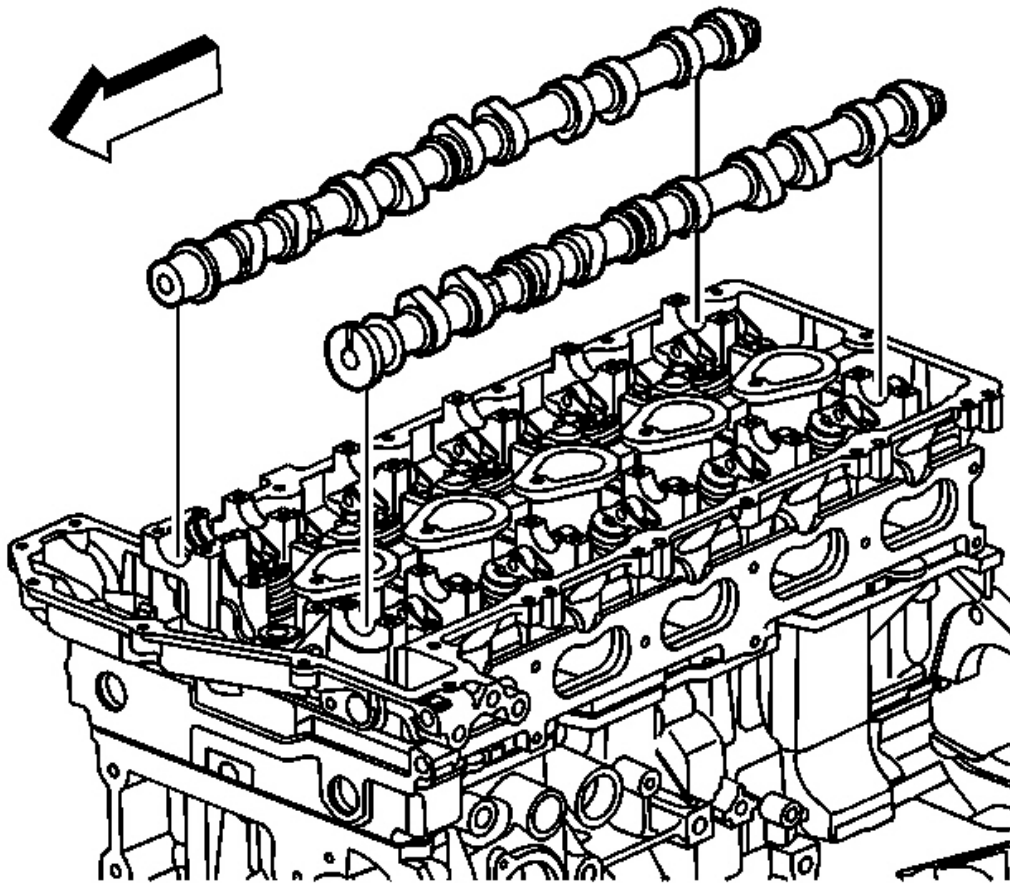


Fig. 173: View Of Camshafts
Courtesy of GENERAL MOTORS CORP.

12. Remove the camshafts from the cylinder head.
13. Clean and inspect the camshafts. Refer to Camshafts Cleaning and Inspection.

Installation Procedure

1. Coat the camshaft journals, camshaft journal thrust face, and camshaft lobes with clean engine oil.

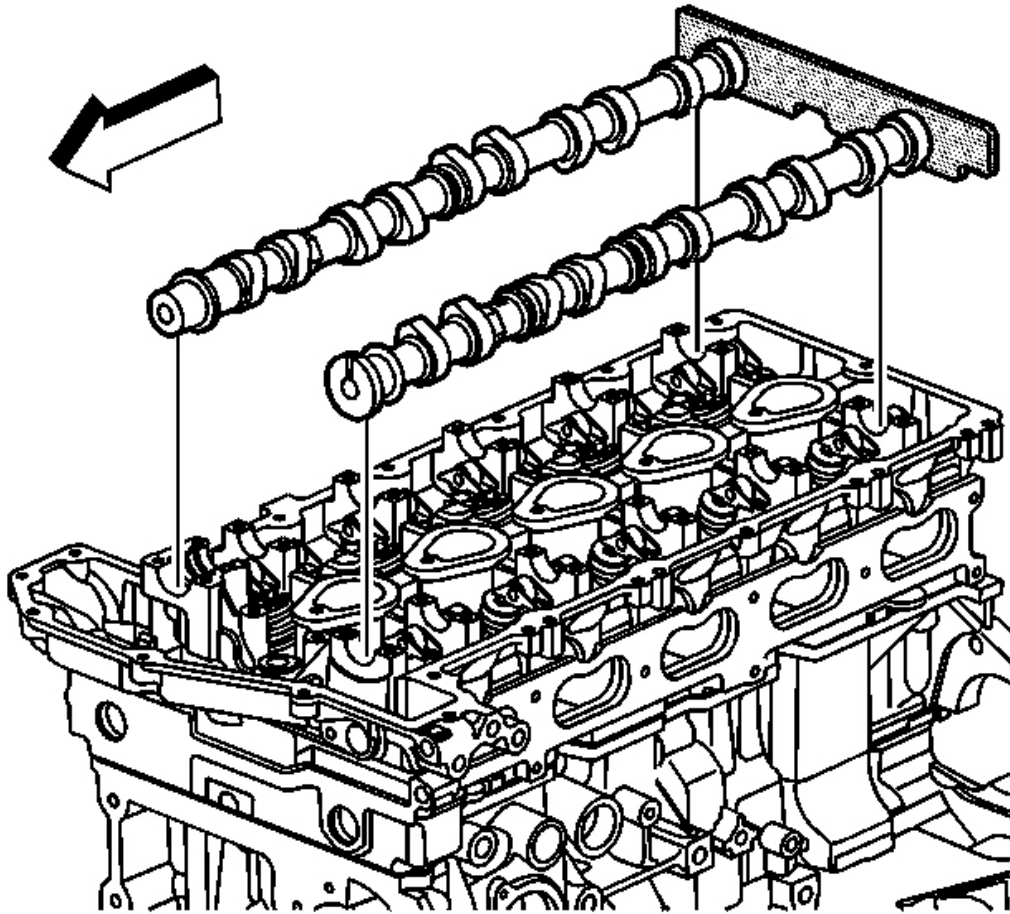


Fig. 174: Installing J 44221 To Camshafts
Courtesy of GENERAL MOTORS CORP.

2. Install the **J 44221** with the camshaft flats up and the #1 piston at TDC. See **Special Tools**.
3. Install the intake and exhaust camshafts to their original positions.

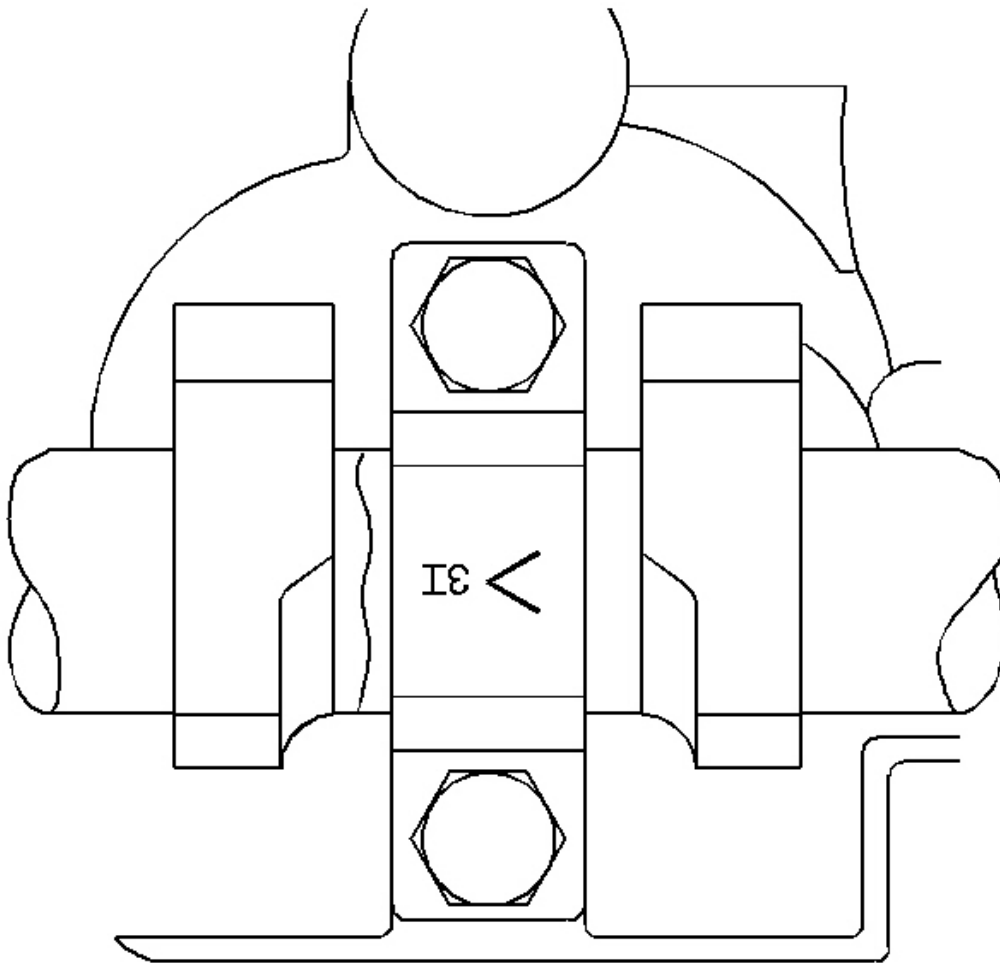


Fig. 175: Identifying Camshaft Bearing Cap Markings
Courtesy of GENERAL MOTORS CORP.

4. Observe the markings on the camshaft caps. Each camshaft cap is marked in order to identify its location. The markings have the following meanings:
 - The arrow should point to the front of the engine
 - The number indicates the position from the front of the engine
 - The "E" indicates the exhaust camshaft.
 - The "I" indicates the intake camshaft.

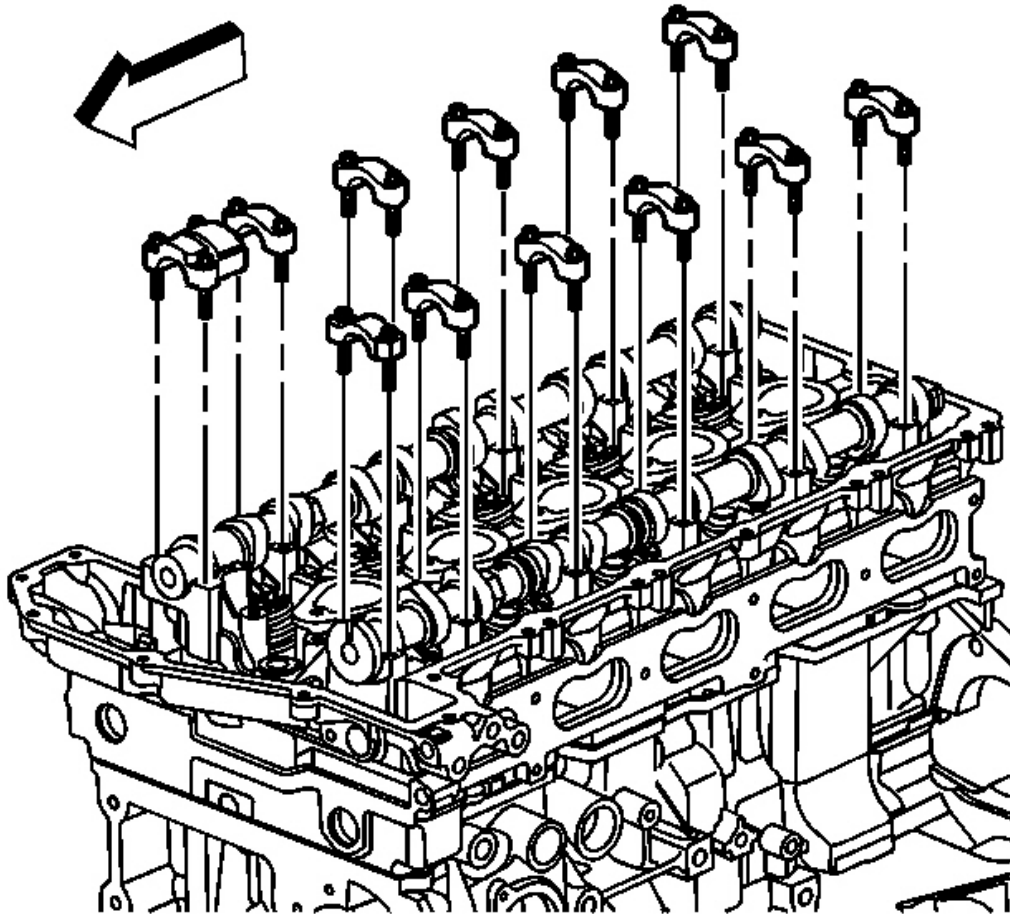


Fig. 176: View Of Camshaft Caps
Courtesy of GENERAL MOTORS CORP.

5. Install the camshaft caps according to the identification marks.

NOTE: Refer to Fastener Notice in Cautions and Notices.

6. Install the camshaft cap bolts. Tighten the bolts evenly in order to compress the valve springs before final torque.

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

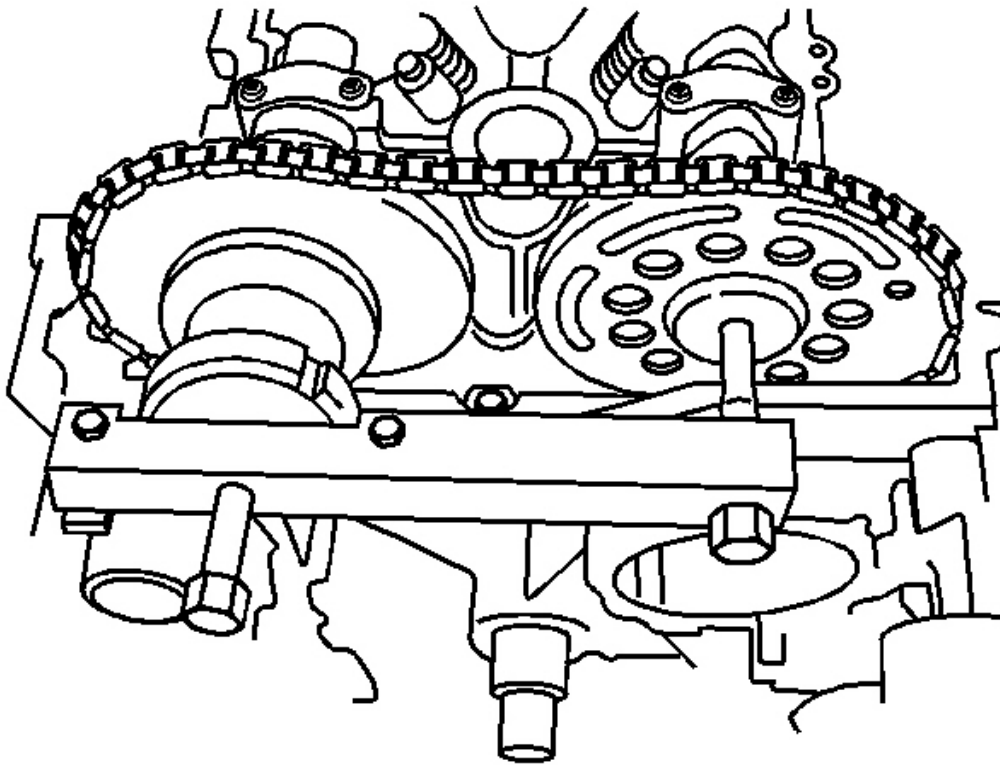


Fig. 177: View Of J 44222 Installed Onto Cylinder Head
Courtesy of GENERAL MOTORS CORP.

IMPORTANT:

- To aid in aligning the sprockets to the camshafts, use a 25 mm (1 in) wrench on the hex of the camshafts to rotate
- Ensure the alignment pins are properly engaged with the camshafts

7. Carefully slide the sprockets with the timing chain from the **J 44222** to the camshafts. See **Special Tools**.
8. Remove the **J 44222** from the cylinder head. See **Special Tools**.

9. Install the new intake camshaft sprocket bolt.
10. Install the new exhaust camshaft actuator bolt.

Tighten:

1. Tighten the intake camshaft sprocket bolt a first pass to 20 N.m (15 lb ft). Using the **J 45059** rotate the bolt a final pass an additional 100 degrees. See **Special Tools**.
2. Tighten the exhaust camshaft sprocket bolt a first pass to 25 N.m (18 lb ft). Using the **J 45059** rotate the bolt a final pass an additional 135 degrees. See **Special Tools**.

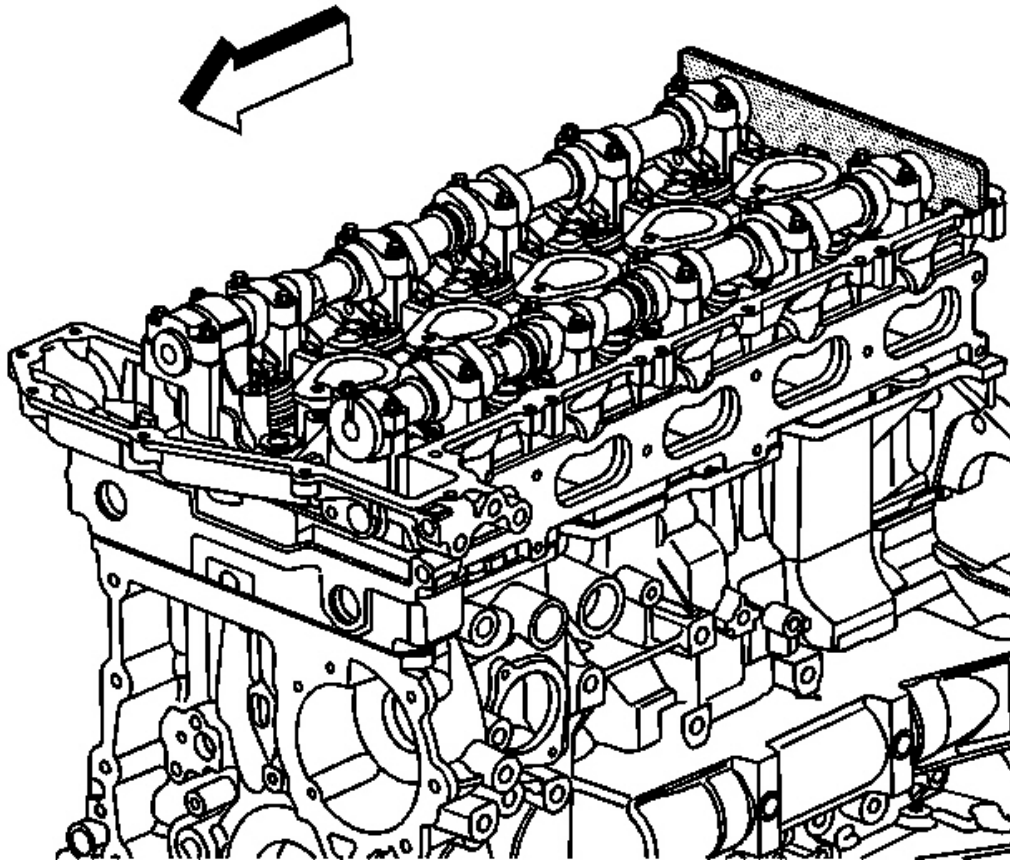


Fig. 178: View Of J 44221 Installed On Camshafts
Courtesy of GENERAL MOTORS CORP.

11. Remove the **J 44221** from the camshafts. See **Special Tools**.

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12. Install the intake CMP sensor. Refer to **Camshaft Position (CMP) Sensor Replacement-Intake** in Engine Controls - 3.5L (L52).
13. Install the exhaust CMP sensor. Refer to **Camshaft Position (CMP) Sensor Replacement-Exhaust** in Engine Controls - 3.5L (L52).
14. Install the camshaft cover. Refer to **Camshaft Cover Replacement**.

OIL FILTER ADAPTER REPLACEMENT

Removal Procedure

1. Remove the oil filter. Refer to **Engine Oil and Oil Filter Replacement**.
2. Remove the oil filter adapter from the engine block.

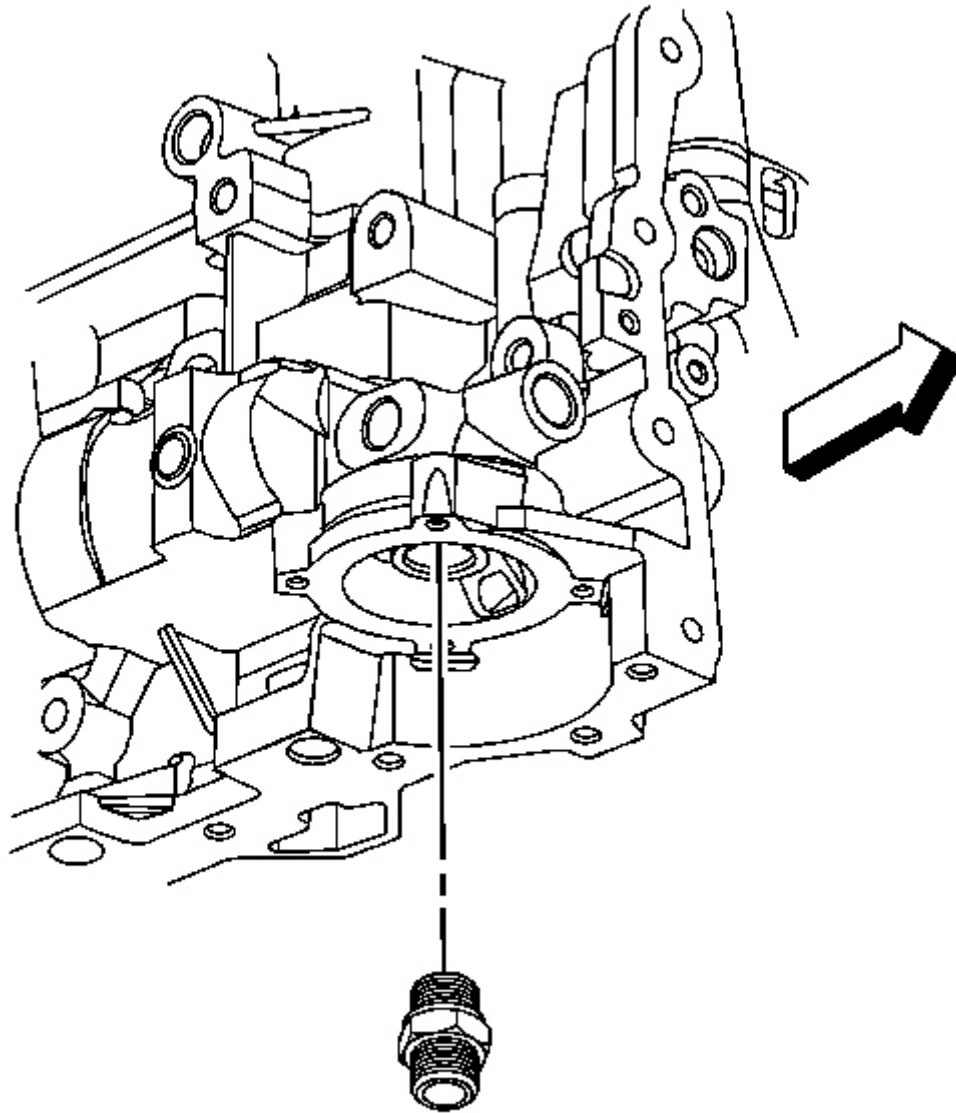


Fig. 179: Oil Filter Adapter
Courtesy of GENERAL MOTORS CORP.

Installation Procedure

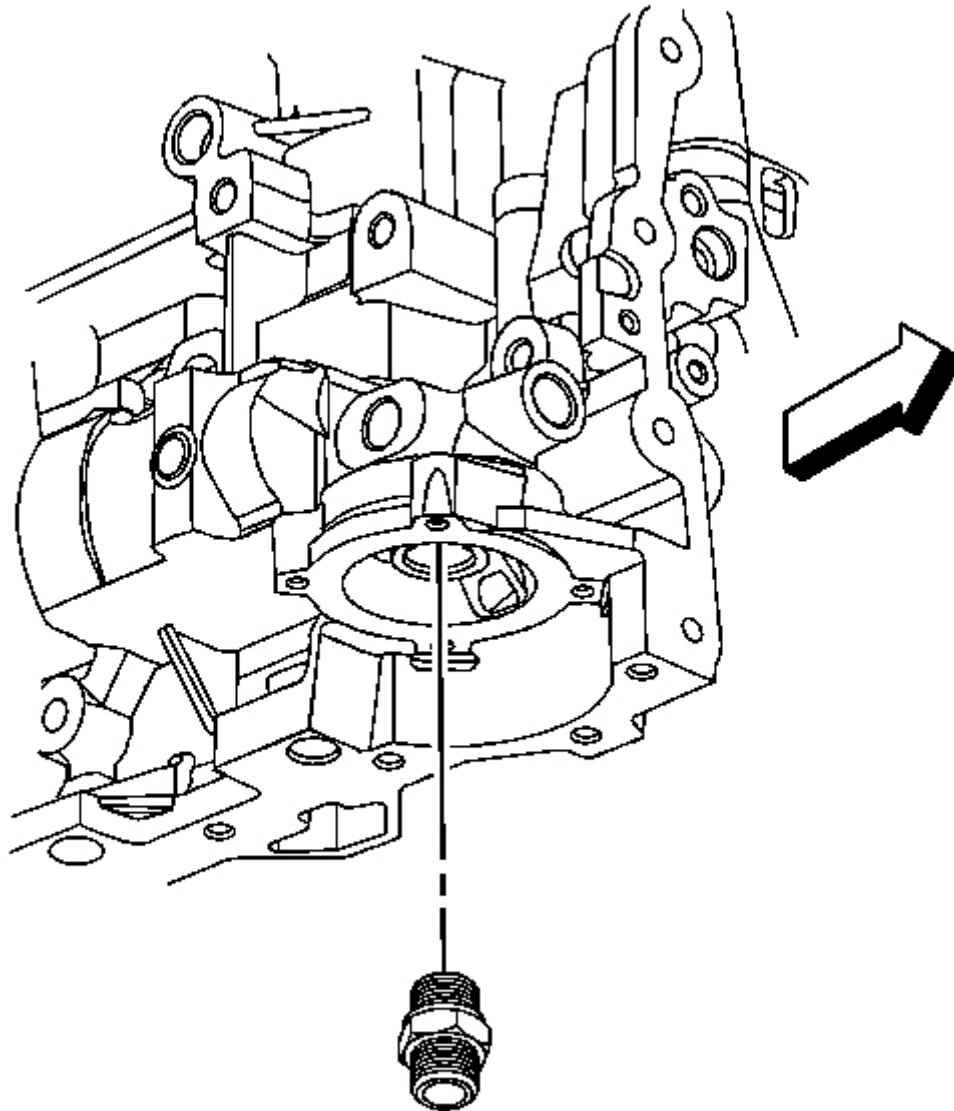


Fig. 180: Oil Filter Adapter
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Component Fastener Tightening Notice in Cautions and Notices.

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1. Install the oil filter adapter into the engine block.

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

2. Install the oil filter. Refer to **Engine Oil and Oil Filter Replacement.**

OIL FILTER BYPASS VALVE REPLACEMENT

Removal Procedure

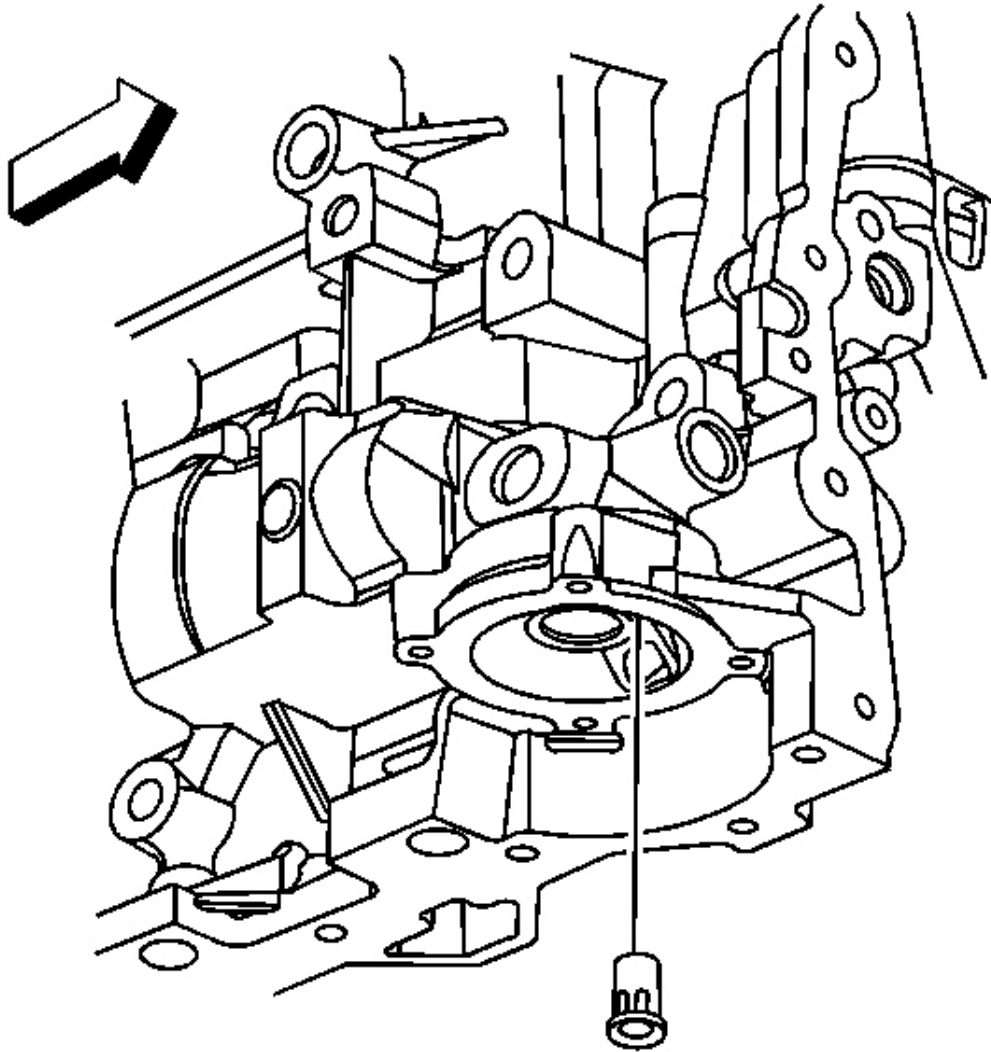


Fig. 181: Oil Filter Bypass Valve
Courtesy of GENERAL MOTORS CORP.

1. Remove the oil filter. Refer to **Engine Oil and Oil Filter Replacement**.
2. Using a suitable tool, pry the oil filter bypass valve from the engine block. Discard the oil filter bypass valve.

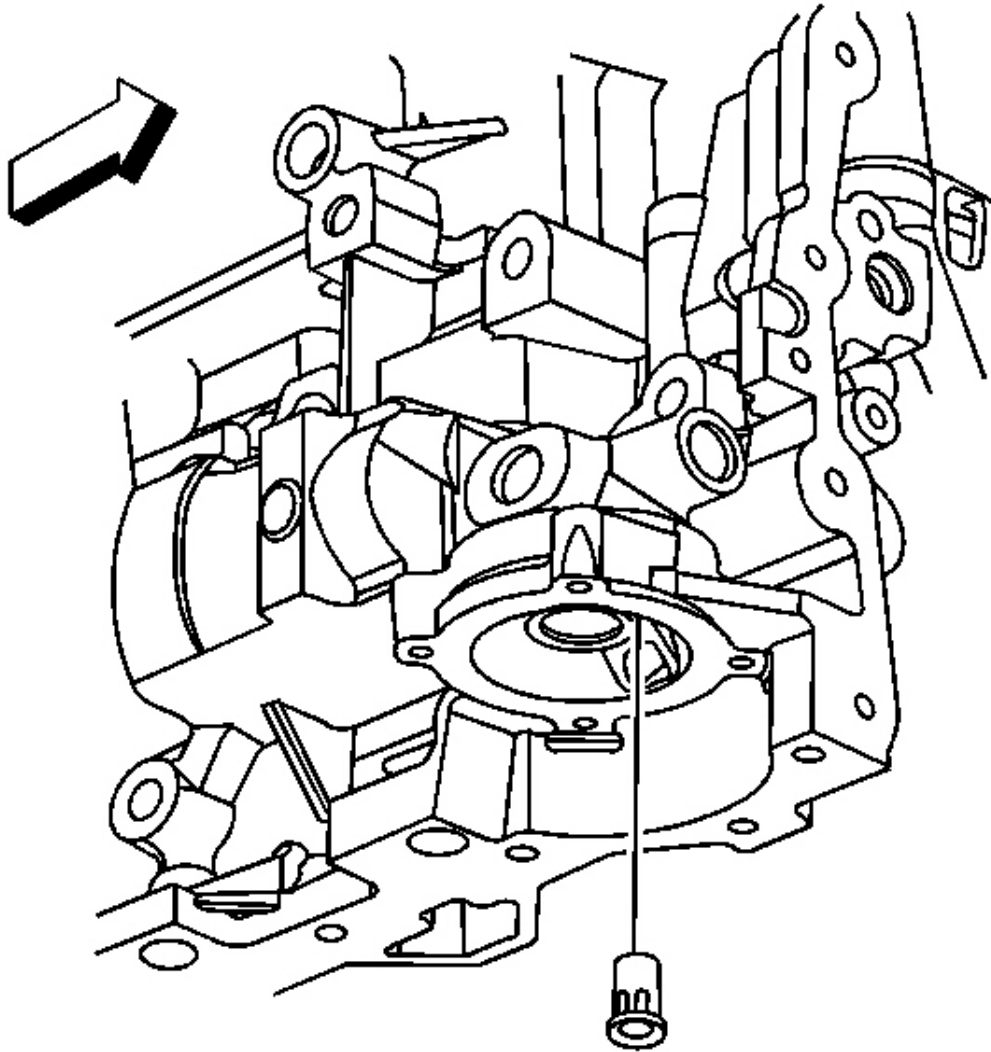


Fig. 182: Oil Filter Bypass Valve
Courtesy of GENERAL MOTORS CORP.

1. Press the NEW oil filter bypass valve into the engine block.
2. Install the oil filter. Refer to **Engine Oil and Oil Filter Replacement**.

OIL PAN REPLACEMENT

Removal Procedure

1. Remove the oil level indicator and tube. Refer to **Oil Level Indicator and Tube Replacement**.
2. Remove the oil pan skid plate. Refer to **Oil Pan Skid Plate Replacement** in Frame and Underbody.
3. Drain the engine oil. Refer to **Engine Oil and Oil Filter Replacement**.
4. Remove the crossmember. Refer to **Crossmember Replacement** in Frame and Underbody.

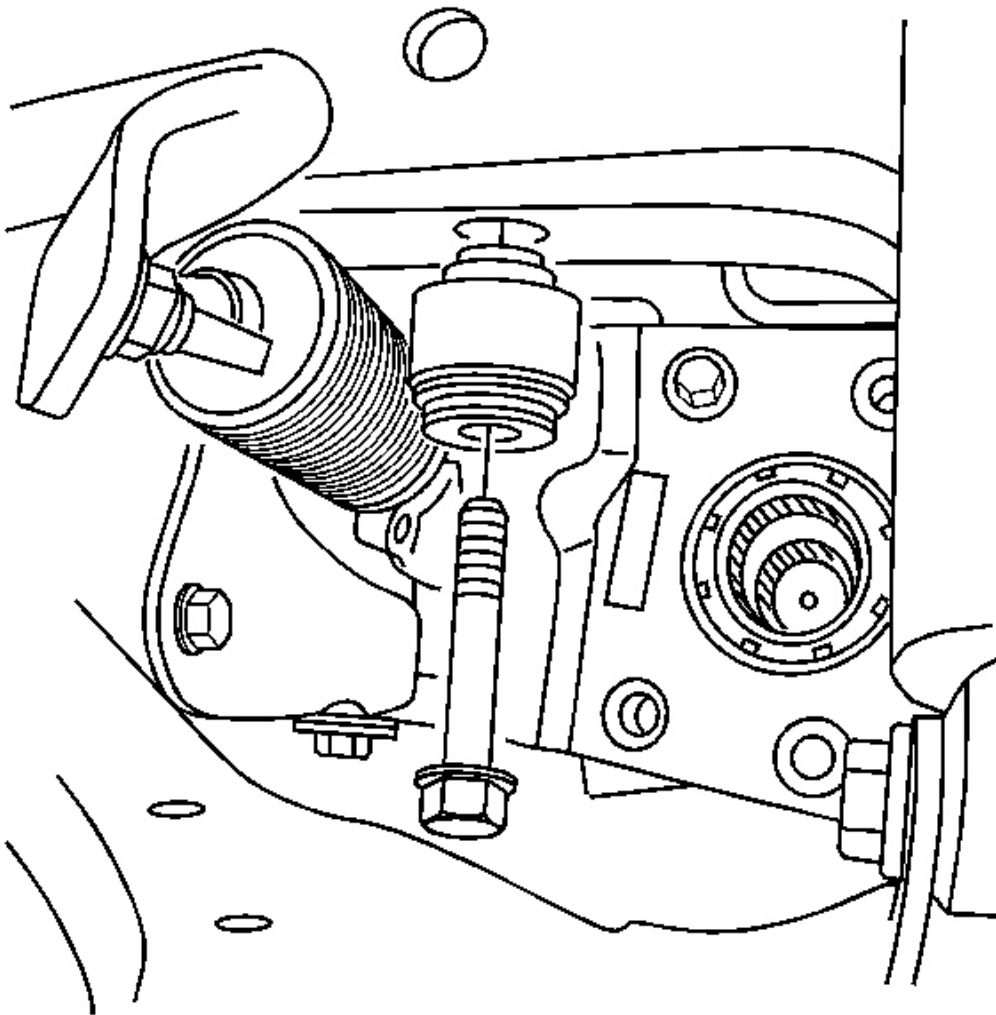


Fig. 183: View Of Mounting Bracket To Frame Bolts
Courtesy of GENERAL MOTORS CORP.

5. Remove the differential carrier assembly bushing to frame bolts ONLY.
6. Pull the differential carrier assembly downward.
7. Secure the pinion yoke, in order to prevent the differential carrier from rotating.

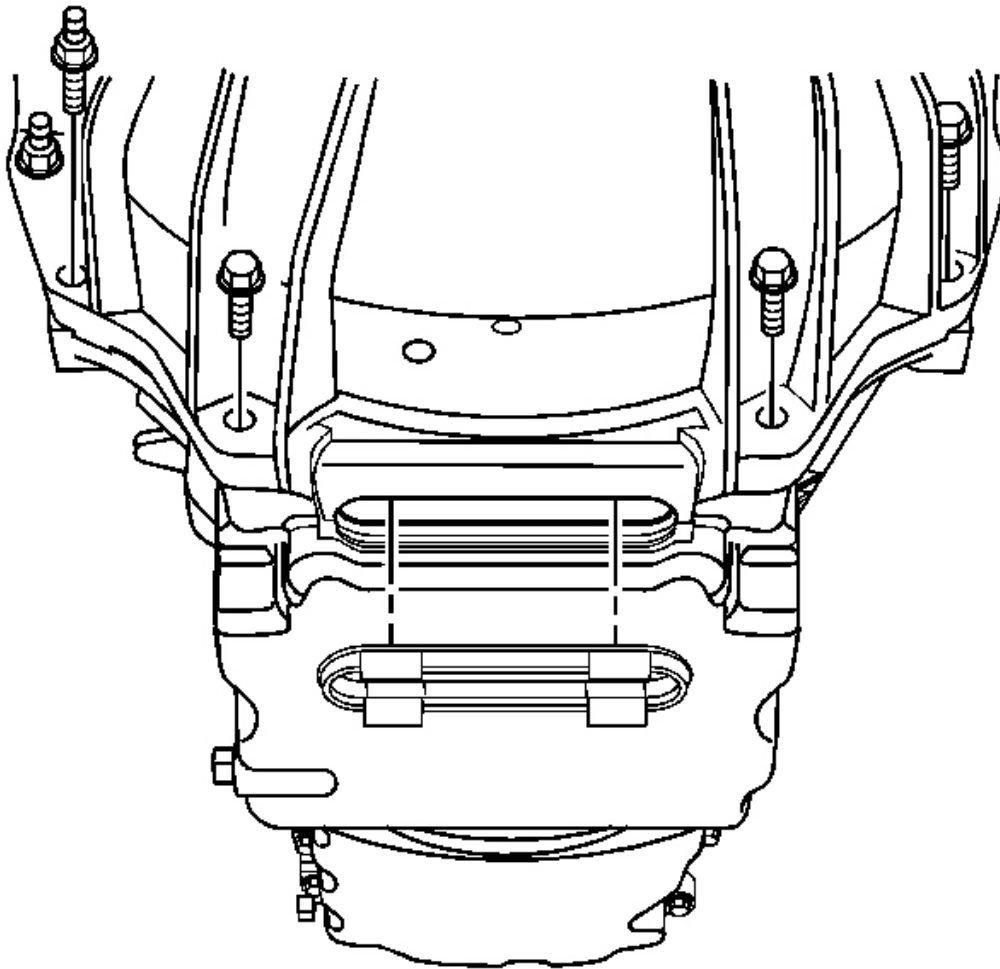


Fig. 184: View Of Transmission Mounting Bolts
Courtesy of GENERAL MOTORS CORP.

8. Remove the service slot plug.
9. Remove the nuts securing the fuel hose/pipe bracket to the transmission, and position aside.
10. Remove 4 lower transmission mounting bolts that are attached to the oil pan.

11. Remove the power steering gear. Refer to **Power Steering Gear Replacement** in Power Steering System.
12. Pull the power steering gear downward in order to gain access to the oil pan.
13. Disconnect the engine wiring harness retainers from the oil pan.

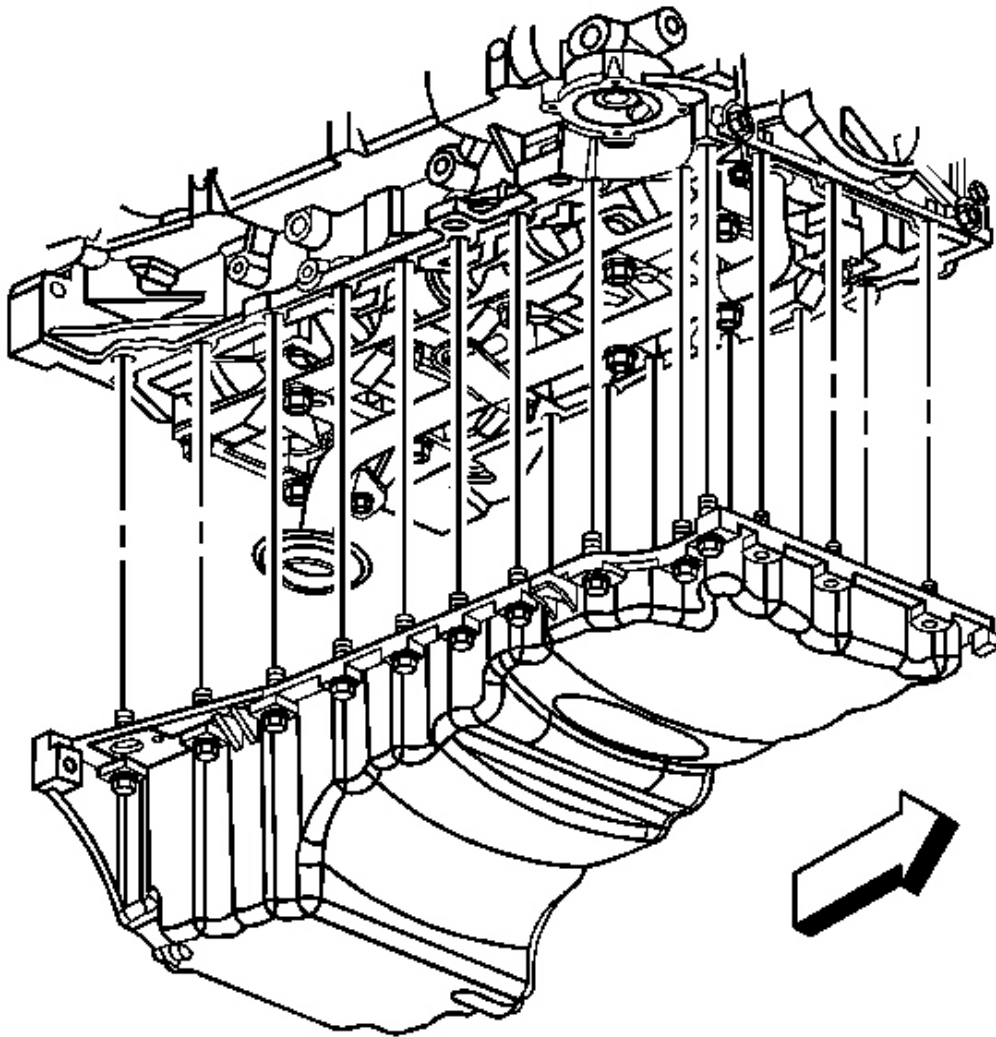


Fig. 185: Oil Pan Mounting

Courtesy of GENERAL MOTORS CORP.

14. Remove the oil pan bolts.
15. Install 2 bolts in the threaded holes at the rear of the oil pan to act as jack screws and tighten evenly to release the oil pan from the engine block.
16. Remove the oil pan.
17. Remove the 2 bolts from the jack screw holes.
18. Clean and inspect the oil pan. Refer to **Oil Pan Cleaning and Inspection**.
19. Clean and inspect the engine block sealing surface.

Installation Procedure

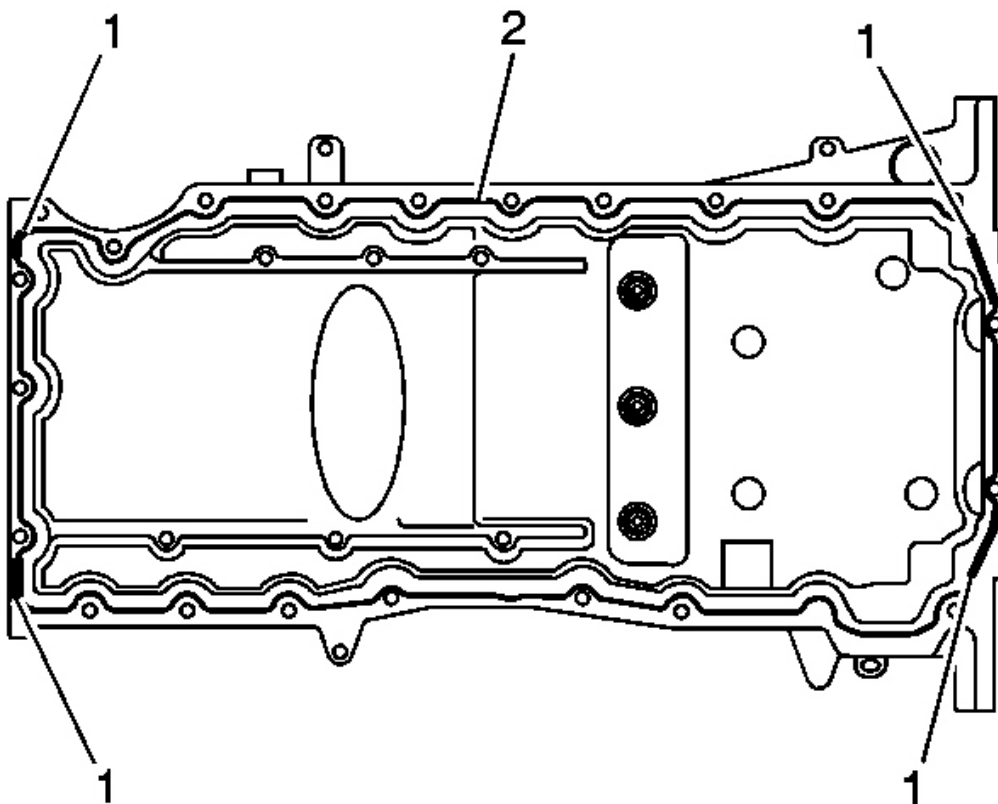


Fig. 186: View Of Oil Pan Sealant Application
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The oil pan must be installed within 10 minutes from when

the sealer was applied.

1. Apply a 5.5 mm (0.22 in) bead of sealer GM P/N 12378521 (Canadian P/N 88901148) to the oil pan in the areas marked (1).
2. Apply a 3 mm (0.12 in) bead of sealer GM P/N 12378521 (Canadian P/N 88901148) to the oil pan in the area marked (2).

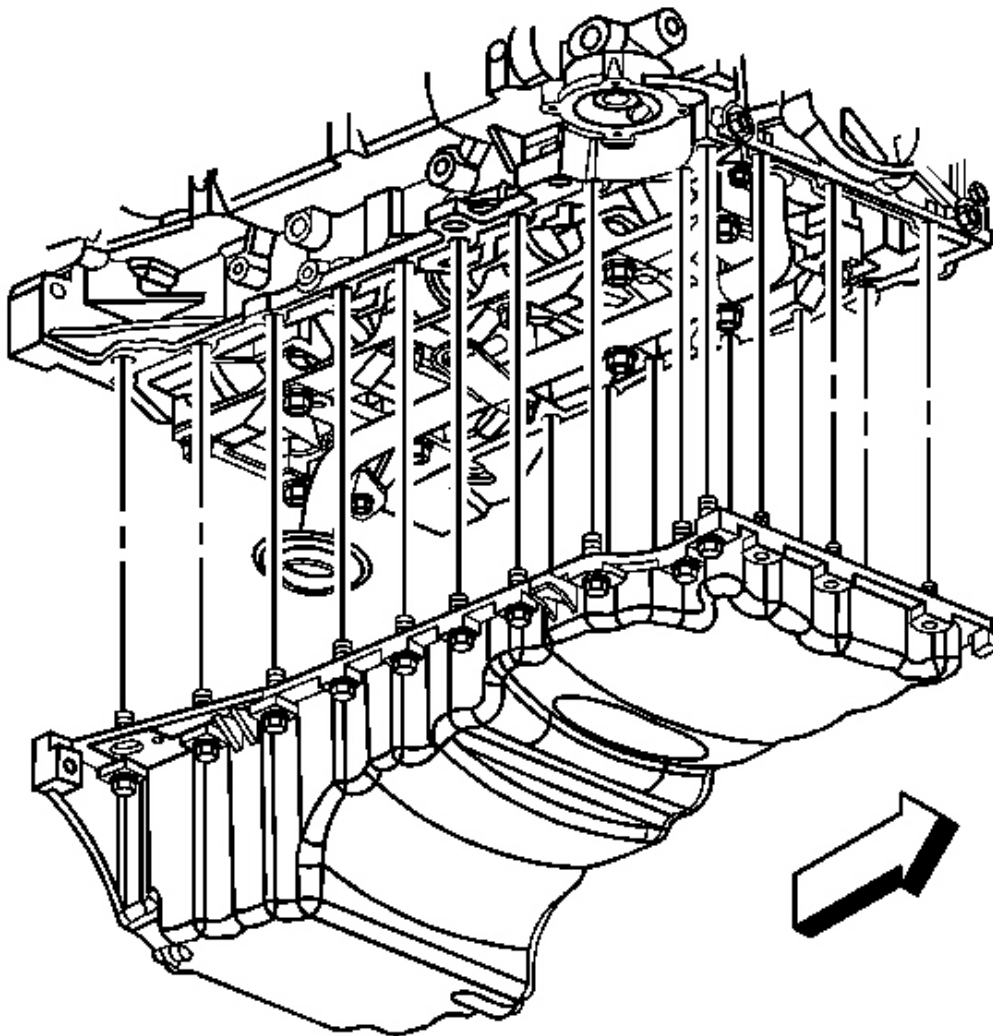


Fig. 187: Oil Pan Mounting
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Use care not to allow the sealer to contact the oil pump pipe and screen assembly.

3. Position the oil pan to the engine block.
4. Ensure the oil pan is positioned fully rearward against the transmission mounting surface.
5. Install the oil pan bolts.

NOTE: Refer to Fastener Notice in Cautions and Notices.

Tighten the oil pan bolts.

Tighten:

- Tighten the (side) bolts to 25 N.m (18 lb ft).
 - Tighten the (end) bolts to 10 N.m (89 lb in).
6. Connect the engine wiring harness retainers to the oil pan.
 7. Position the power steering gear upward to the frame assembly.
 8. Install the power steering gear. Refer to Power Steering Gear Replacement in Power Steering System.

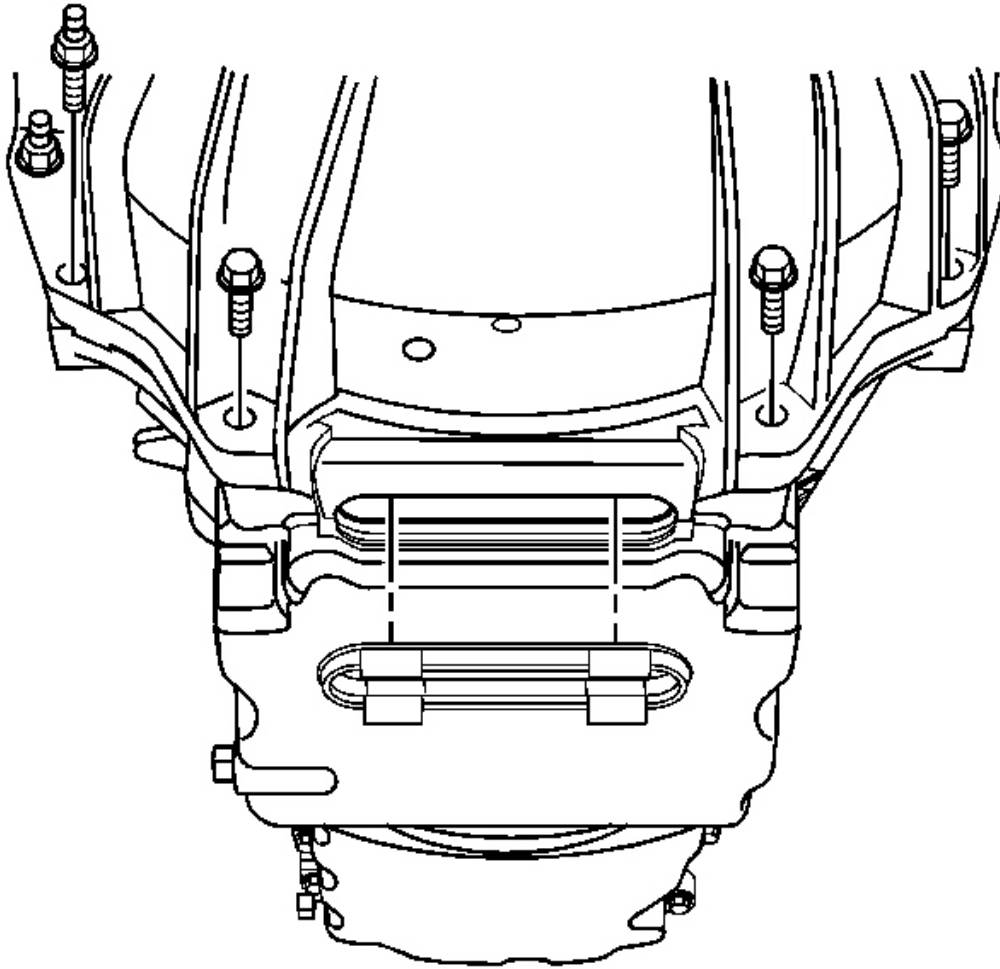


Fig. 188: View Of Transmission Mounting Bolts
Courtesy of GENERAL MOTORS CORP.

9. Install the 4 lower transmission mounting bolts.

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

10. Install the nuts securing the fuel hose/pipe bracket to the transmission.

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

11. Install the service slot plug.

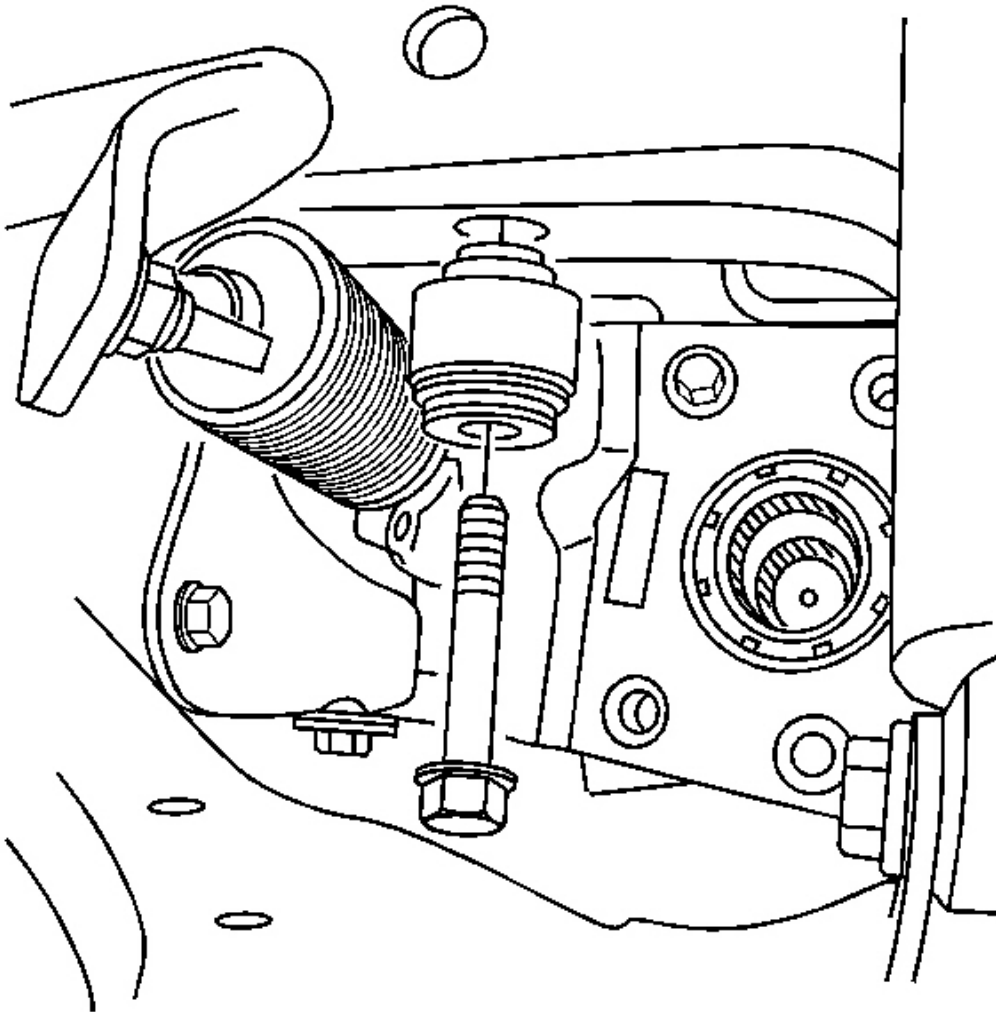


Fig. 189: View Of Mounting Bracket To Frame Bolts
Courtesy of GENERAL MOTORS CORP.

12. Position the differential carrier assembly to the frame.
13. Install the differential carrier assembly bushing to frame bolts.

Tighten: Tighten the bolts to 152 N.m (112 lb ft).

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14. Install the crossmember. Refer to **Crossmember Replacement** in Frame and Underbody.
15. Install the oil pan skid plate. Refer to **Oil Pan Skid Plate Replacement** in Frame and Underbody.
16. Install the oil level indicator and tube. Refer to **Oil Level Indicator and Tube Replacement**.
17. Fill the engine oil. Refer to **Engine Oil and Oil Filter Replacement**.

ENGINE OIL PRESSURE SENSOR AND/OR SWITCH REPLACEMENT

Removal Procedure

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

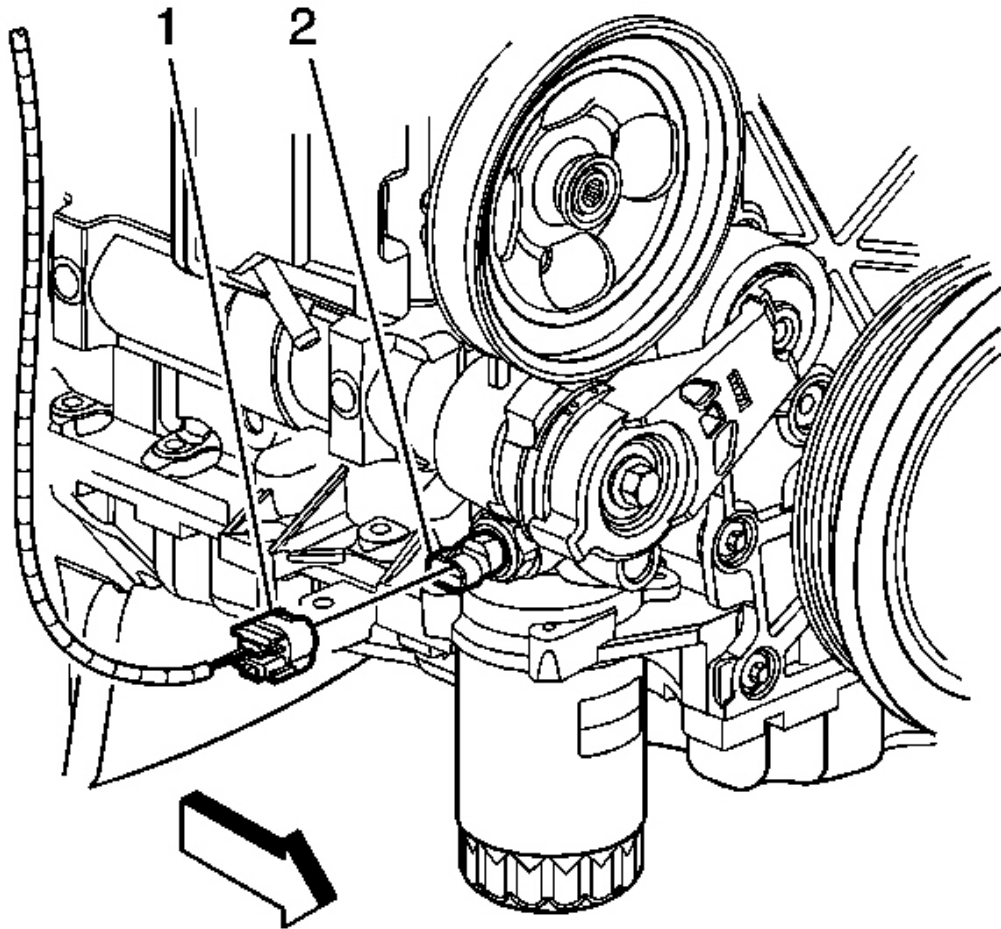


Fig. 190: View Of Oil Pressure Switch Engine Wiring Harness Electrical Connector
Courtesy of GENERAL MOTORS CORP.

2. Disconnect the oil pressure switch electrical connector (1).

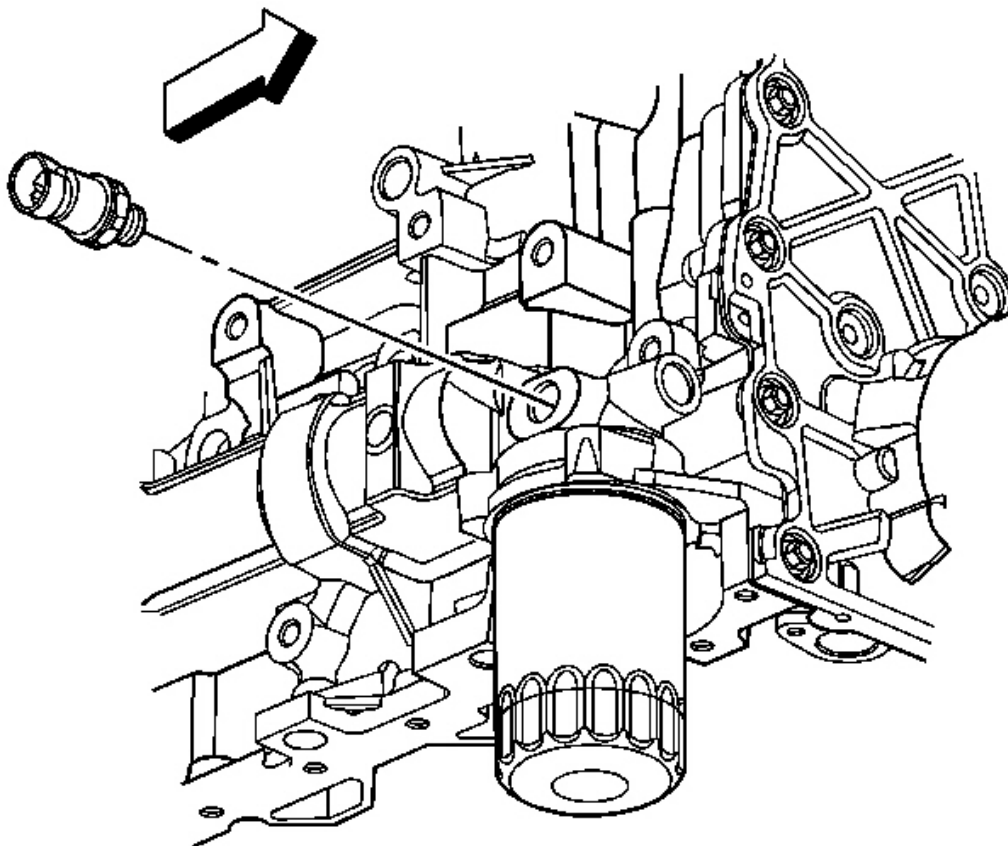


Fig. 191: View Of Engine Oil Pressure Switch
Courtesy of GENERAL MOTORS CORP.

3. Remove the engine oil pressure switch.

Installation Procedure

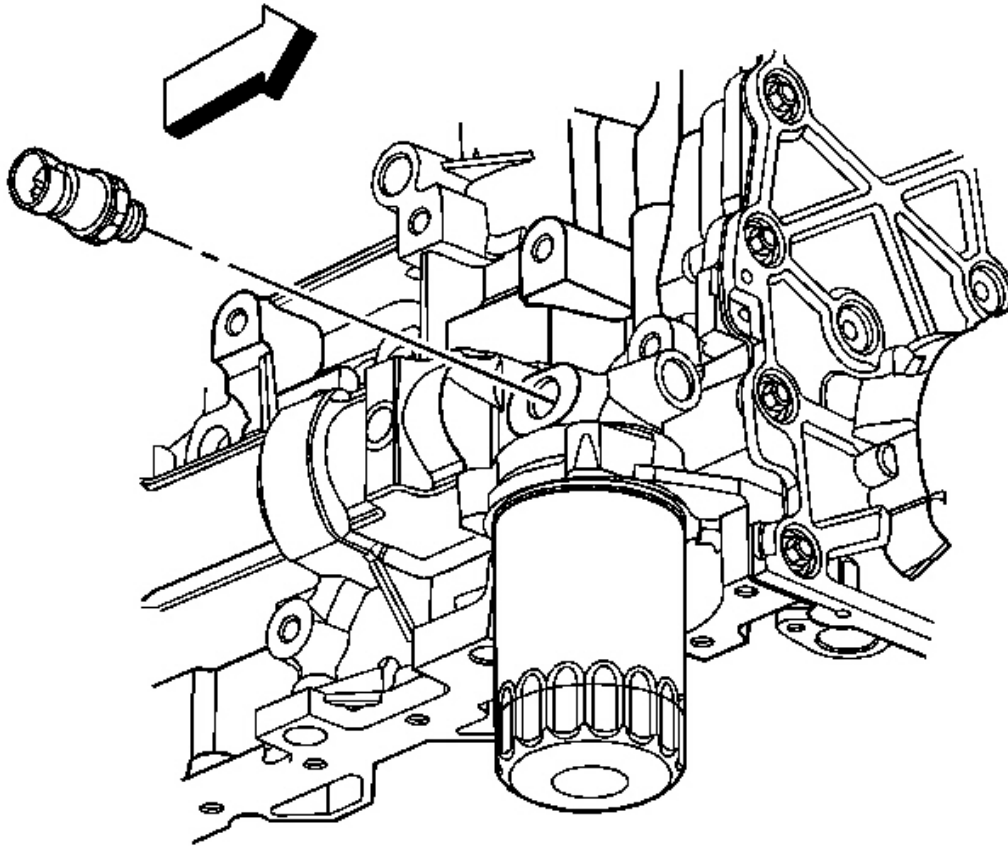


Fig. 192: View Of Engine Oil Pressure Switch
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Component Fastener Tightening Notice in Cautions and Notices.

1. Install the engine oil pressure switch.

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

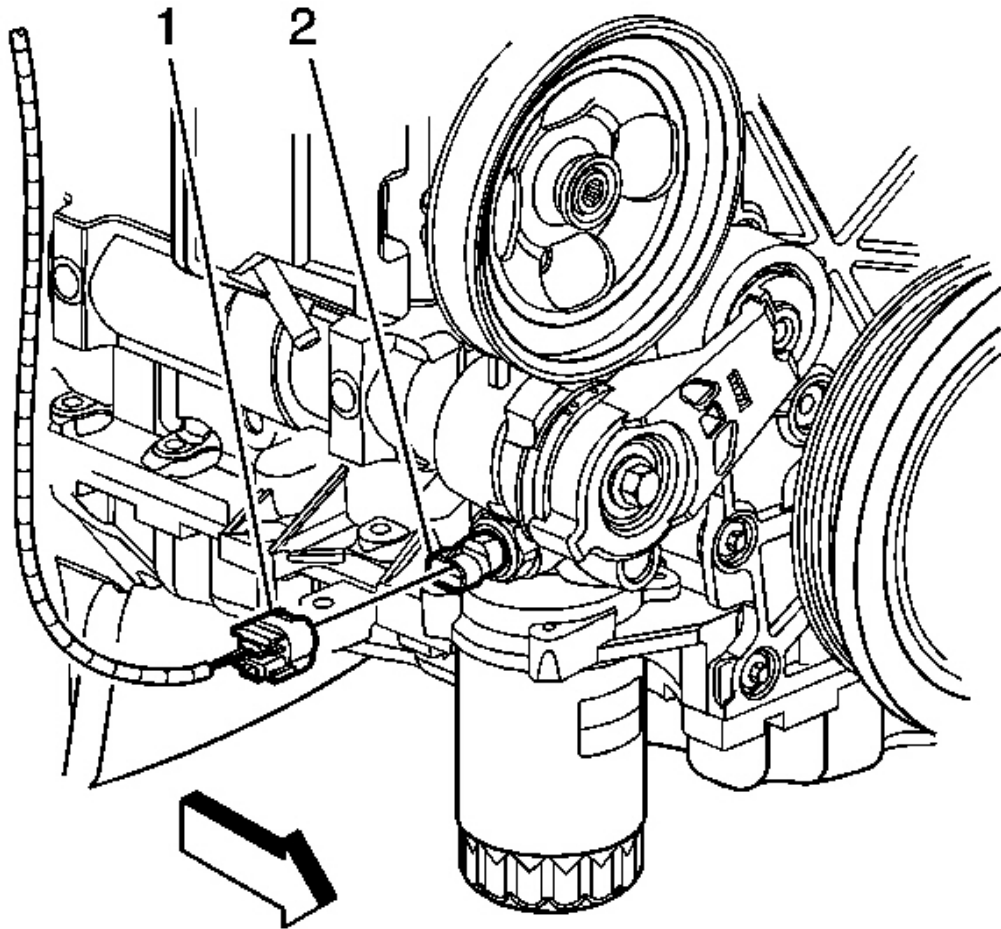


Fig. 193: View Of Oil Pressure Switch Engine Wiring Harness Electrical Connector
Courtesy of GENERAL MOTORS CORP.

2. Connect the oil pressure switch electrical connector (1).
3. Lower the vehicle.

OIL PUMP PIPE AND SCREEN ASSEMBLY REPLACEMENT

Removal Procedure

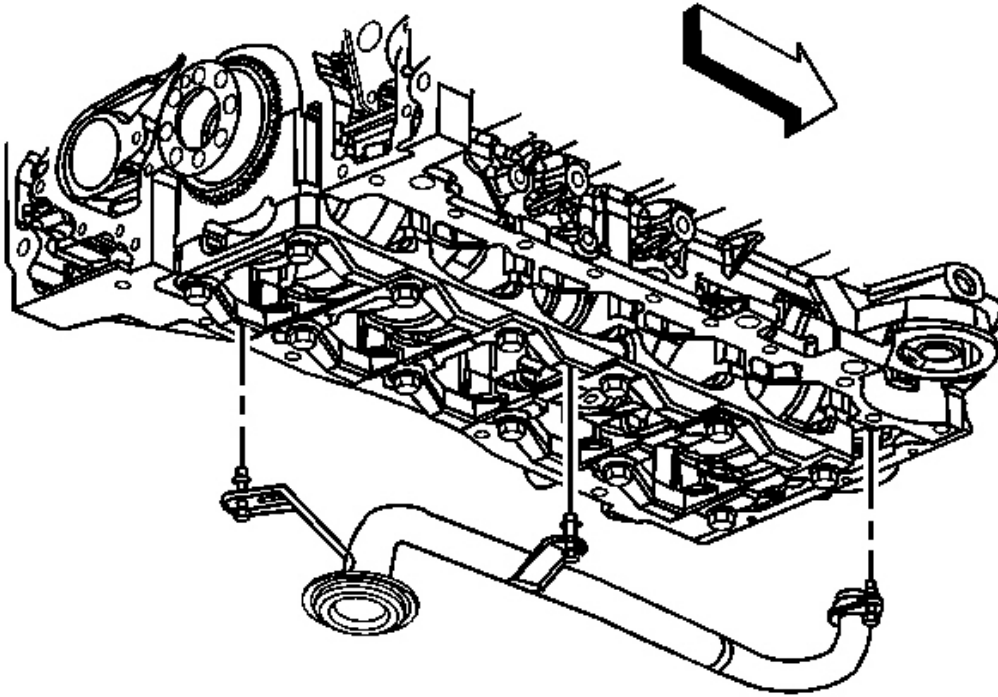


Fig. 194: Oil Pump Pipe and Screen Assembly
Courtesy of GENERAL MOTORS CORP.

1. Remove the oil pan. Refer to **Oil Pan Replacement**.
2. Remove the oil pump pipe screen brace bolts.
3. Remove the oil pump pipe screen bolt.
4. Remove the oil pump pipe screen from the engine.
5. Remove and discard the oil pump pipe seal.
6. Clean and inspect the oil pump pipe screen.

Installation Procedure

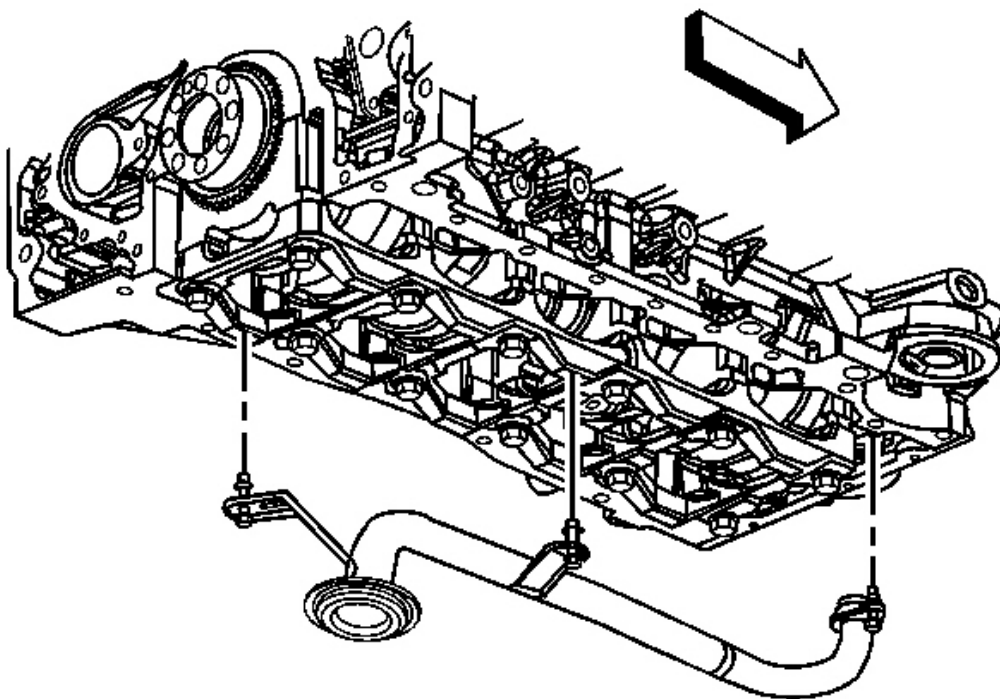


Fig. 195: Oil Pump Pipe and Screen Assembly
Courtesy of GENERAL MOTORS CORP.

1. Install a NEW oil pump pipe seal onto the oil pump pipe screen assembly.
2. Install the oil pump pipe screen to the engine.
3. Apply sealant GM P/N 12346004 (Canadian P/N 10953480) or equivalent, to the oil pump pipe bolt threads.

NOTE: Refer to Fastener Notice in Cautions and Notices.

4. Install the oil pump pipe screen assembly bolts.

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

5. Install the oil pan. Refer to Oil Pan Replacement.

Removal Procedure

1. Remove the engine front cover. Refer to **Engine Front Cover Replacement**.

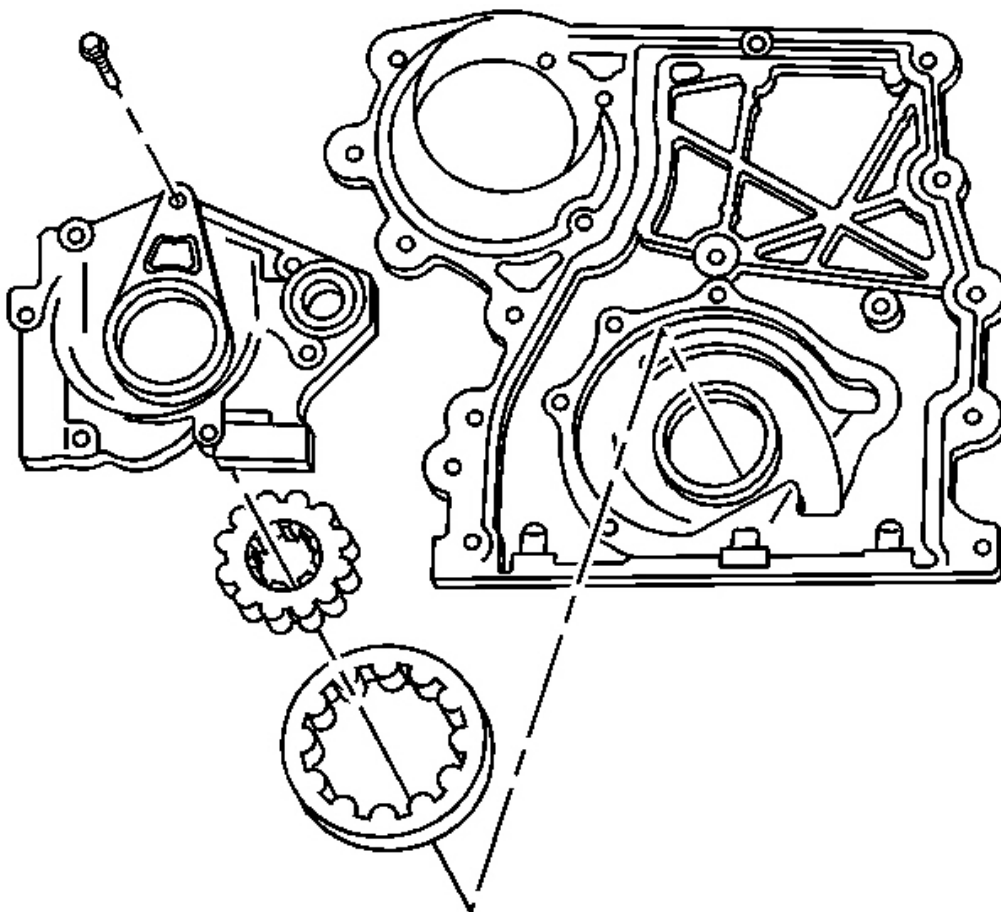


Fig. 196: Exploded View Of Oil Pump
Courtesy of GENERAL MOTORS CORP.

2. Remove the oil pump cover bolts.
3. Remove the oil pump cover.
4. Mark the inner and the outer gears in relation to the oil pump housing.
5. Remove the inner and the outer oil pump gears.
6. Remove the oil pump pressure relief valve plug.

7. Remove the oil pump pressure relief valve and the spring.
8. Clean and inspect the oil pump. Refer to **Oil Pump Cleaning and Inspection.**

Installation Procedure

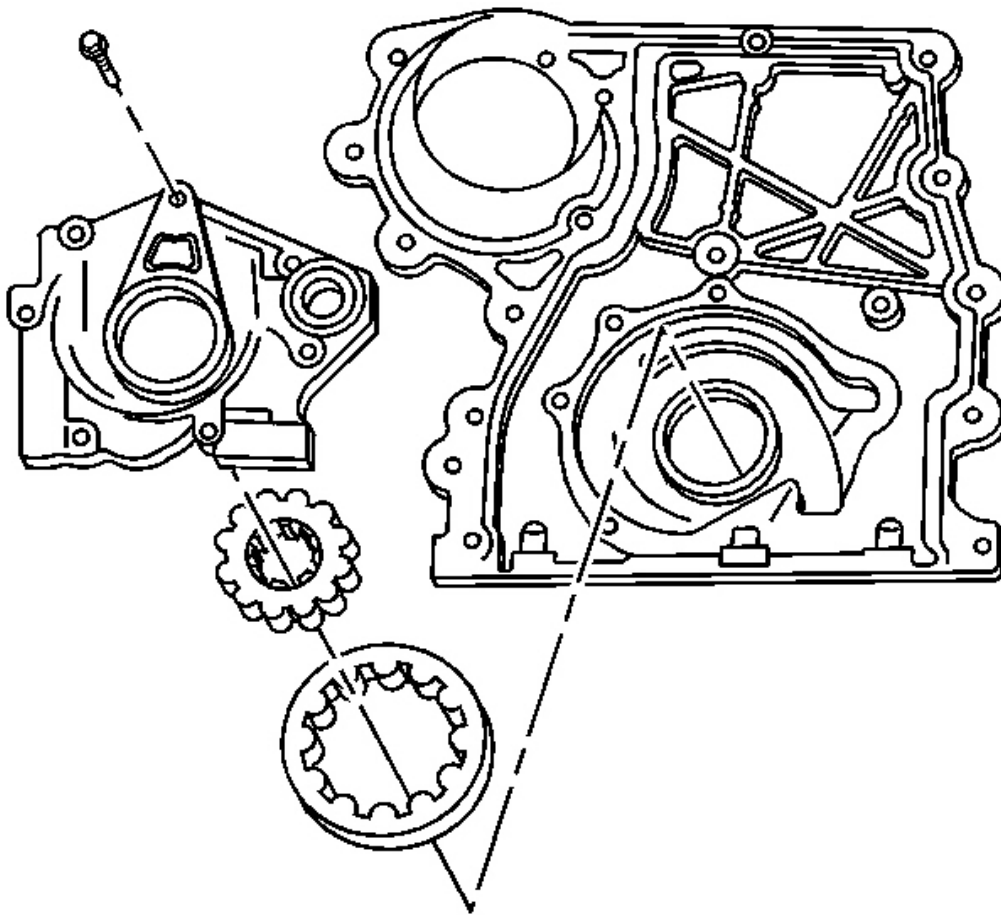


Fig. 197: Exploded View Of Oil Pump
Courtesy of GENERAL MOTORS CORP.

1. Install the oil pump pressure relief valve and the spring.

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

2006 Hummer H3

2006 ENGINE Engine Mechanical - 3.5L (L52) - H3

2. Install the oil pump pressure relief valve plug.

Tighten: Tighten the plug to 14 N.m (124 lb in).

3. Install the oil pump outer and inner gears as removed.

4. Install the oil pump cover.

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

5. Install the oil pump cover bolts.

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

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

CRANKSHAFT REAR OIL SEAL AND HOUSING REPLACEMENT

Tools Required

- **J 8092** Driver Handle
- **J 44215** Rear Seal Installer. See **Special Tools**.

Removal Procedure

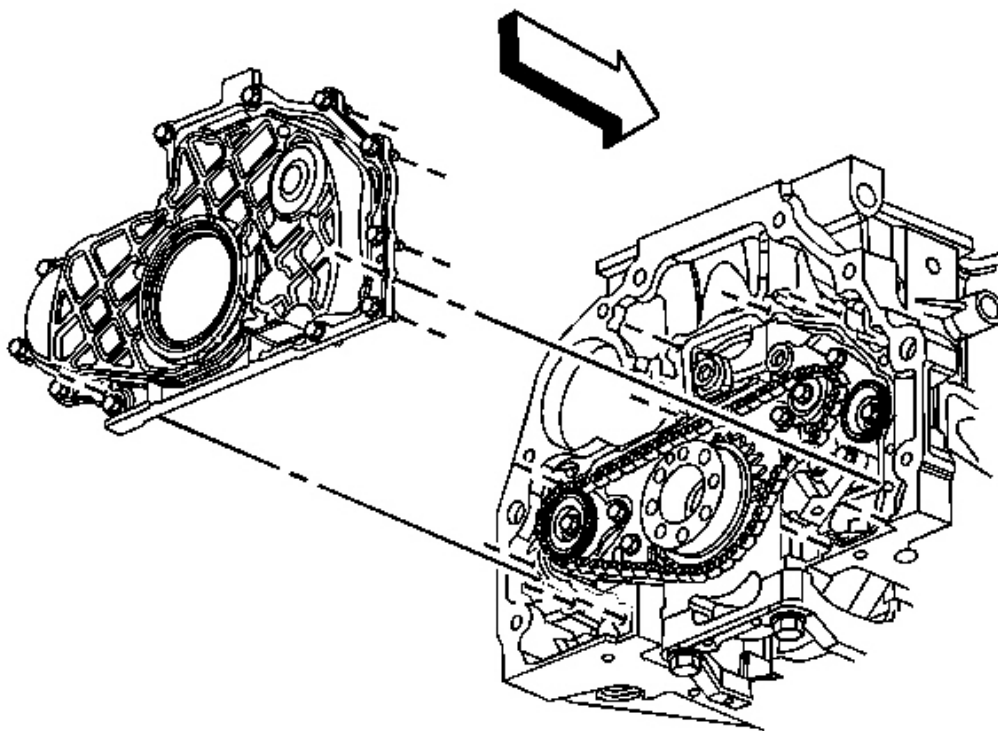


Fig. 198: Crankshaft Rear Oil Seal Housing
Courtesy of GENERAL MOTORS CORP.

1. Remove the flywheel. Refer to **Engine Flywheel Replacement (w/Automatic Transmission)** or **Engine Flywheel Replacement (w/Manual Transmission)**.
2. Remove the 2 bolts securing the oil pan to the crankshaft rear oil seal housing.
3. Remove the crankshaft rear oil seal housing bolts.
4. Install 2 bolts into the threaded holes to act as jack screws and tighten evenly to separate the crankshaft rear oil seal housing from the engine block and oil pan.
5. Remove the crankshaft rear oil seal housing.
6. Remove the 2 bolts from the jack screw holes.

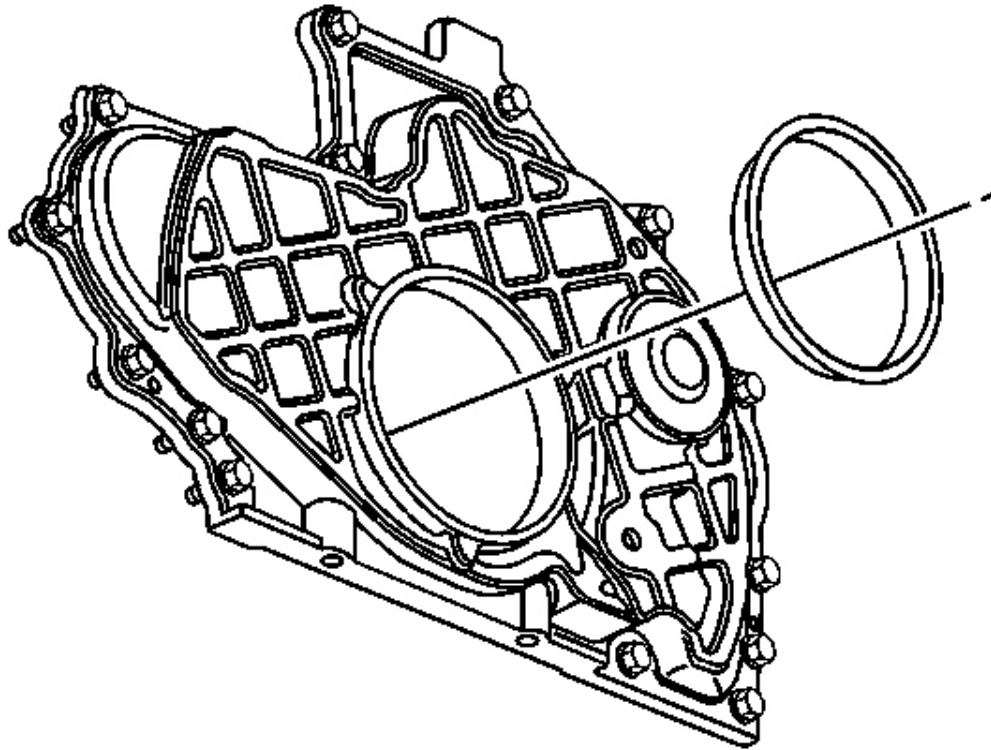


Fig. 199: Crankshaft Rear Oil Seal
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Do not damage the seal bore.

7. Using a hammer and a punch, remove and discard the crankshaft rear oil seal.
8. Clean and inspect the crankshaft rear oil seal housing.
9. Clean and inspect the engine block and oil pan sealing surface.

Installation Procedure

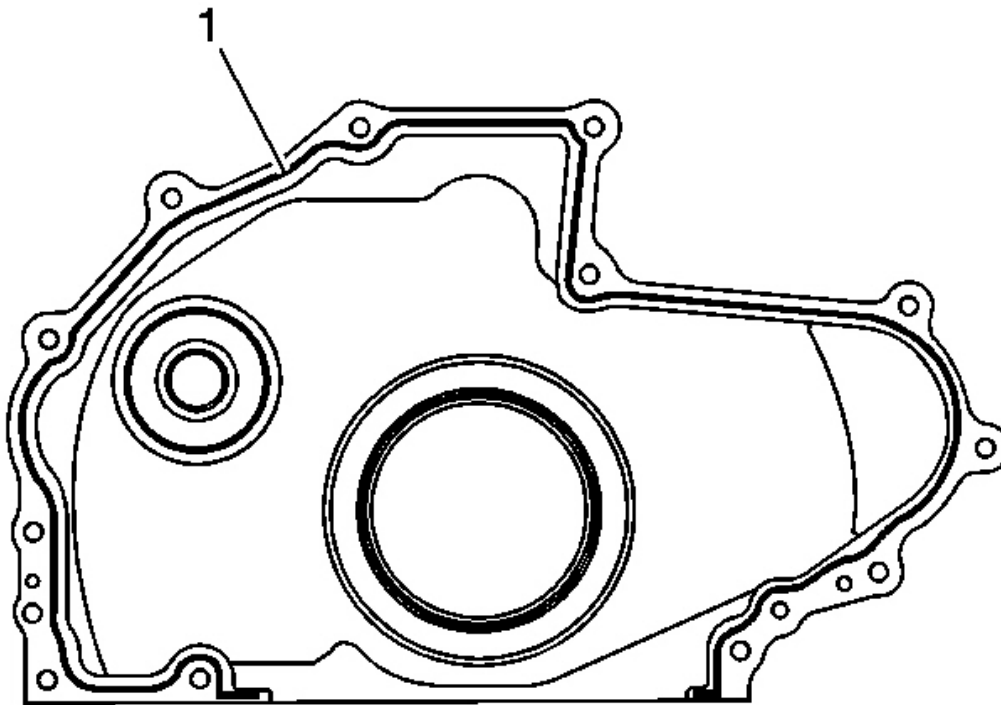


Fig. 200: View Of Crankshaft Rear Oil Seal Housing Sealant Application
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The crankshaft rear oil seal housing must be installed within 10 minutes from when the sealer was applied.

1. Apply a 3 mm (0.12 in) bead of sealer GM P/N 12378521 (Canadian P/N 88901148) (1) or equivalent, to the following:
 - The crankshaft rear oil seal housing, where the housing meets the engine block
 - The surface of the crankshaft rear oil seal housing, where the housing meets the oil pan
 - The surface of the oil pan, where the oil pan meets the housing

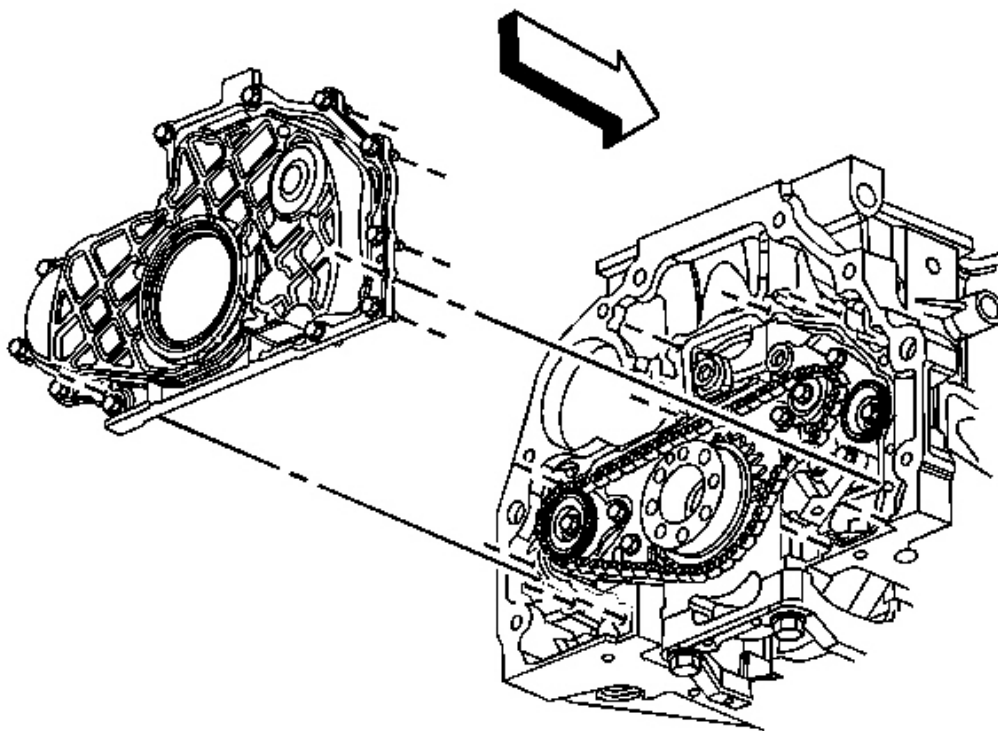


Fig. 201: Crankshaft Rear Oil Seal Housing
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Tilting the crankshaft rear oil seal housing will allow sealer between the housing and the oil pan.

2. Complete the following to install the crankshaft rear oil seal housing:
 1. Align the housing with the right alignment dowel, tilting the left side up slightly.
 2. Align the housing with the left alignment dowel.
 3. Press the housing against the engine block into place.
3. Install the crankshaft rear oil seal housing bolts.

NOTE: Refer to Fastener Notice in Cautions and Notices.

4. Install the 2 oil pan bolts.

Tighten:

- Tighten the crankshaft rear oil seal housing bolts to 10 N.m (89 lb in).
- Tighten the (end) oil pan bolts to 10 N.m (89 lb in).

5. Lightly lubricate the crankshaft rear oil seal lip with clean engine oil.
6. Position the plastic installation sleeve supplied with the new seal to the crankshaft.

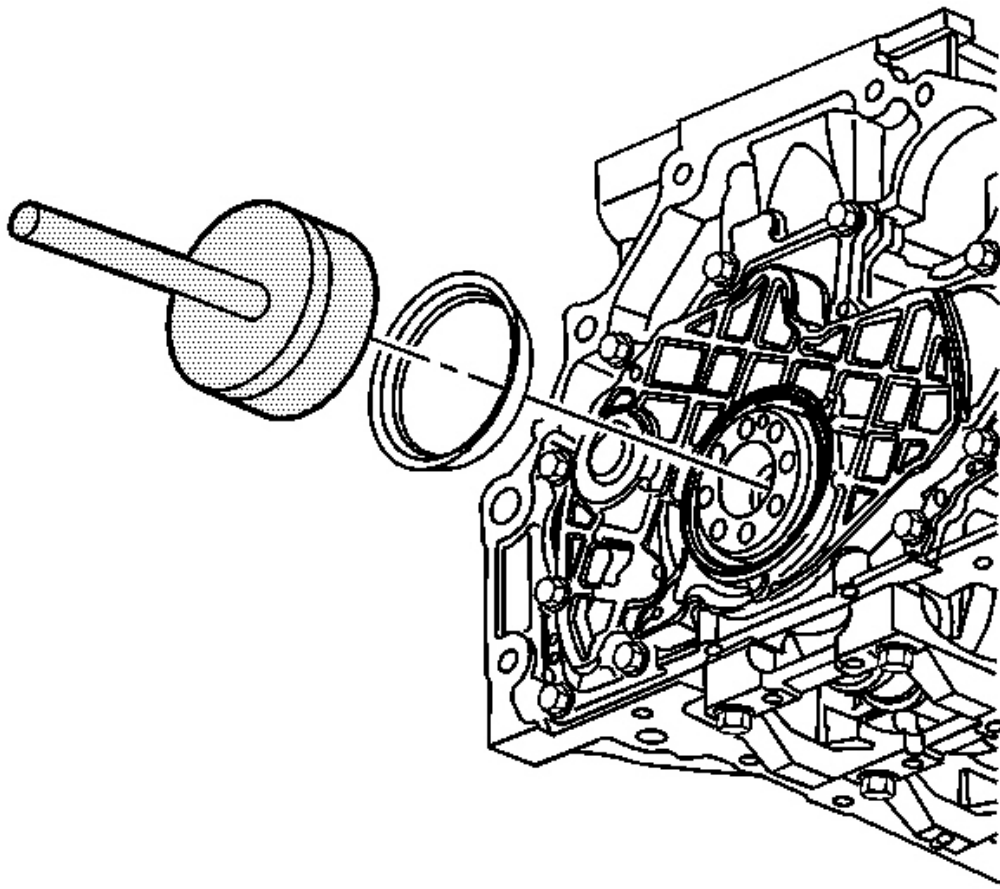


Fig. 202: Installing Crankshaft Rear Oil Seal
Courtesy of GENERAL MOTORS CORP.

7. Using the **J 44215** with the **J 8092** and a hammer, install the crankshaft rear oil seal into the crankshaft rear oil seal housing.

- The spring side of the seal goes toward the engine.
 - Ensure the seal is installed square.
 - The seal will bottom out in the housing when fully installed.
8. Install the flywheel. Refer to **Engine Flywheel Replacement (w/Automatic Transmission)** or **Engine Flywheel Replacement (w/Manual Transmission)**.

BALANCE SHAFT CHAIN TENSIONER REPLACEMENT

Removal Procedure

1. Remove the crankshaft rear oil seal housing. Refer to **Crankshaft Rear Oil Seal and Housing Replacement**.

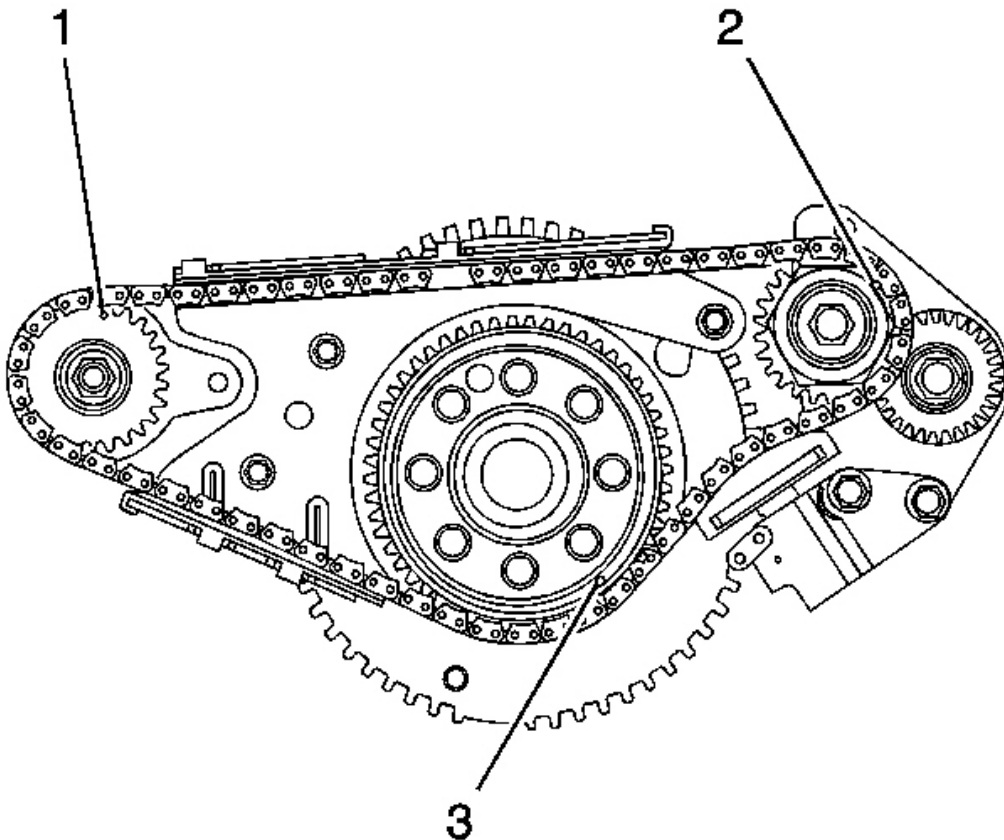


Fig. 203: View Of Sprocket Timing Marks

Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Every 11 crankshaft rotations, 3 of the 5 dark links on the timing chain will line up with the timing marks.

2. Rotate the crankshaft until the correct timing chain and timing marks align:
 - The left hand balance shaft sprocket timing mark (1) is at the 12:00 position.
 - The right hand balance shaft sprocket timing mark (2) is at the 2:30 position.
 - The crankshaft sprocket timing mark (3) is at the 4:30 position.
 - The 3 timing marks (1-3) on the sprockets line up with a dark link on the chain.

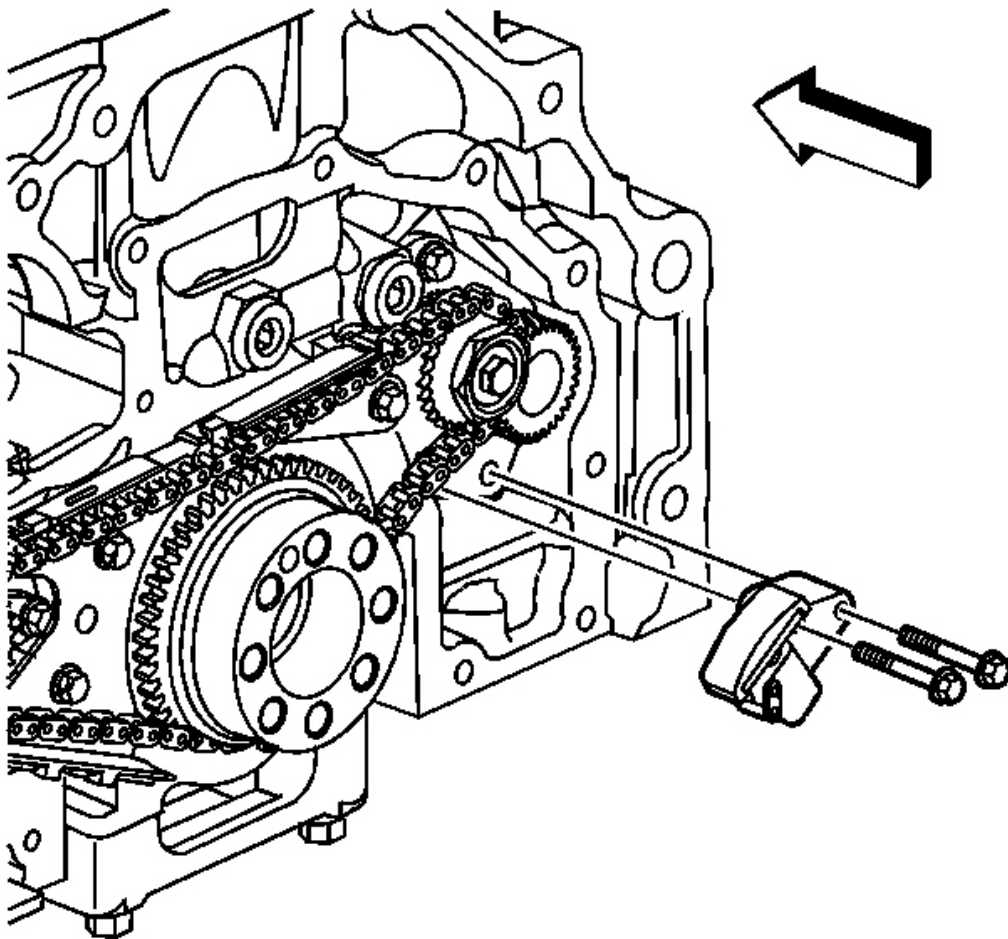


Fig. 204: View Of Balance Shaft Chain Tensioner
Courtesy of GENERAL MOTORS CORP.

3. Remove the balance shaft chain tensioner bolts.
4. Remove the balance shaft chain tensioner.

Installation Procedure

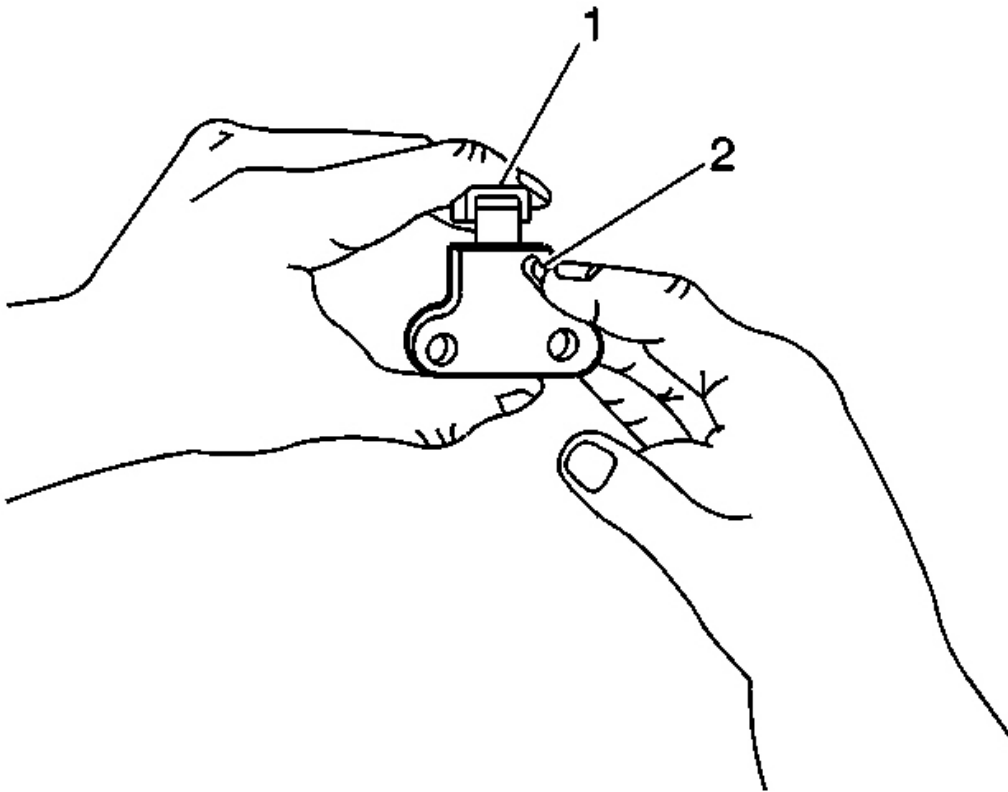


Fig. 205: View Of Primary Camshaft Drive Chain Tensioner Shoe & Ratchet Lever
Courtesy of GENERAL MOTORS CORP.

1. Collapse the balance shaft chain tensioner using the following procedure:
 1. Rotate the ratchet release lever (2) clockwise and hold.
 2. Collapse the tensioner shoe (1) and hold.
 3. Release the ratchet lever.

2. Slowly release the pressure on the shoe, until the ratchet lever moves to the first detent and a "click" is heard and felt.

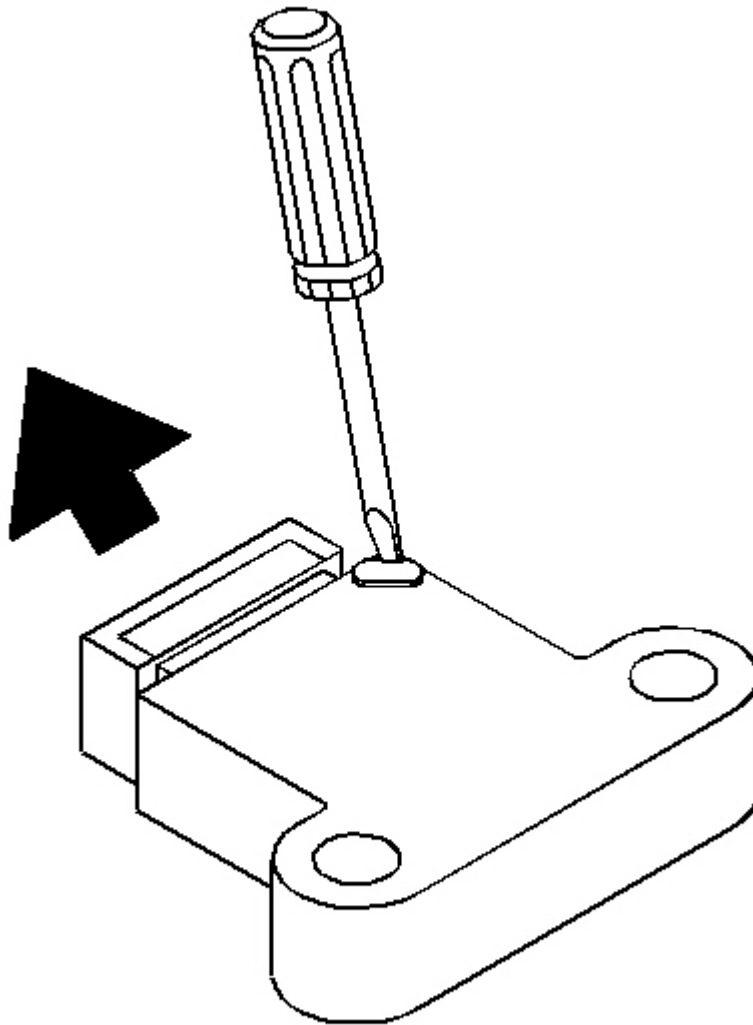


Fig. 206: Locking Primary Camshaft Drive Chain Tensioner Shoe Into Collapsed Position

Courtesy of GENERAL MOTORS CORP.

3. Insert a pin through the hole in the release lever in order to lock the tensioner shoe in the collapsed position.

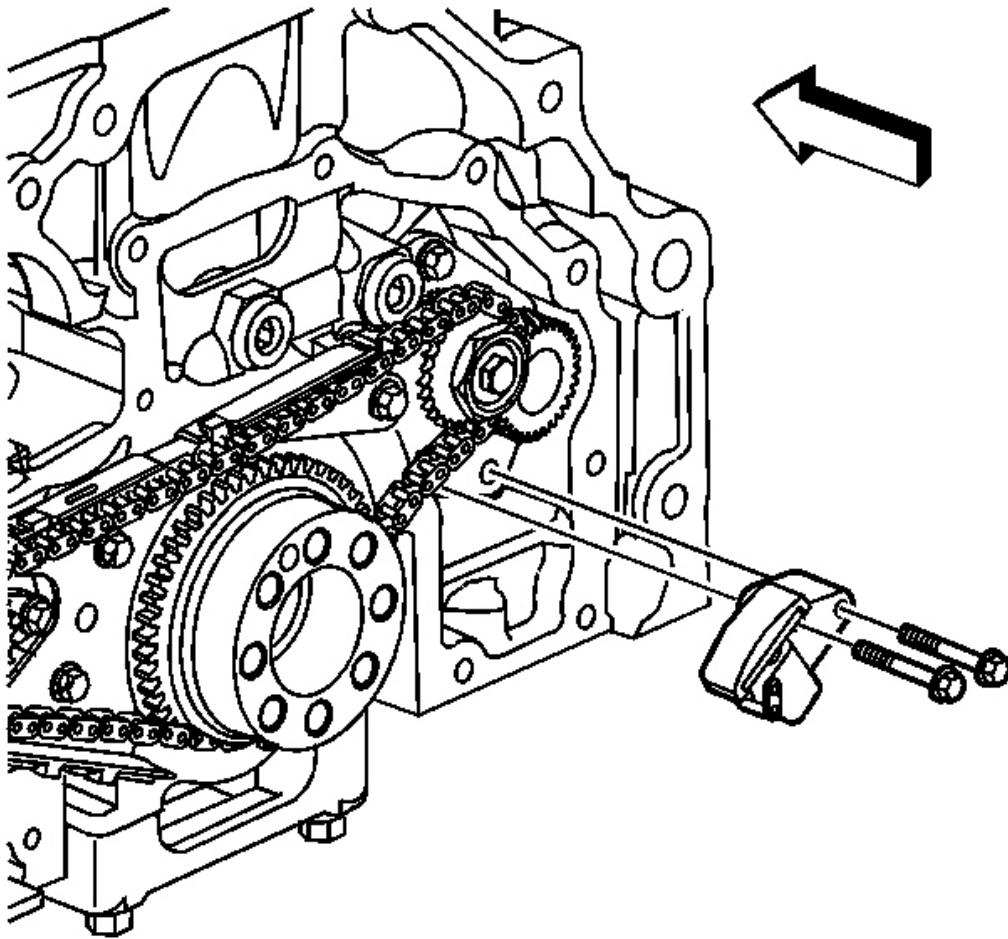


Fig. 207: View Of Balance Shaft Chain Tensioner
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

IMPORTANT: Ensure the tensioner release lever is facing outward.

4. Install the balance shaft chain tensioner and bolts.

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

5. Remove the pin holding the tensioner to tighten any slack in the balance shaft drive chain.

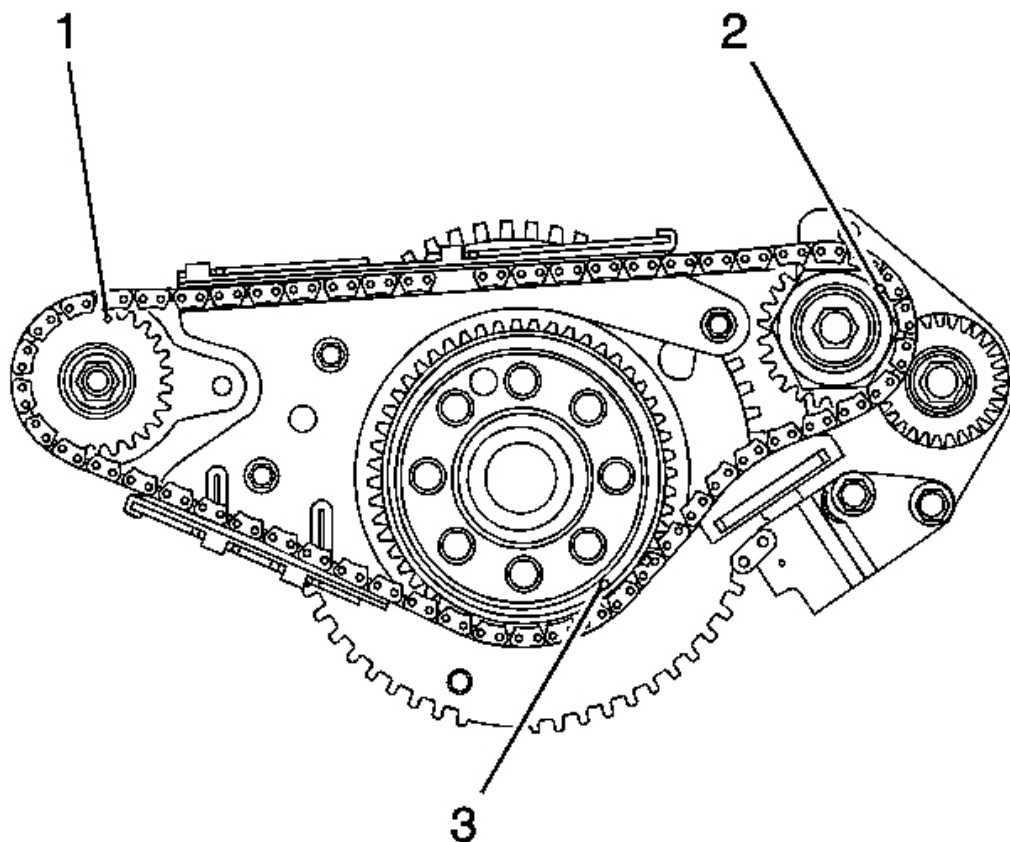


Fig. 208: View Of Sprocket Timing Marks
Courtesy of GENERAL MOTORS CORP.

6. Verify the correct timing chain and timing mark alignments:
 - The left hand balance shaft sprocket timing mark (1) is at the 12:00 position.
 - The right hand balance shaft sprocket timing mark (2) is at the 2:30 position.
 - The crankshaft sprocket timing mark (3) is at the 4:30 position.
 - The 3 timing marks (1-3) on the sprockets line up with a dark link on the chain.
7. Install the crankshaft rear oil seal housing. Refer to **Crankshaft Rear Oil Seal and Housing Replacement**.

BALANCE SHAFT DRIVE CHAIN REPLACEMENT

Removal Procedure

1. Remove the balance shaft chain tensioner. Refer to **Balance Shaft Chain Tensioner Replacement**.

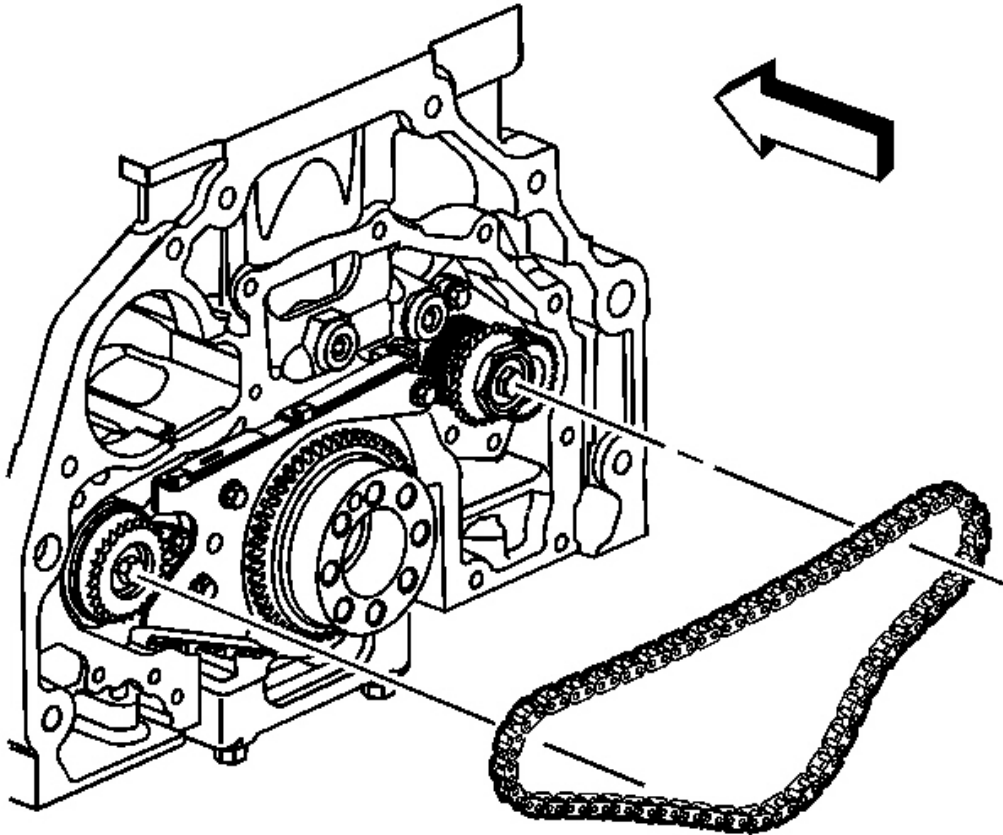


Fig. 209: View Of Balance Shaft Drive Chain
Courtesy of GENERAL MOTORS CORP.

2. Remove the balance shaft drive chain from the following:
 1. The crankshaft sprocket
 2. The left balance sprocket
 3. The right balance sprocket

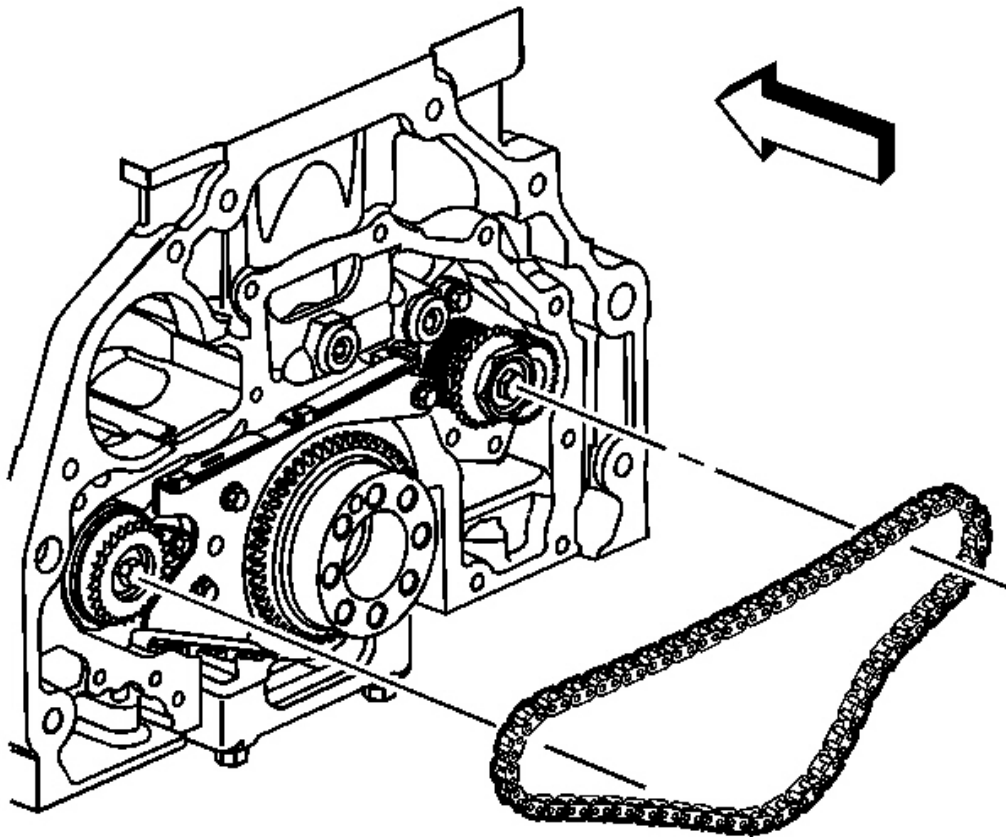


Fig. 210: View Of Balance Shaft Drive Chain
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Ensure the darkened links are facing outward.

1. Install the balance shaft drive chain to the following:
 1. The left balance sprocket
 2. The right balance sprocket
 3. The crankshaft sprocket

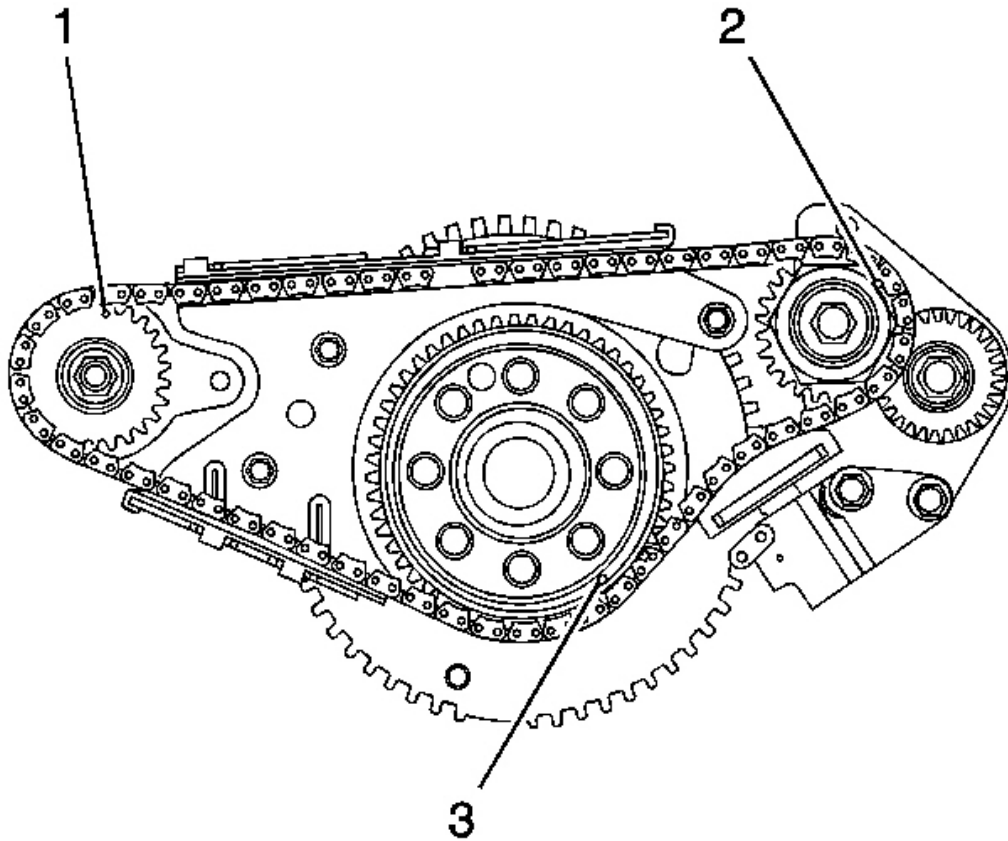


Fig. 211: View Of Sprocket Timing Marks
Courtesy of GENERAL MOTORS CORP.

2. Verify the correct timing chain and timing mark alignments:
 - The left hand balance shaft sprocket timing mark (1) is at the 12:00 position.
 - The right hand balance shaft sprocket timing mark (2) is at the 2:30 position.
 - The crankshaft sprocket timing mark (3) is at the 4:30 position.
 - The 3 timing marks (1-3) on the sprockets line up with a dark link on the chain.
3. Install the balance shaft chain tensioner. Refer to **Balance Shaft Chain Tensioner Replacement**.

BALANCE SHAFT REPLACEMENT-LEFT

Removal Procedure

1. Remove the balance shaft drive chain. Refer to **Balance Shaft Drive Chain Replacement**.

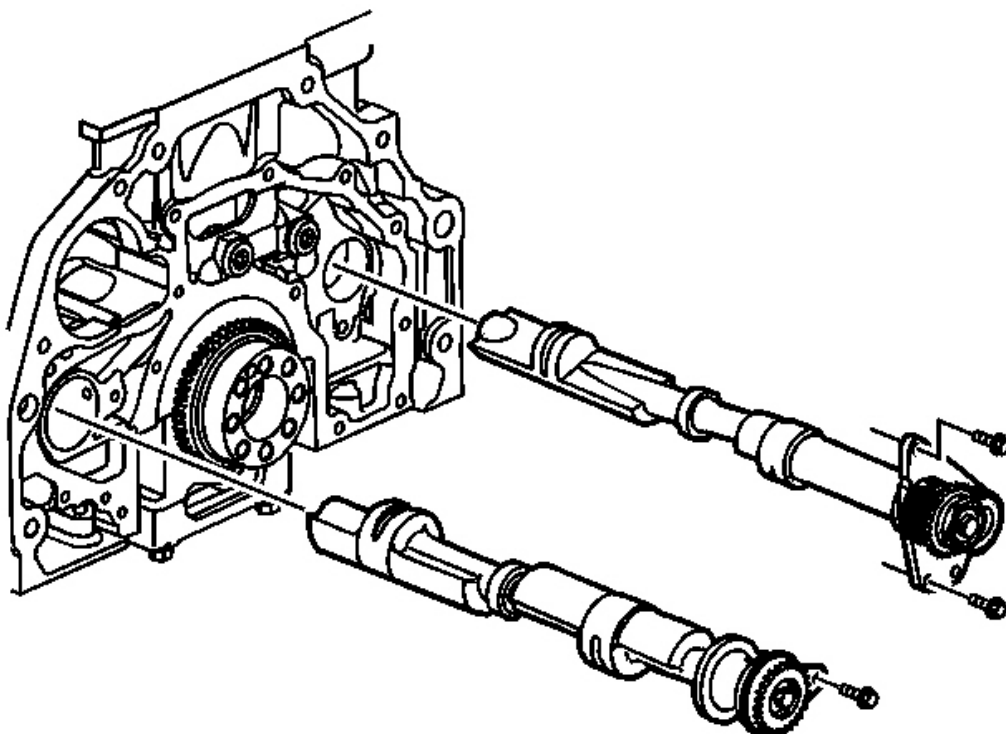


Fig. 212: View Of Balance Shafts
Courtesy of GENERAL MOTORS CORP.

IMPORTANT:

- Do not disassemble the balance shaft. Remove and install the balance shaft as a complete assembly.
- Rotate the balance shaft to check for free rotation. If the balance shaft does not turn free, inspect the balance shaft bearings and bearing surface for damage.

2. Remove and discard the left balance shaft bolt.
3. Remove the left balance shaft.

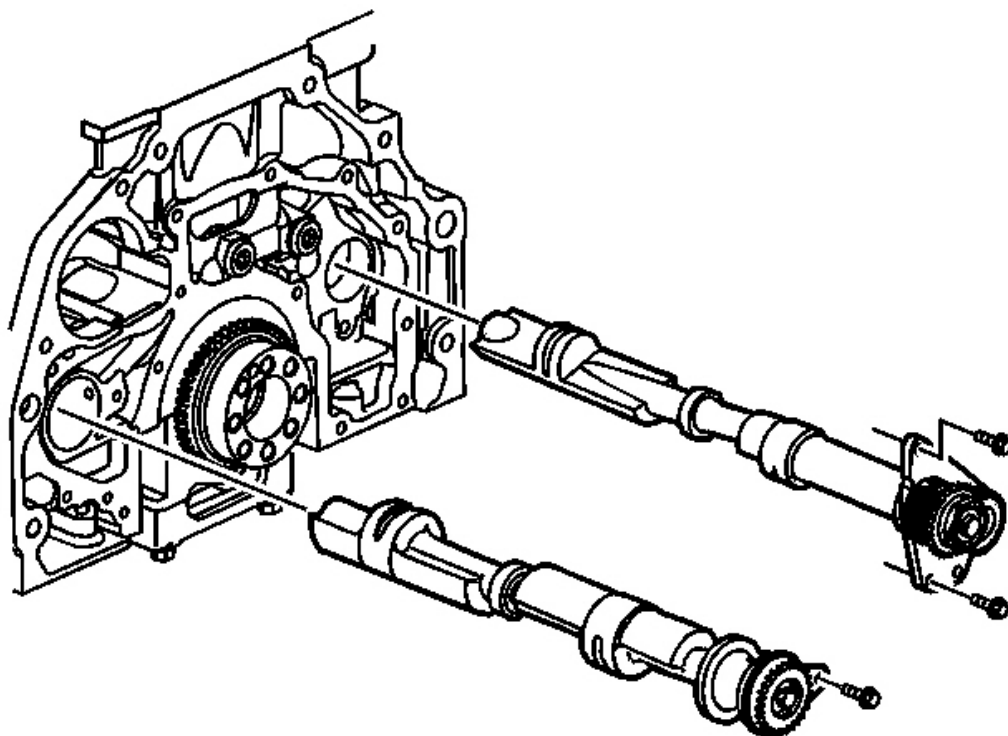


Fig. 213: View Of Balance Shafts
Courtesy of GENERAL MOTORS CORP.

1. Lubricate the balance shaft bearing journals with clean engine oil.
2. Install the left balance shaft with the counterweight down to prevent damage to the balance shaft bearings.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install a NEW balance shaft bolt.

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

4. Install the balance shaft drive chain. Refer to Balance Shaft Drive Chain Replacement.

Removal Procedure

1. Remove the balance shaft drive chain. Refer to **Balance Shaft Drive Chain Replacement**.

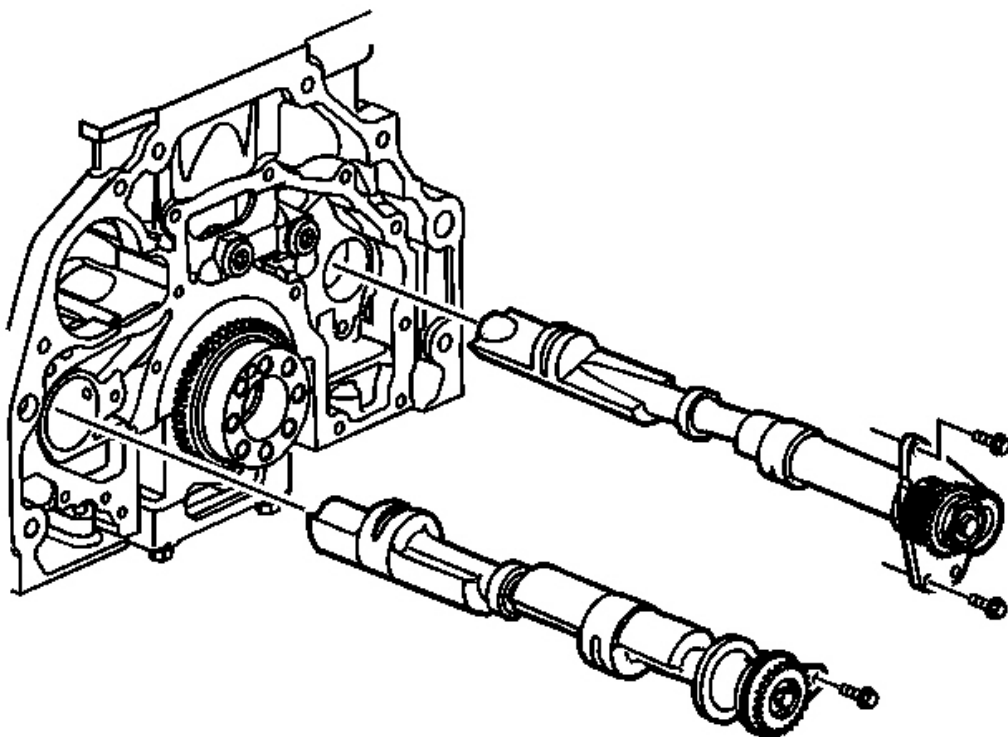


Fig. 214: View Of Balance Shafts

Courtesy of GENERAL MOTORS CORP.

IMPORTANT:

- Do not disassemble the balance shaft. Remove and install the balance shaft as a complete assembly.
- Rotate the balance shaft to check for free rotation. If the balance shaft does not turn free, inspect the balance shaft bearings and bearing surface for damage.

2. Remove and discard the right balance shaft bolts.
3. Remove the right balance shaft.

Installation Procedure

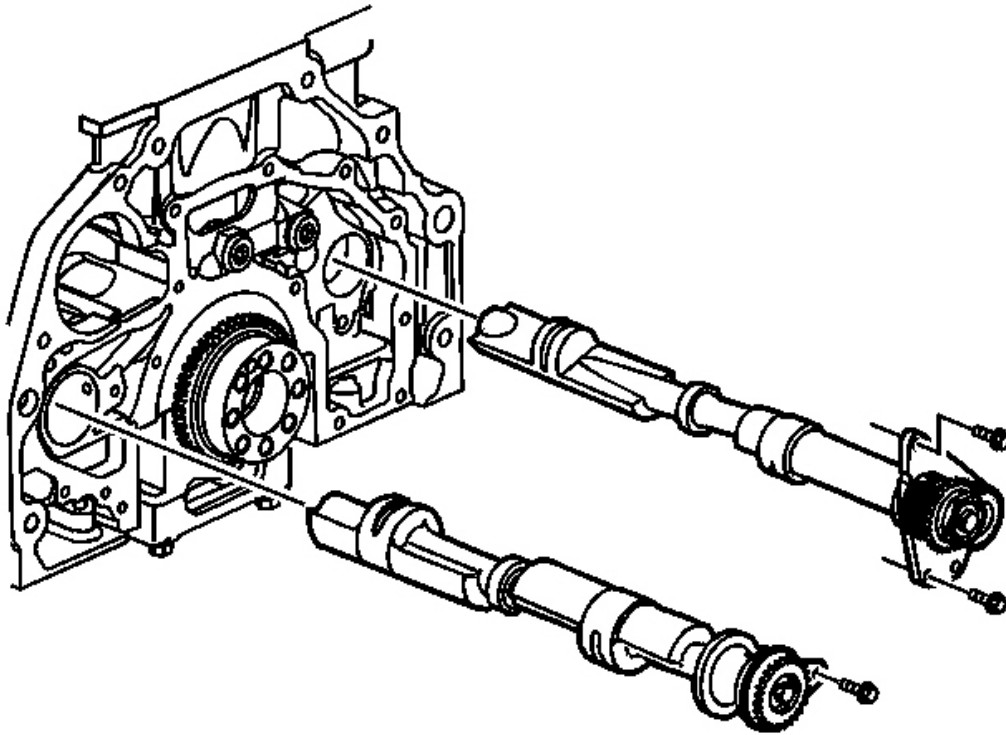


Fig. 215: View Of Balance Shafts
Courtesy of GENERAL MOTORS CORP.

1. Lubricate the balance shaft bearing journals with clean engine oil.
2. Install the right balance shaft assembly with the counterweight down to prevent damage to the balance shaft bearings.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install the NEW balance shaft bolts.

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

4. Install the balance shaft drive chain. Refer to Balance Shaft Drive Chain Replacement.

Removal Procedure

1. Remove the balance shaft drive chain. Refer to **Balance Shaft Drive Chain Replacement**.

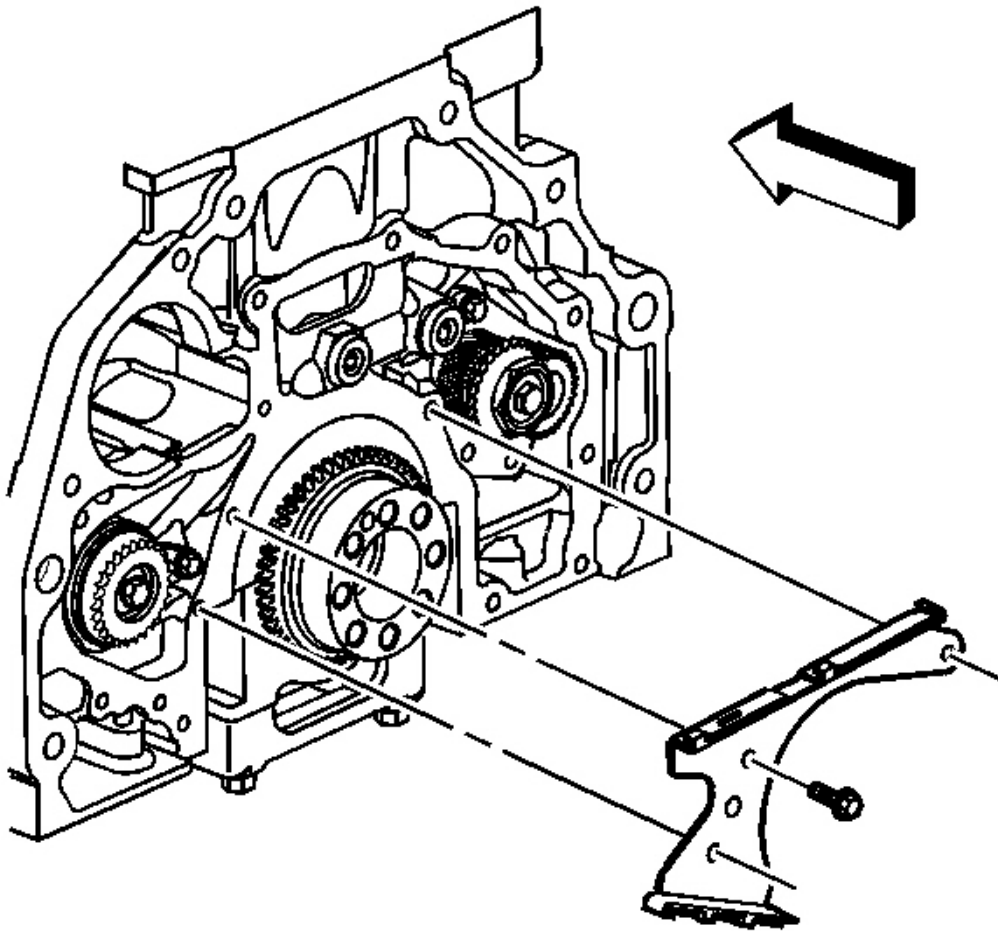


Fig. 216: View Of Balance Shaft Chain Guide
Courtesy of GENERAL MOTORS CORP.

2. Remove the balance shaft chain guide bolts.
3. Remove the balance shaft chain guide.

Installation Procedure

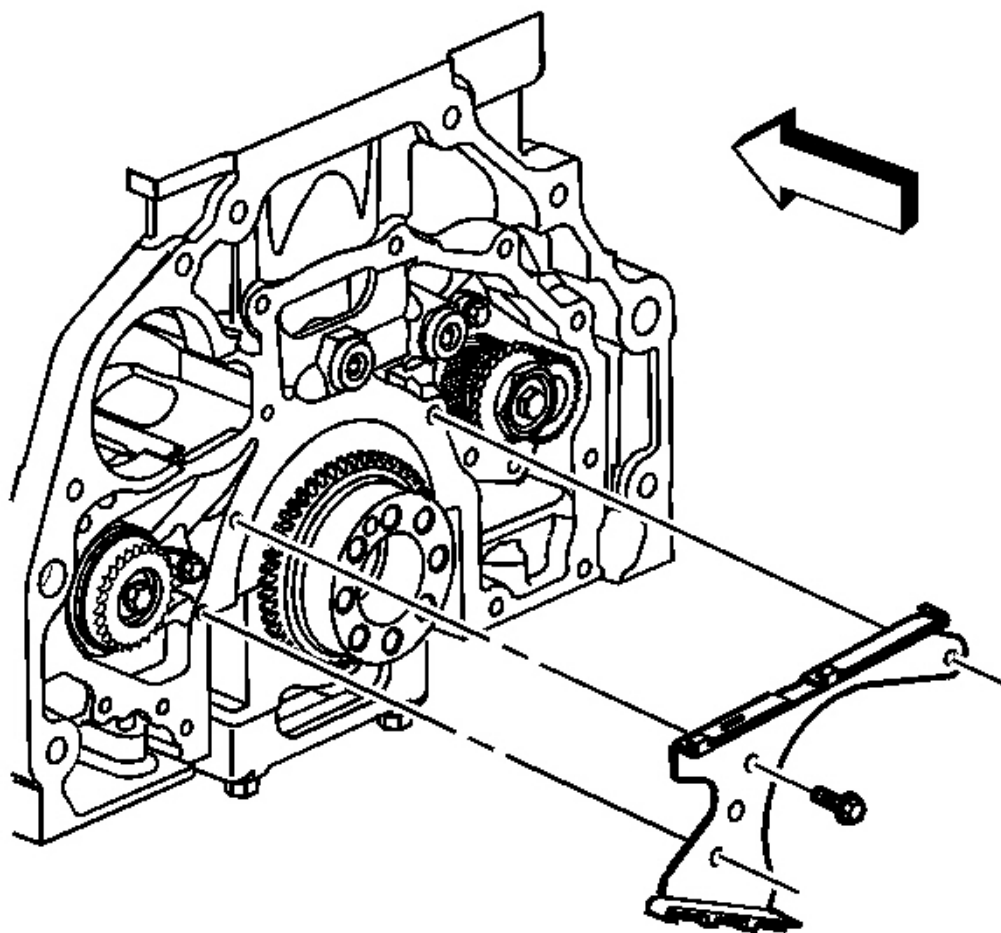


Fig. 217: View Of Balance Shaft Chain Guide
Courtesy of GENERAL MOTORS CORP.

1. Install the balance shaft chain guide.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the balance shaft chain guide bolts.

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

3. Install the balance shaft drive chain. Refer to Balance Shaft Drive Chain Replacement.

CRANKSHAFT REAR OIL SEAL REPLACEMENT

Tools Required

- **J 8092** Driver Handle
- **J 44215** Rear Seal Installer. See Special Tools.

Removal Procedure

1. Remove the flywheel. Refer to Engine Flywheel Replacement (w/Automatic Transmission) or Engine Flywheel Replacement (w/Manual Transmission).

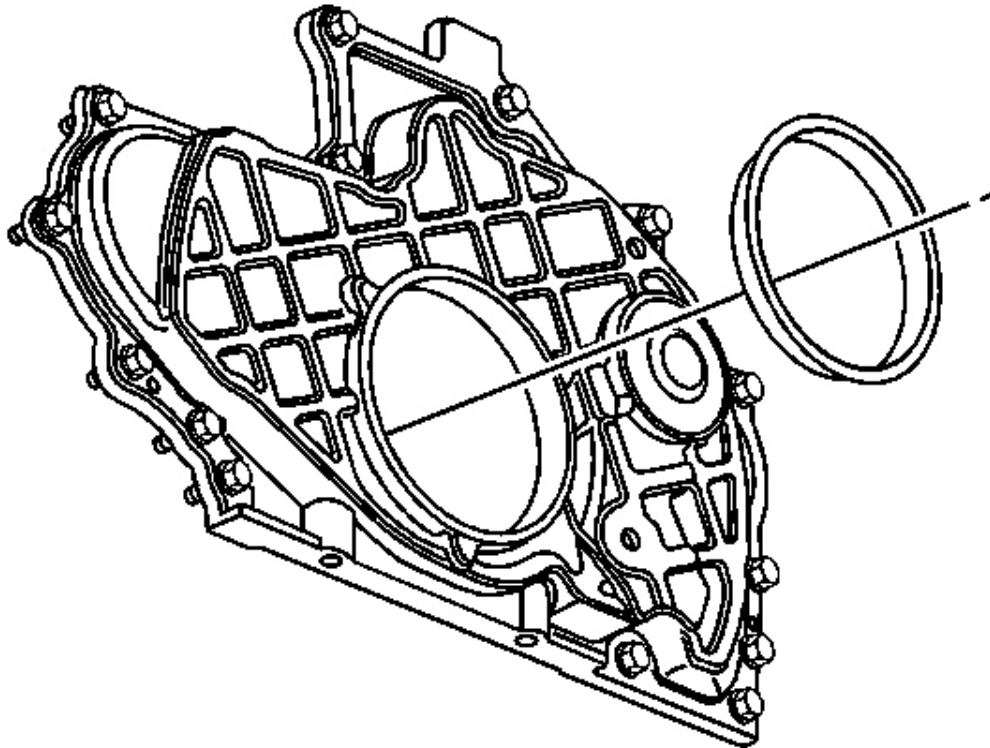


Fig. 218: Crankshaft Rear Oil Seal
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Do not damage the crankshaft or seal bore.

2. Using a suitable tool, pry the crankshaft rear oil seal out from the crankshaft rear oil seal housing. Discard the seal.

Installation Procedure

1. Lightly lubricate the crankshaft rear oil seal lip with clean engine oil.
2. Position the plastic installation sleeve supplied with the NEW seal to the crankshaft.

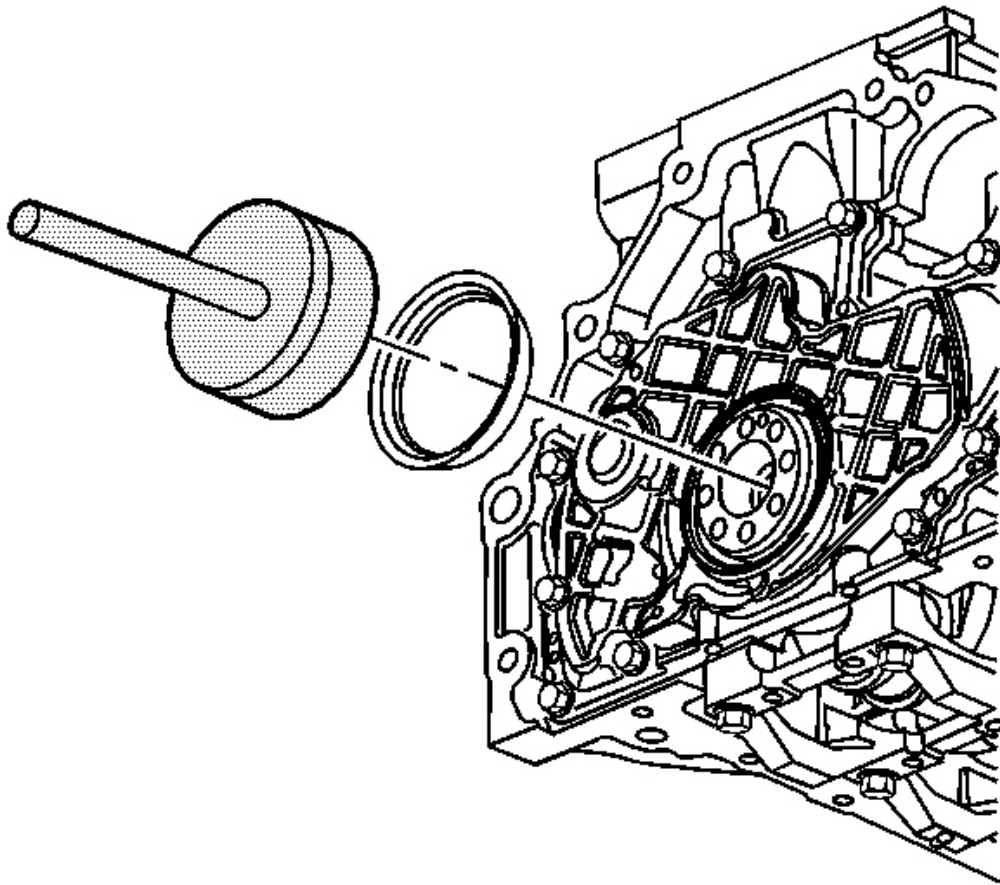


Fig. 219: Installing Crankshaft Rear Oil Seal
Courtesy of GENERAL MOTORS CORP.

3. Using the **J 44215** with the **J 8092** and a hammer, install the crankshaft rear oil seal into the crankshaft rear oil seal housing.

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- The spring side of the seal goes toward the engine.
 - Ensure the seal is installed square.
 - The seal will bottom out in the housing when fully installed.
4. Install the flywheel. Refer to **Engine Flywheel Replacement (w/Automatic Transmission)** or **Engine Flywheel Replacement (w/Manual Transmission)**.

ENGINE FLYWHEEL REPLACEMENT (W/AUTOMATIC TRANSMISSION)

Tools Required

J 45059 Angle Meter. See **Special Tools**.

Removal Procedure

1. Remove the transmission. Refer to **Transmission Replacement** in Automatic Transmission - 4L60-E/4L65-E.

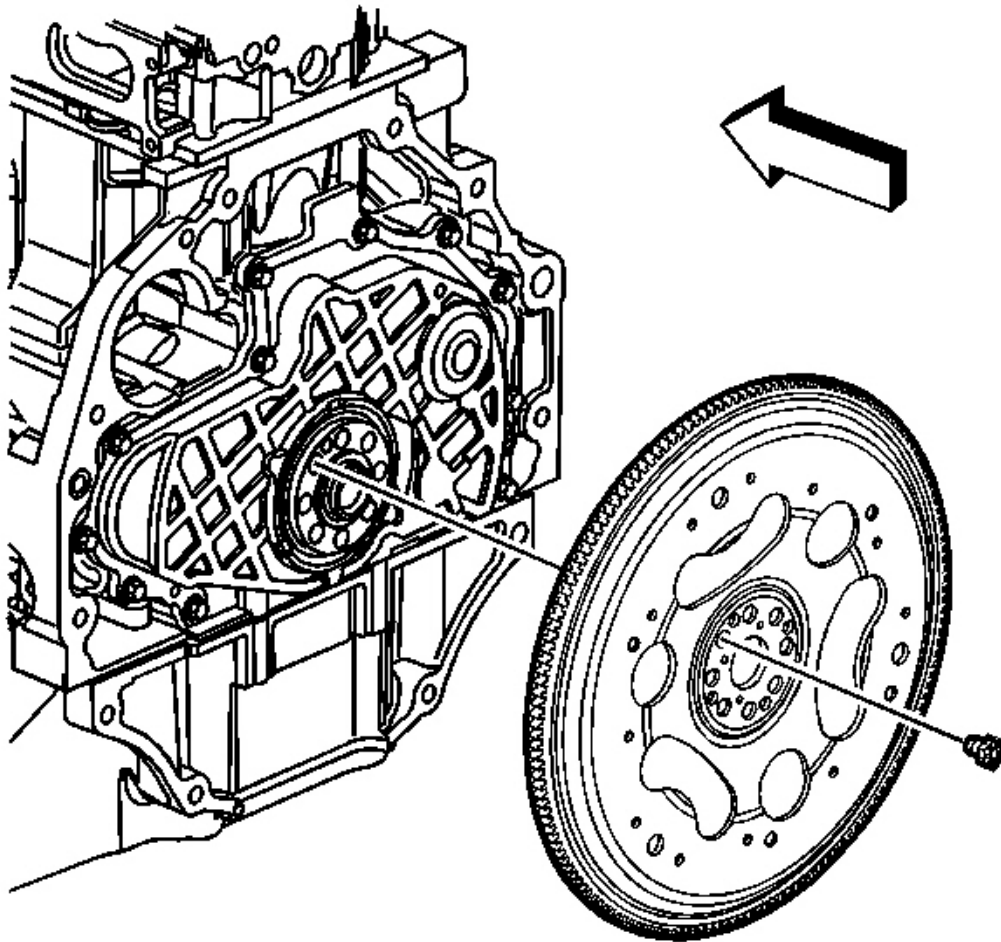


Fig. 220: View Of Engine Flywheel
Courtesy of GENERAL MOTORS CORP.

2. Remove and discard the flywheel bolts.
3. Remove the flywheel.
4. Clean and inspect the flywheel. Refer to **Engine Flywheel Cleaning and Inspection (Automatic Transmission)** or **Engine Flywheel Cleaning and Inspection (Manual Transmission)**.

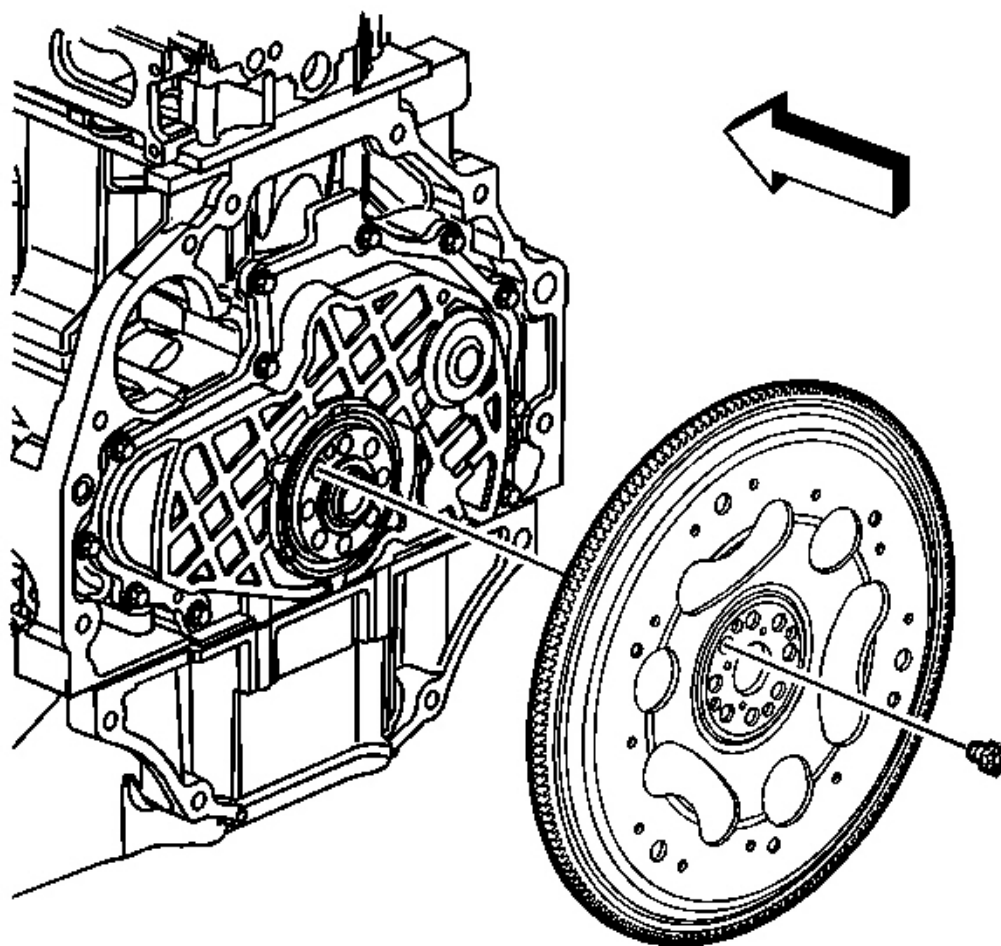


Fig. 221: View Of Engine Flywheel
Courtesy of GENERAL MOTORS CORP.

1. Position the flywheel to the crankshaft

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the NEW flywheel bolts.

Tighten: Tighten the bolts a first pass to 25 N.m (18 lb ft). Using the **J 45059** rotate the bolts a final pass an additional 50 degrees. See Special Tools.

3. Install the transmission. Refer to **Transmission Replacement** in Automatic Transmission - 4L60-E/4L65-E.

ENGINE FLYWHEEL REPLACEMENT (W/MANUAL TRANSMISSION)

Tools Required

J 45059 Angle Meter. See **Special Tools**.

Removal Procedure

1. Remove the clutch assembly. Refer to **Clutch Assembly Replacement** in Clutch.

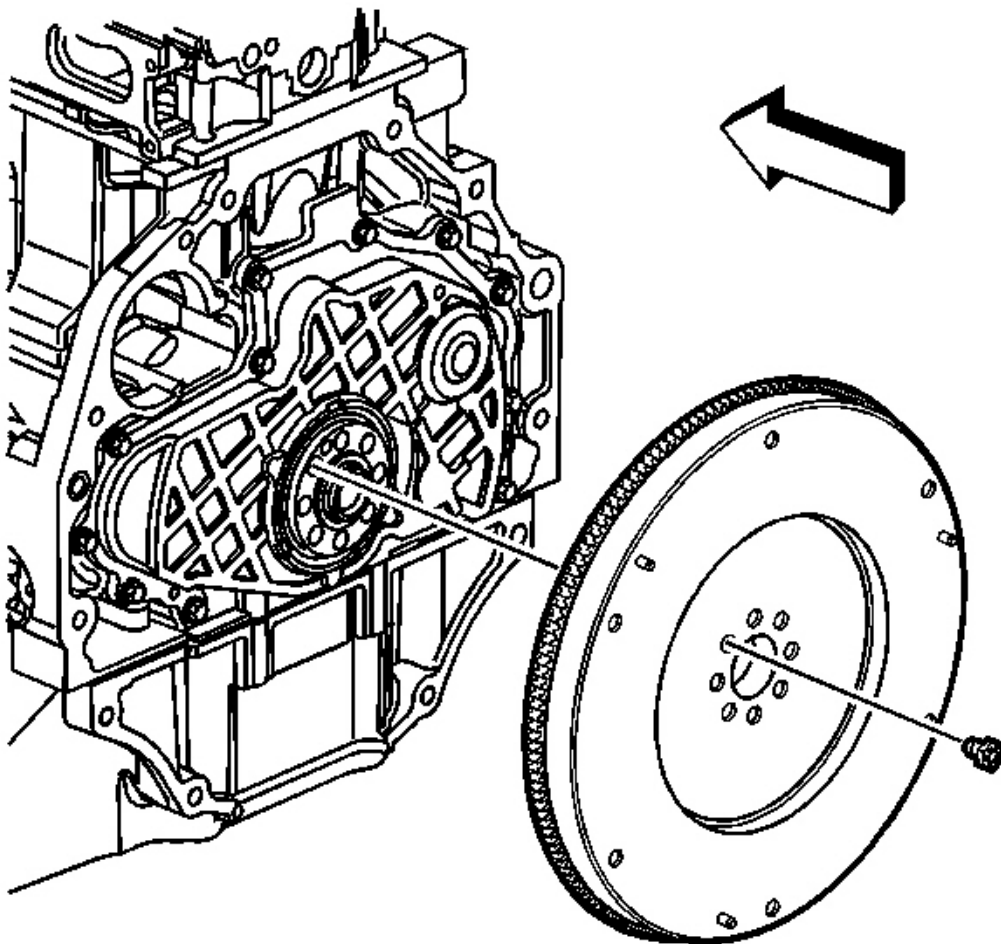


Fig. 222: View Of Engine Flywheel - Manual Transmission
Courtesy of GENERAL MOTORS CORP.

2. Remove and discard the flywheel bolts.
3. Remove the flywheel.
4. Clean and inspect the flywheel. Refer to Engine Flywheel Cleaning and Inspection (Automatic Transmission) or Engine Flywheel Cleaning and Inspection (Manual Transmission).

Installation Procedure

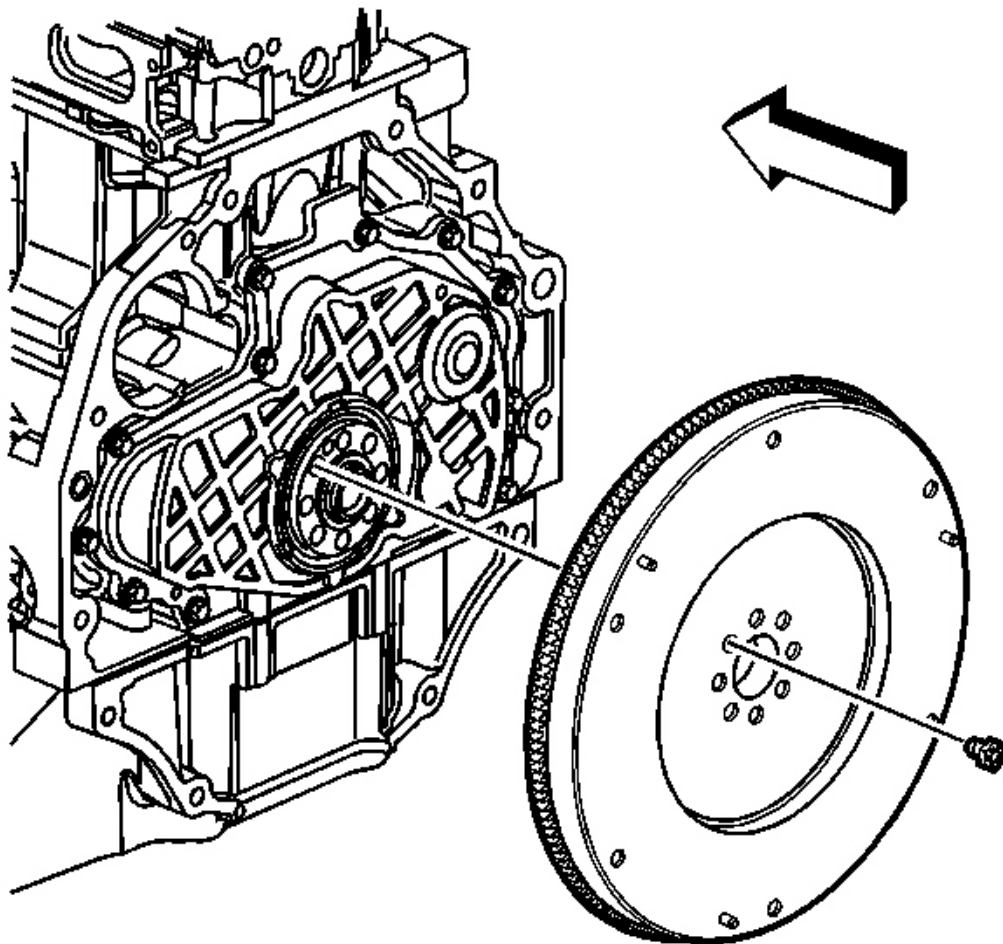


Fig. 223: View Of Engine Flywheel - Manual Transmission
Courtesy of GENERAL MOTORS CORP.

1. Position the flywheel to the crankshaft.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the NEW flywheel bolts.

Tighten: Tighten the bolts a first pass to 25 N.m (18 lb ft). Using the **J 45059** rotate the bolts a final pass an additional 50 degrees. See Special Tools.

3. Install the clutch assembly. Refer to Clutch Assembly Replacement in Clutch.

ENGINE REPLACEMENT

Tools Required

- **J 38185** Hose Clamp Pliers. See Special Tools.
- **J 44220** Engine Lift Bracket. See Special Tools.

Removal Procedure

1. Remove the hood. Refer to Hood Replacement .
2. Remove the battery box. Refer to Battery Box Replacement .
3. Drain the engine coolant. Refer to Draining and Filling Cooling System .
4. Remove the outlet radiator hose. Radiator Hose Replacement - Outlet .
5. Remove the cooling fan. Refer to Fan Replacement .
6. Remove the air cleaner assembly. Refer to Air Cleaner Assembly Replacement in Engine Controls - 3.5L (L52).
7. Remove the air cleaner resonator and outlet duct. Refer to Air Cleaner Resonator and Outlet Duct Replacement in Engine Controls - 3.5L (L52).
8. Remove the generator. Refer to Generator Replacement .
9. Reinstall the engine lift bracket. Refer to Engine Lift Bracket Replacement.

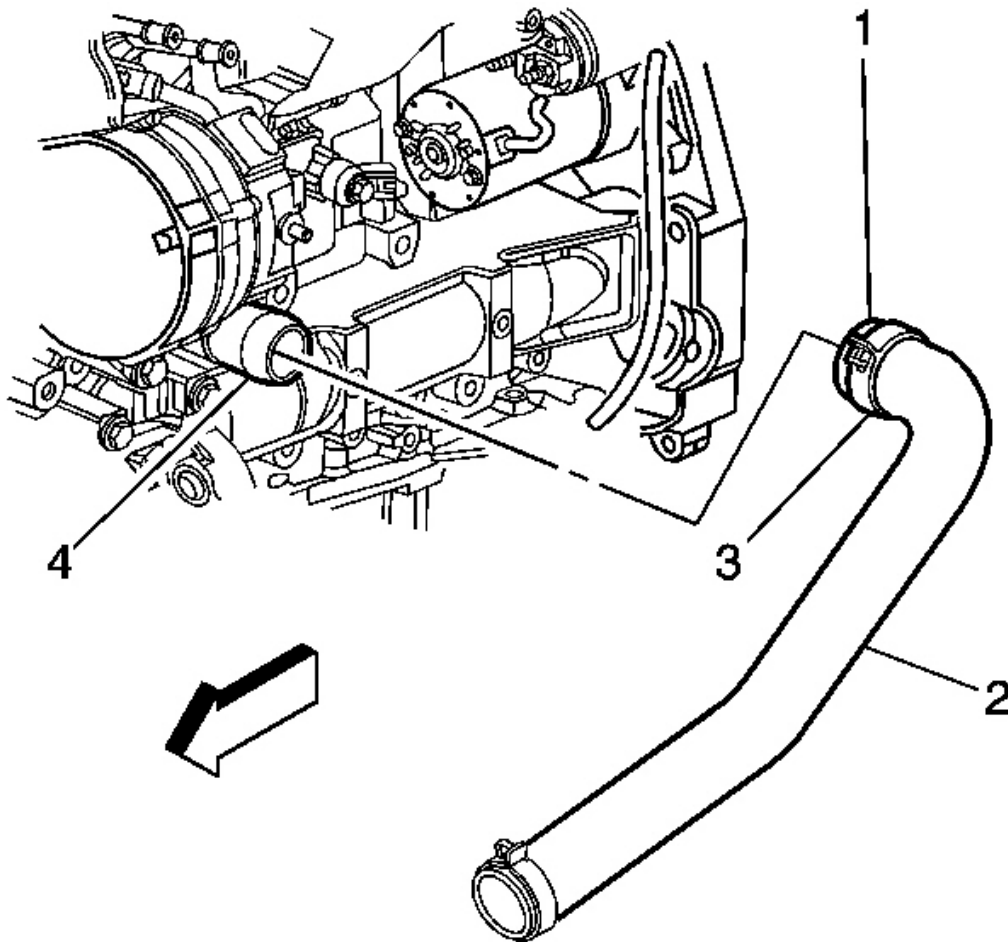


Fig. 224: View Of Radiator Inlet Hose
Courtesy of GENERAL MOTORS CORP.

10. Position the **J 38185** to the clamp (3) in order to remove the radiator inlet hose (2) from the water outlet housing (4). See **Special Tools**.
11. Remove the washer solvent container/coolant recovery reservoir mounting bolts **ONLY**, in order to gain clearance to remove the engine wiring harness. Refer to **Washer Solvent Container Replacement**.

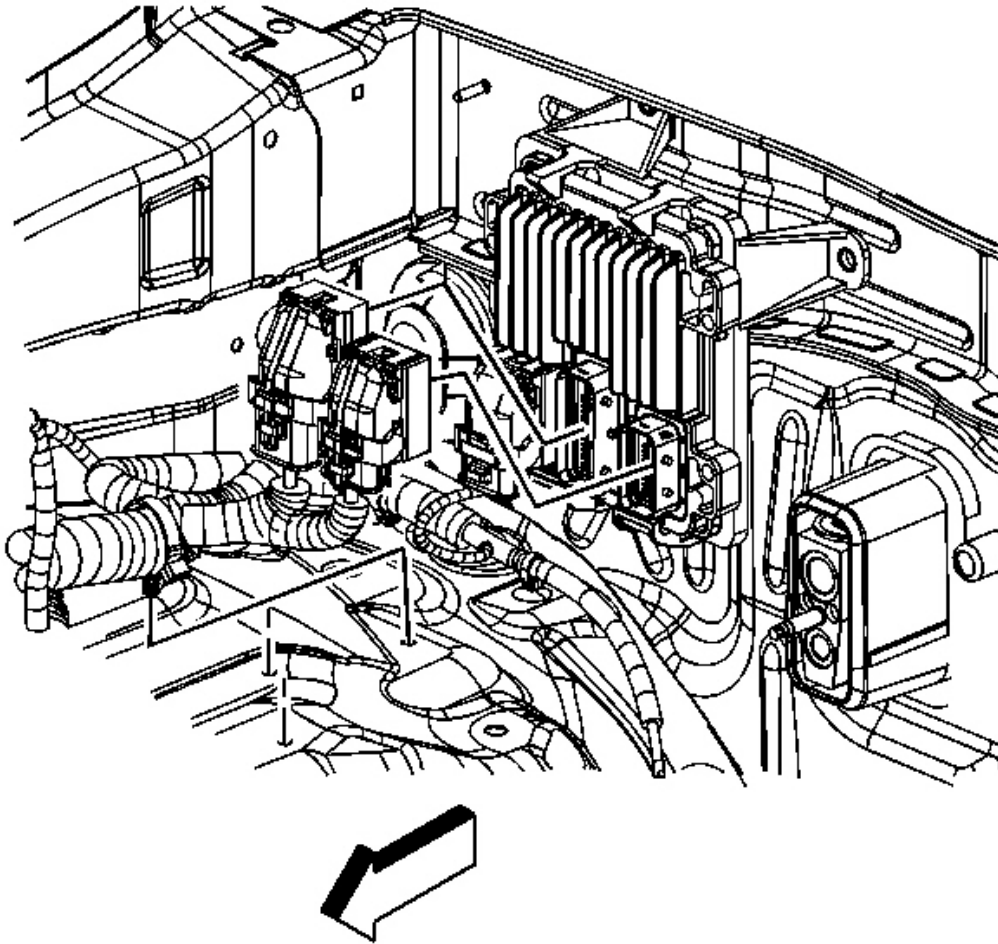


Fig. 225: 2 Engine Wiring Harness Connectors At Powertrain Control Module (PCM)

Courtesy of GENERAL MOTORS CORP.

12. Disconnect the 2 engine wiring harness connectors from the powertrain control module (PCM).
13. Remove the engine wiring harness clips from the wheelhouse.

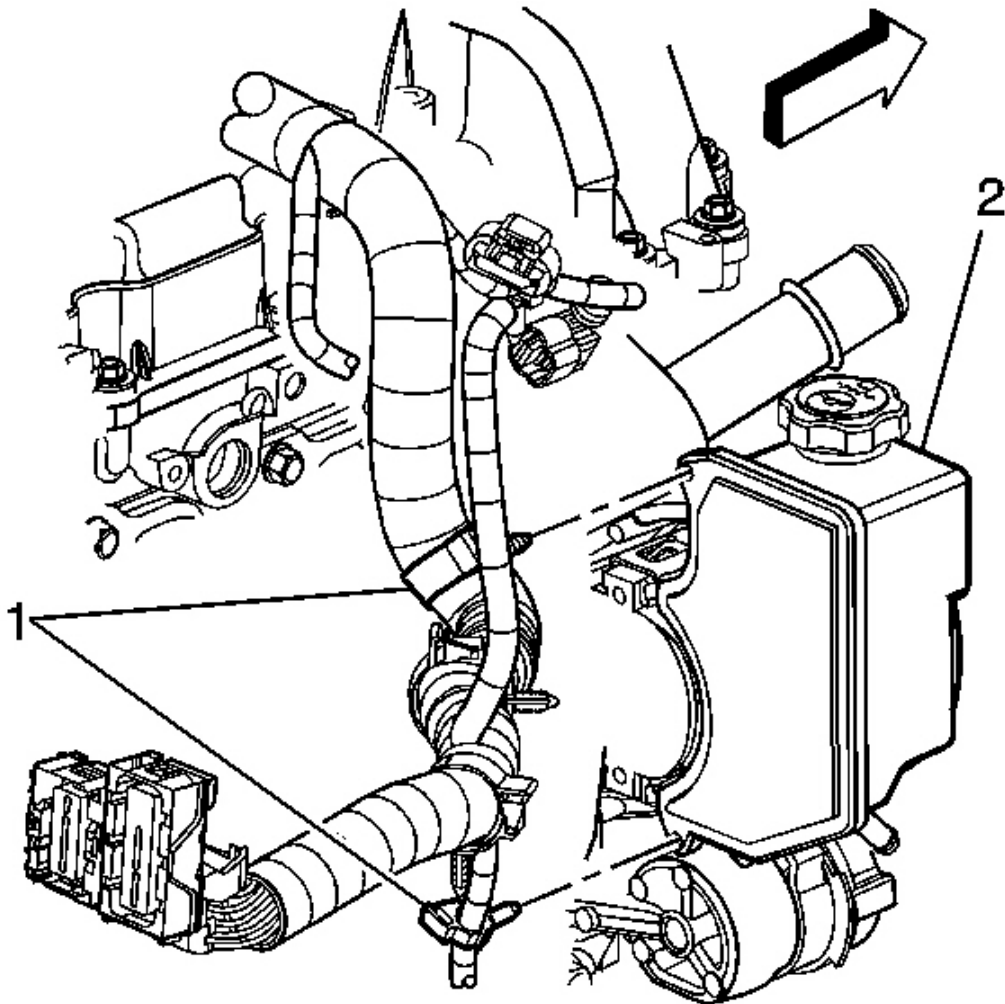


Fig. 226: View Of Power Steering Pump & Engine Wiring Harness Retainers
Courtesy of GENERAL MOTORS CORP.

14. Disconnect the engine wiring harness retainers (1) from the power steering pump (2).
15. Disconnect the engine wiring harness connectors from the following components:
 - The electric motor actuator connector
 - The oil pressure switch

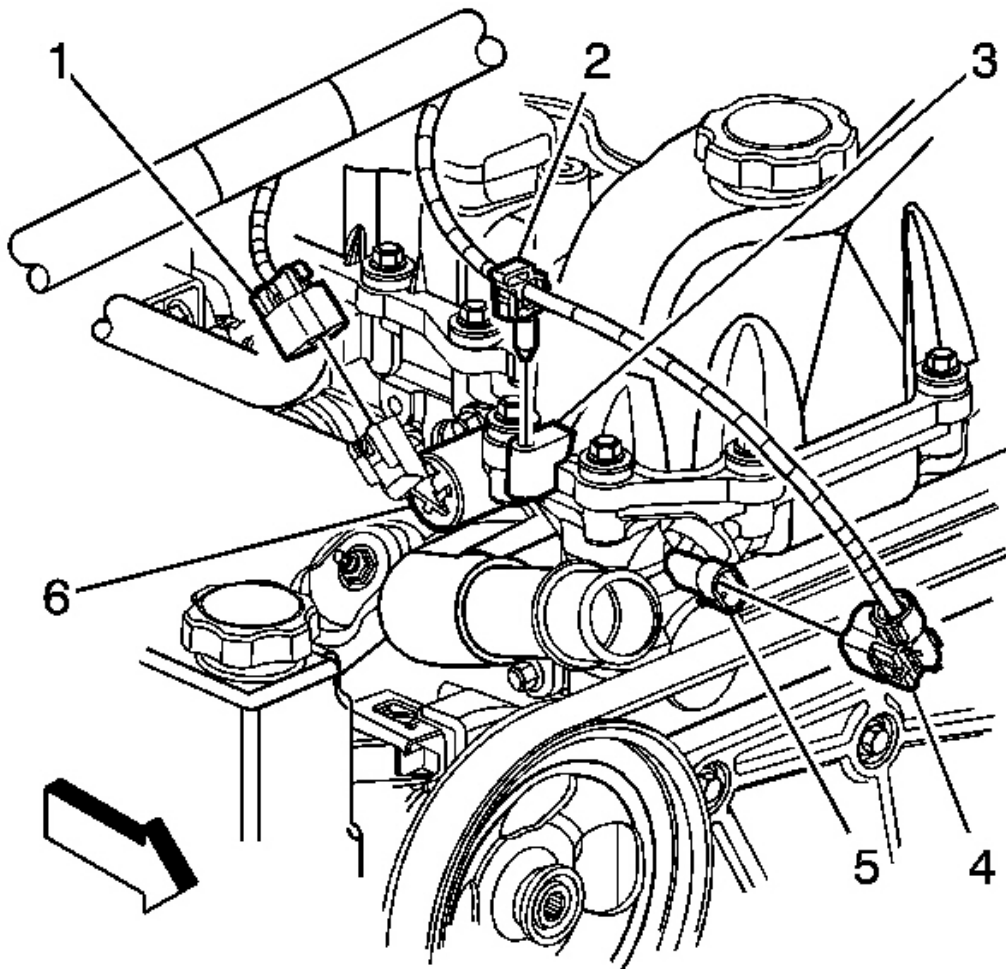


Fig. 227: View Of CMP Sensor Connector, Exhaust Camshaft Actuator Connector & Engine Wiring Harness Retainer
Courtesy of GENERAL MOTORS CORP.

16. Disconnect the engine wiring harness retainer (2) from the camshaft cover (3).
17. Disconnect the engine wiring harness connectors from the following components:
 - The exhaust camshaft position (CMP) sensor (5)
 - The exhaust camshaft actuator (6)

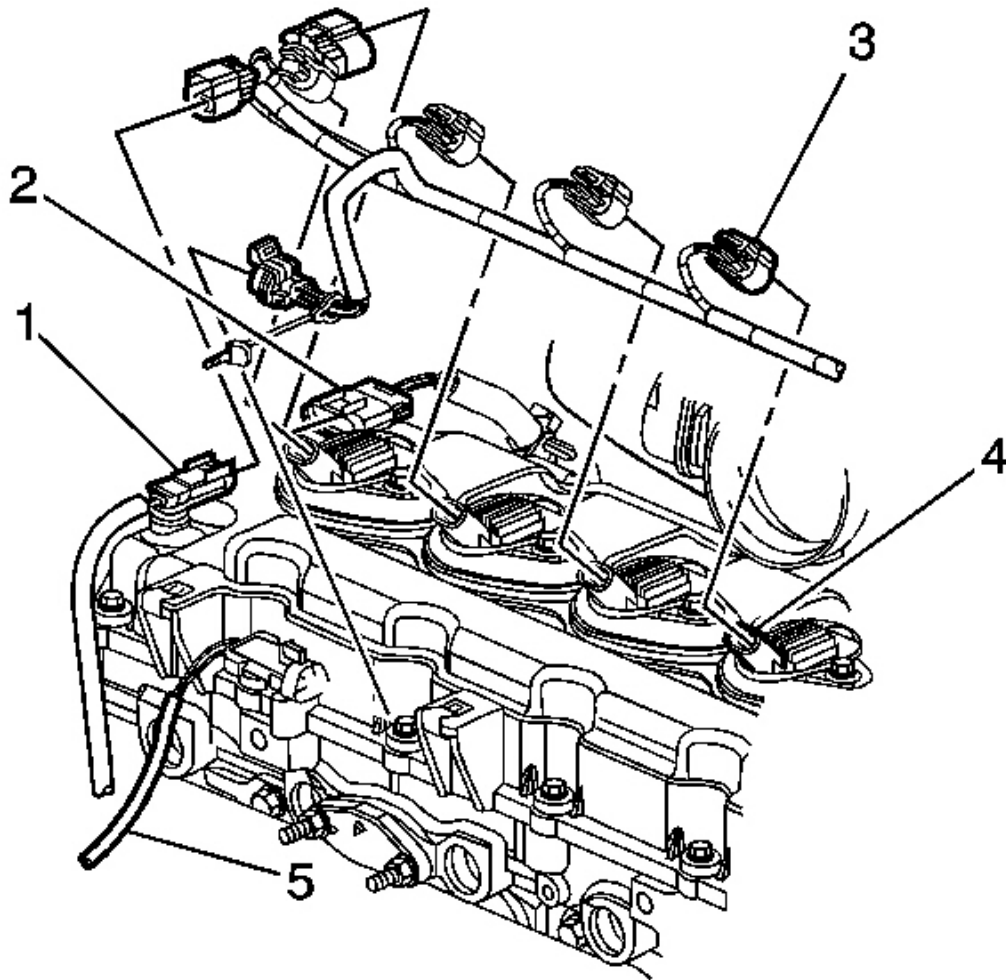


Fig. 228: View Of ECT Sensor, Fuel Injector, Ignition Coil & HO2S Engine Wiring Harness Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

18. Disconnect the engine wiring harness connectors from the following components:
- The engine coolant temperature (ECT) sensor (1)
 - The fuel injector harness (2)
 - The ignition coils (4)
 - The heated oxygen sensor (HO2S) (5)

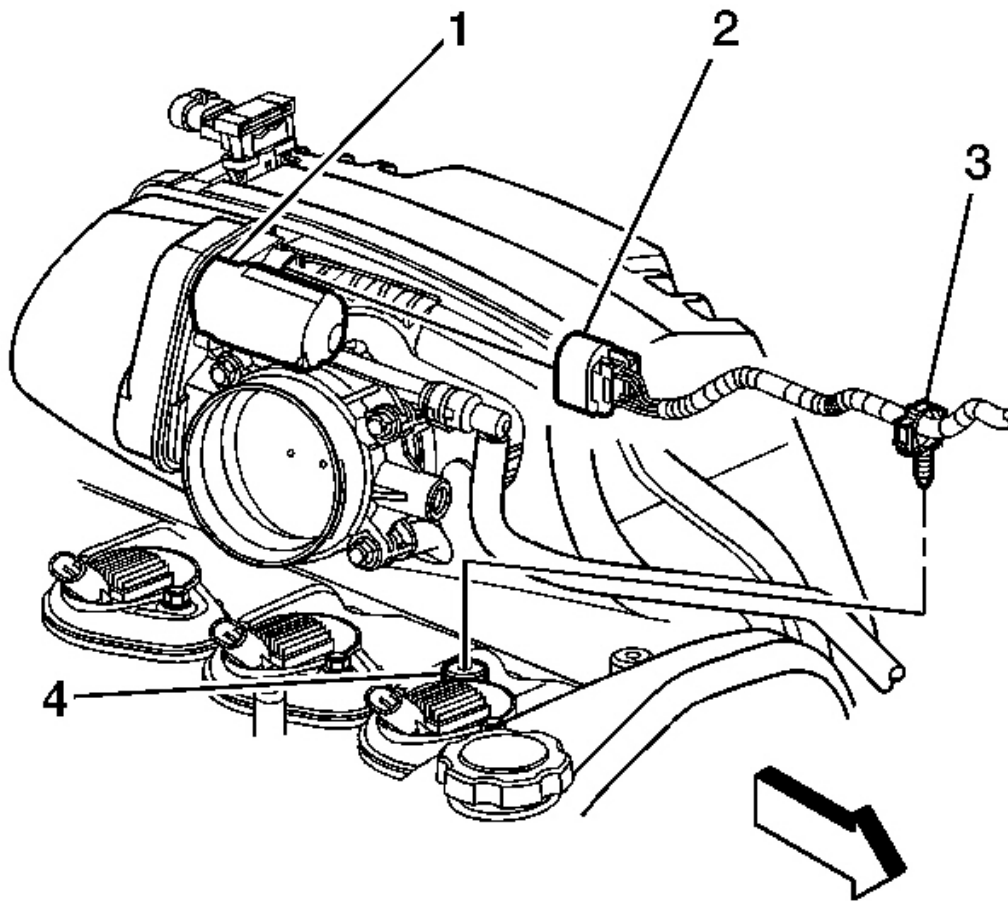


Fig. 229: View Of Engine Wiring Harness Connections To Camshaft Cover & Throttle Body
Courtesy of GENERAL MOTORS CORP.

19. Disconnect the engine wiring harness retainer (3) from the camshaft cover (4).
20. Disconnect the engine wiring harness connector (2) from the throttle body (1).

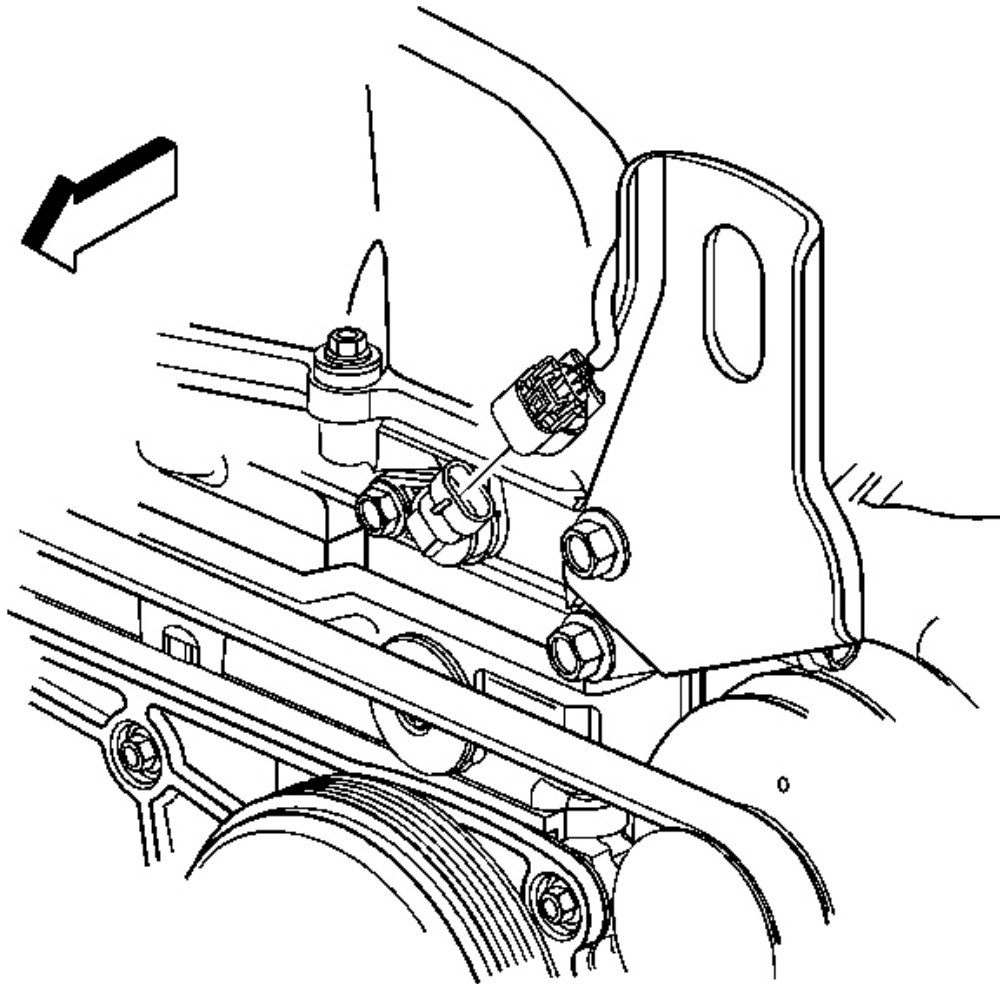


Fig. 230: View Of Intake CMP Sensor Engine Wiring Harness Connector
Courtesy of GENERAL MOTORS CORP.

21. Disconnect the engine wiring harness connector from the intake CMP sensor.

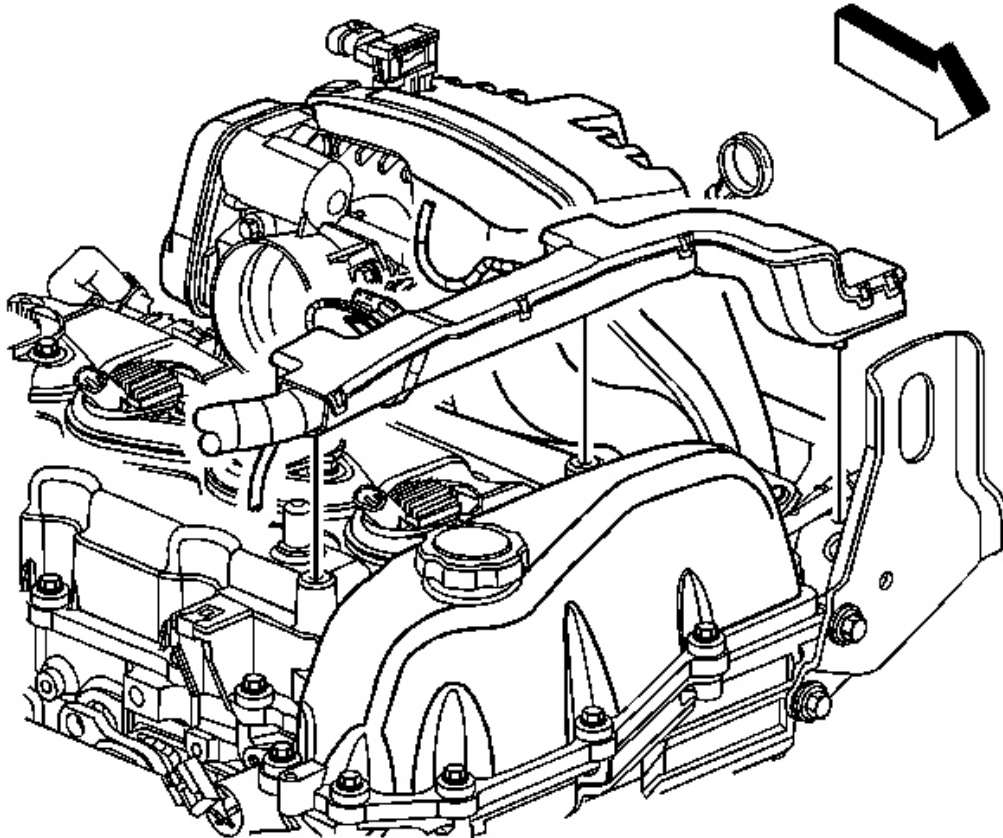


Fig. 231: View Of Engine Wiring Harness Conduit
Courtesy of GENERAL MOTORS CORP.

22. Carefully disengage the engine wiring harness conduit from the camshaft cover.
23. Remove the transmission filler tube. Refer to **Filler Tube and Seal Replacement** in Automatic Transmission - 4L60-E/4L65-E.
24. Drain the engine oil, if necessary. Refer to **Engine Oil and Oil Filter Replacement**.

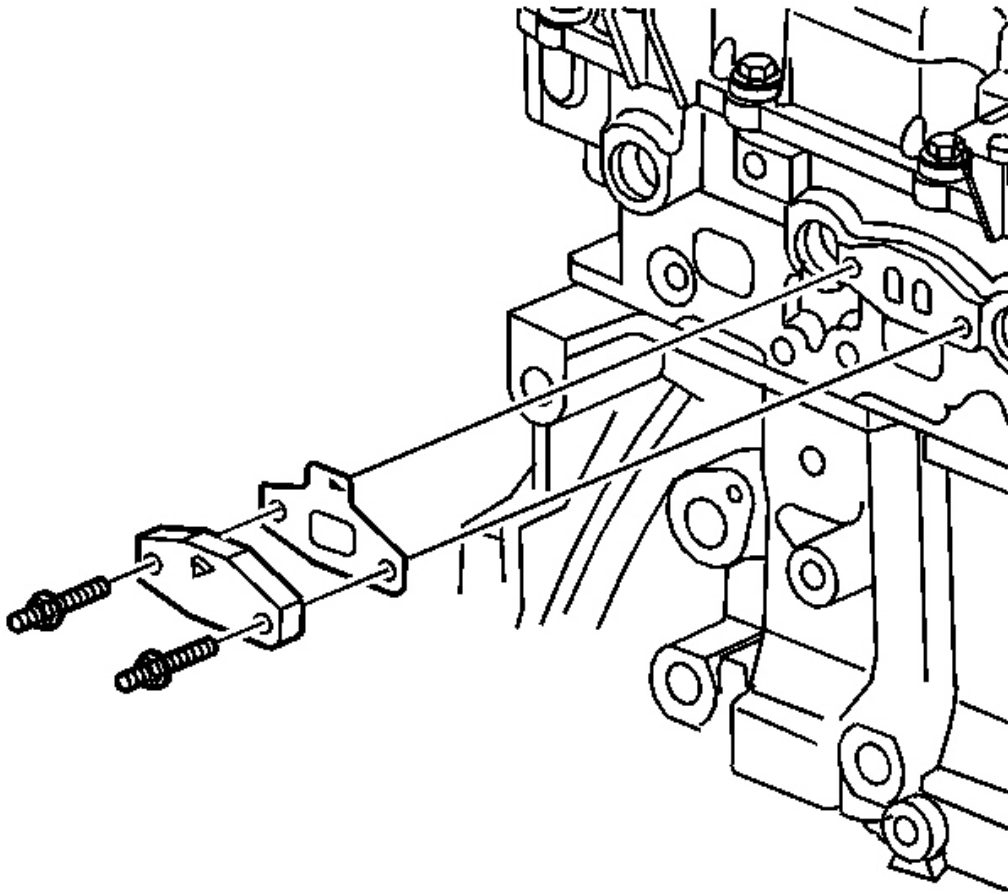


Fig. 232: View Of A.I.R. Injection Pipe Cover
Courtesy of GENERAL MOTORS CORP.

25. Remove the studs securing the secondary air injection (AIR) pipe cover to the cylinder head.

Remove the AIR pipe cover and gasket.

Discard the gasket.

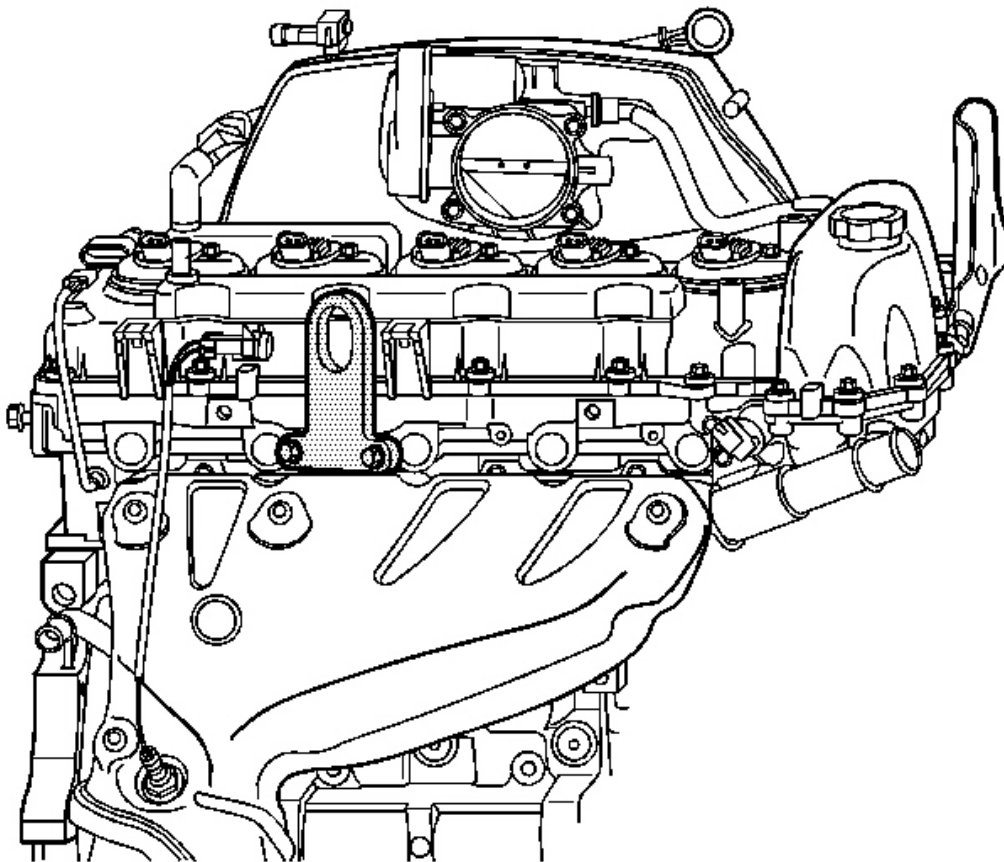


Fig. 233: Identifying J 44220
Courtesy of GENERAL MOTORS CORP.

26. Install the **J 44220** in place of the AIR adapter. See **Special Tools**.

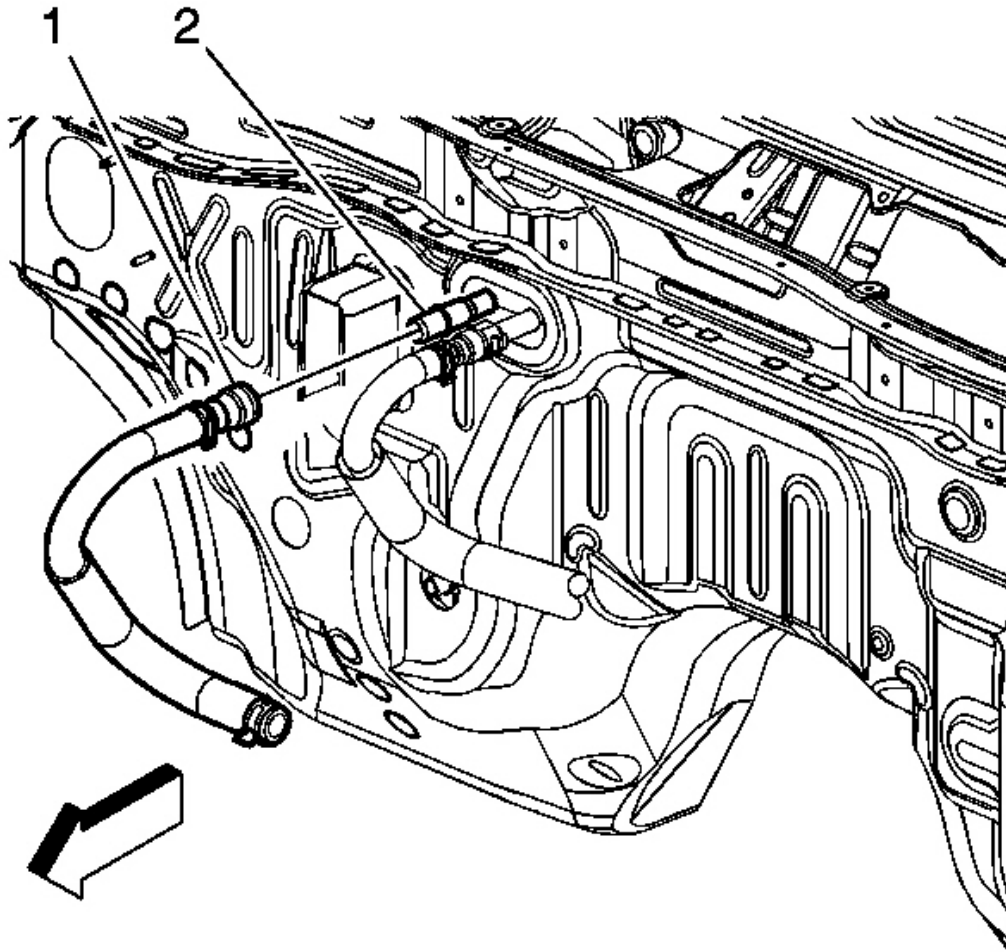


Fig. 234: View Of Inlet Heater Hose Quick Connect
Courtesy of GENERAL MOTORS CORP.

27. Disconnect the inlet heater hose quick connect (1) from the heater core (2), and secure to the engine.

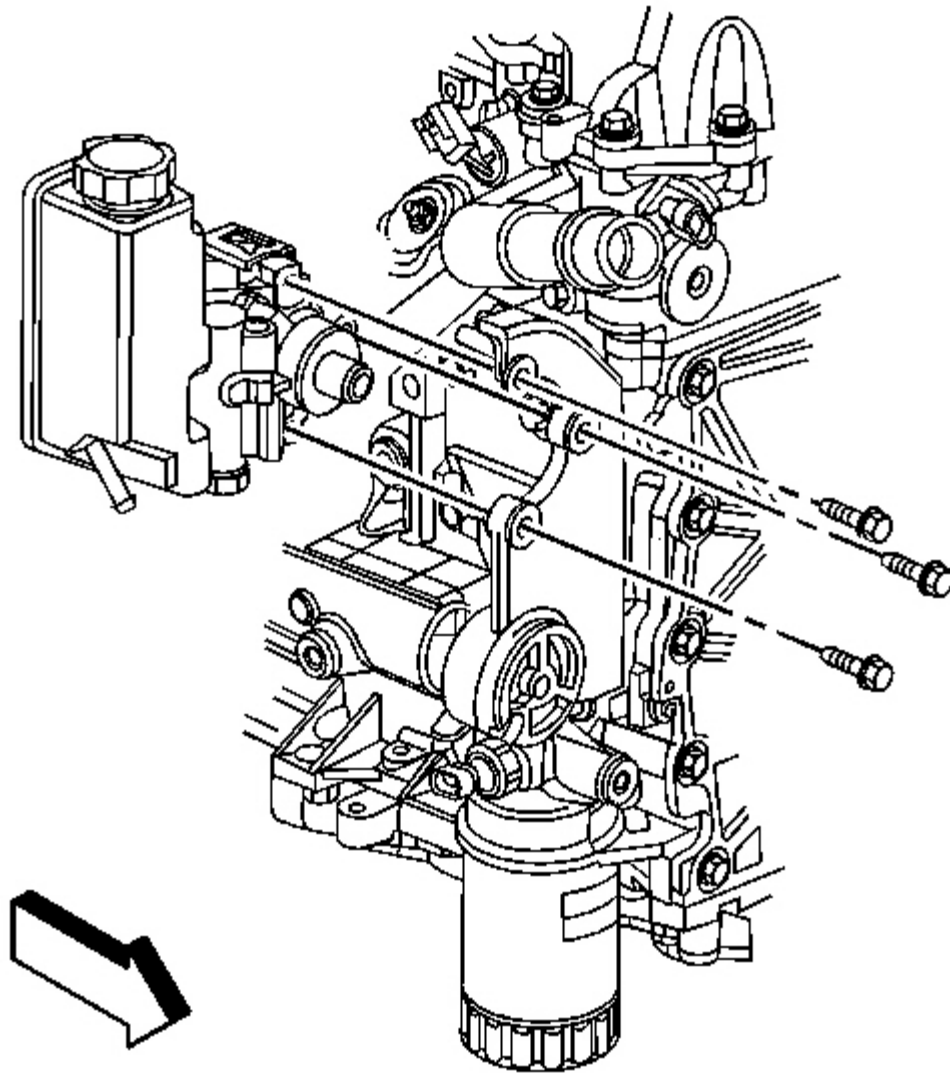


Fig. 235: View Of Power Steering Pump & Mounting Bolts
Courtesy of GENERAL MOTORS CORP.

28. Remove the power steering pump mounting bolts ONLY, and position aside.

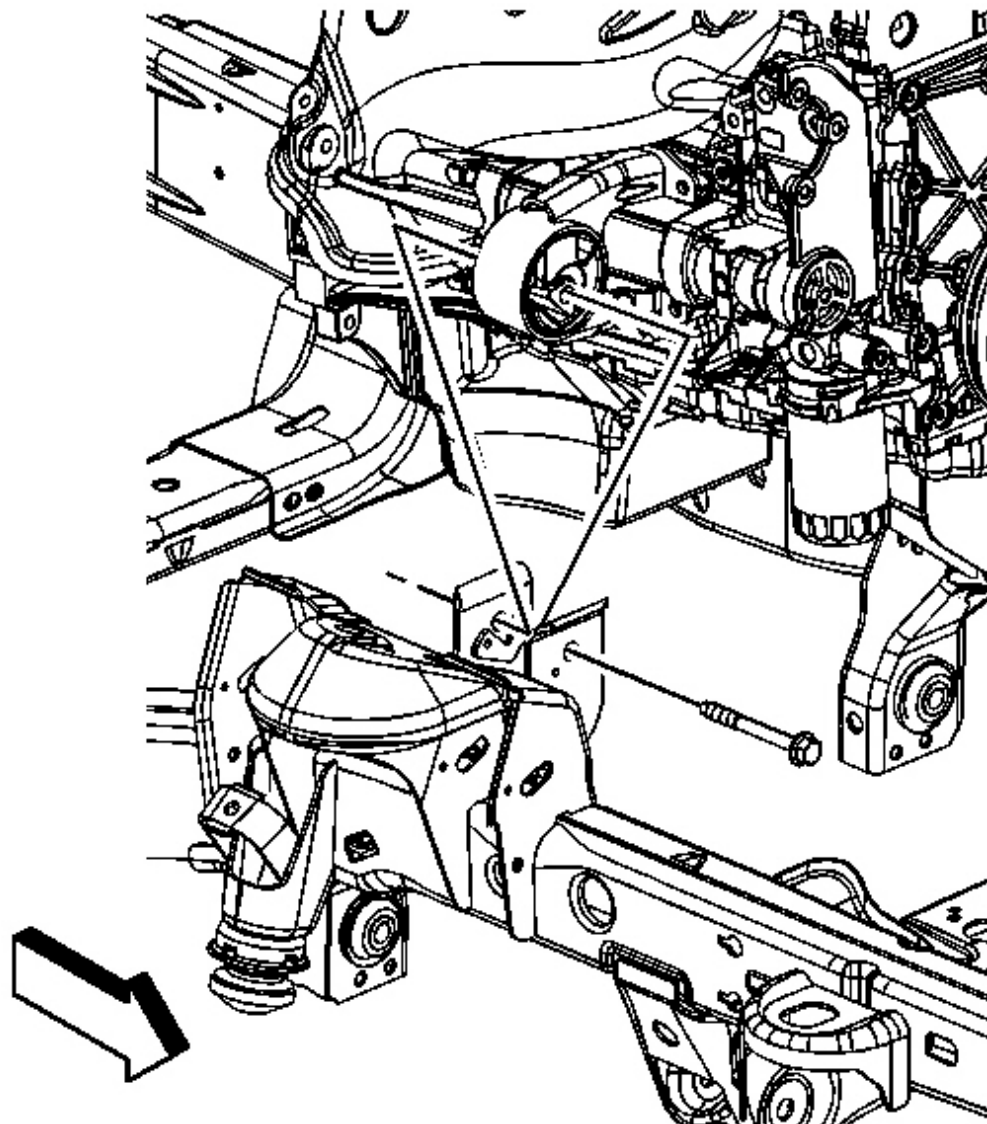


Fig. 236: Right Engine Mount-To-Frame Bracket Bolt
Courtesy of GENERAL MOTORS CORP.

29. Remove the right engine mount-to-frame bracket bolt.

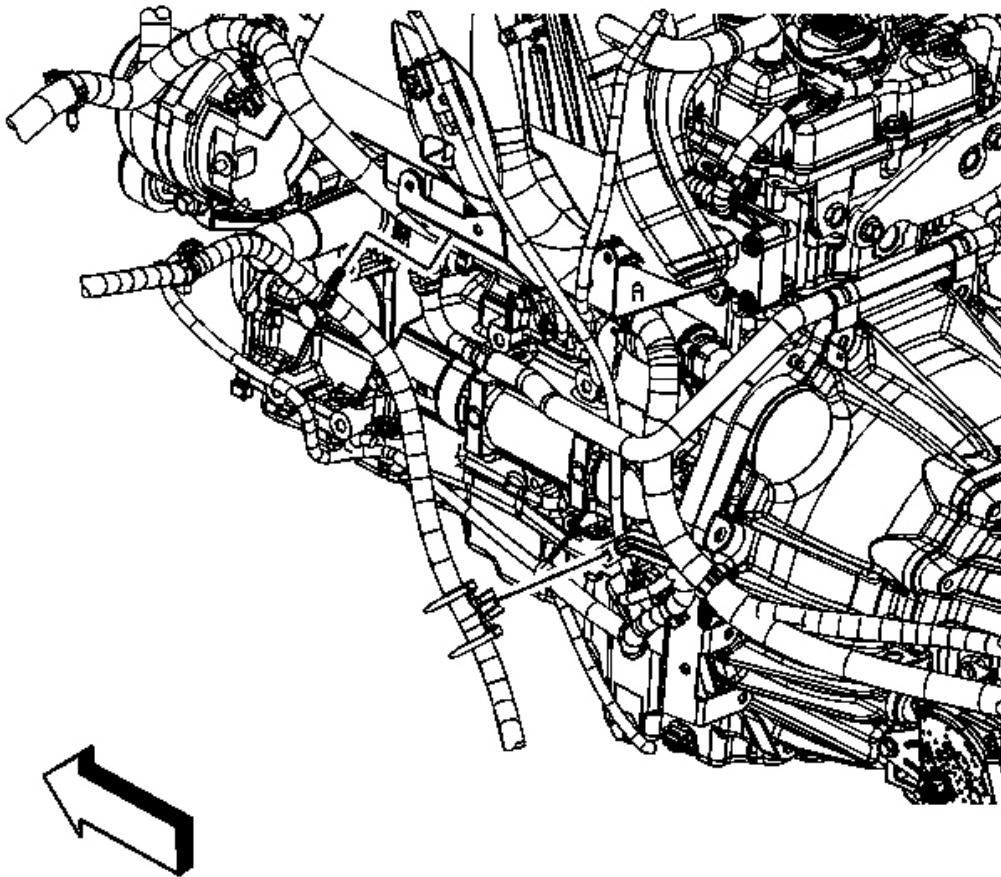


Fig. 237: Engine Wiring Harness Retainer At Engine Wiring Harness Bracket
Courtesy of GENERAL MOTORS CORP.

30. Disconnect the engine wiring harness retainer from the engine wiring harness bracket.
31. Position the engine wiring harness aside.
32. Disconnect the fuel feed pipe from the fuel rail. Refer to **Quick Connect Fitting(s) Service (Metal Collar)** in Engine Controls - 3.5L (L52).
33. Disconnect the evaporative emission (EVAP) pipe at the purge solenoid. Refer to **Quick Connect Fitting(s) Service (Plastic Collar)** in Engine Controls - 3.5L (L52).
34. Remove the oil level indicator and tube. Refer to **Oil Level Indicator and Tube Replacement**.

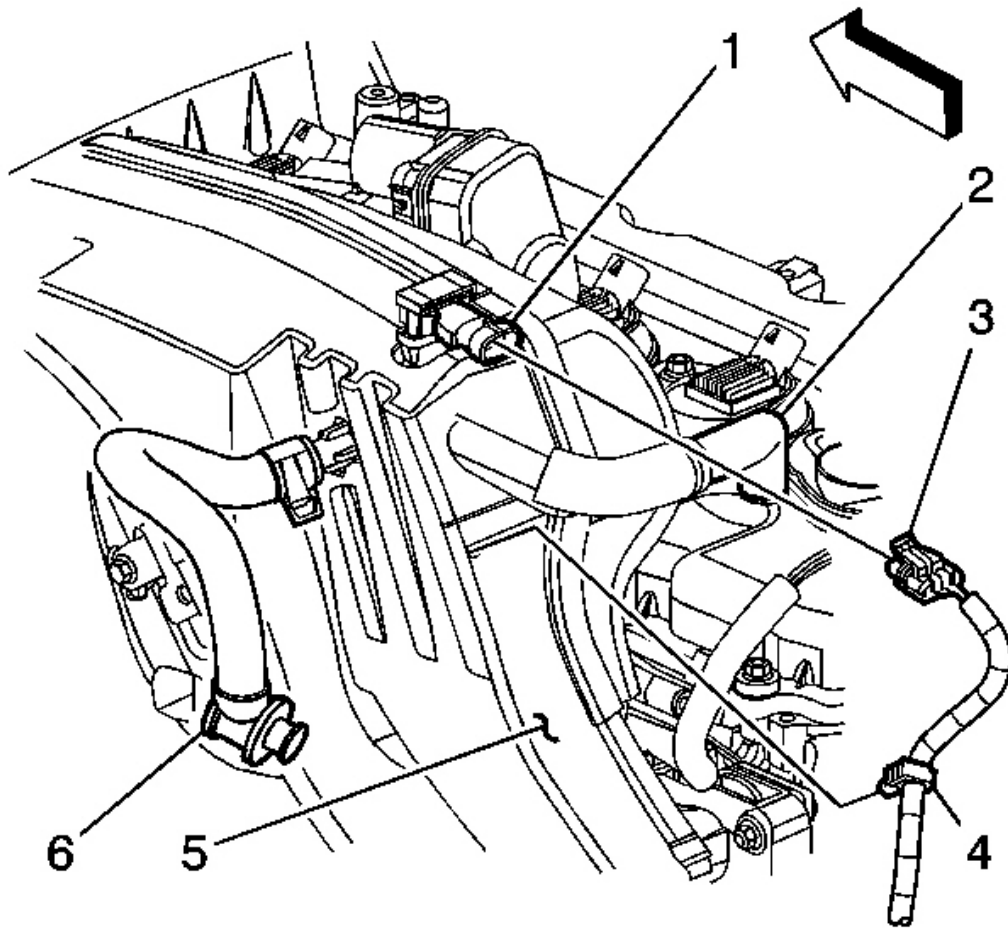


Fig. 238: Identifying Intake Manifold External Components
Courtesy of GENERAL MOTORS CORP.

35. Disconnect the brake booster hose (6) from the brake booster.
36. Remove the manifold absolute pressure (MAP) sensor. Refer to **Manifold Absolute Pressure (MAP) Sensor Replacement** in Engine Controls - 3.5L (L52).
37. Disconnect the MAP sensor wiring harness retainer (4) from the intake manifold (5).
38. Raise and support the vehicle only high enough to access the wiring harnesses through the wheelhouse. Refer to **Lifting and Jacking the Vehicle**.

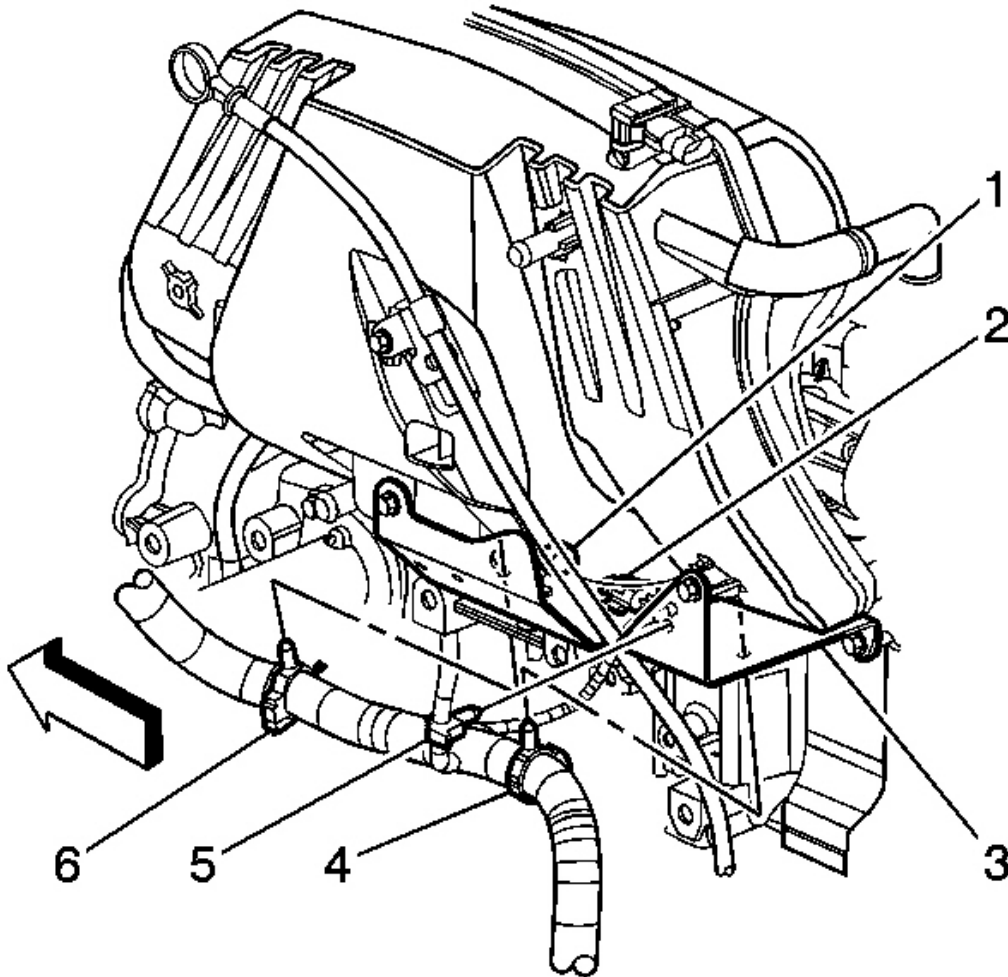


Fig. 239: View Of Wiring Harness Retainers
Courtesy of GENERAL MOTORS CORP.

39. Disconnect the following wiring harness retainers from the engine wiring harness bracket:
- The battery cable
 - The engine (4, 6)
 - The MAP sensor (5)

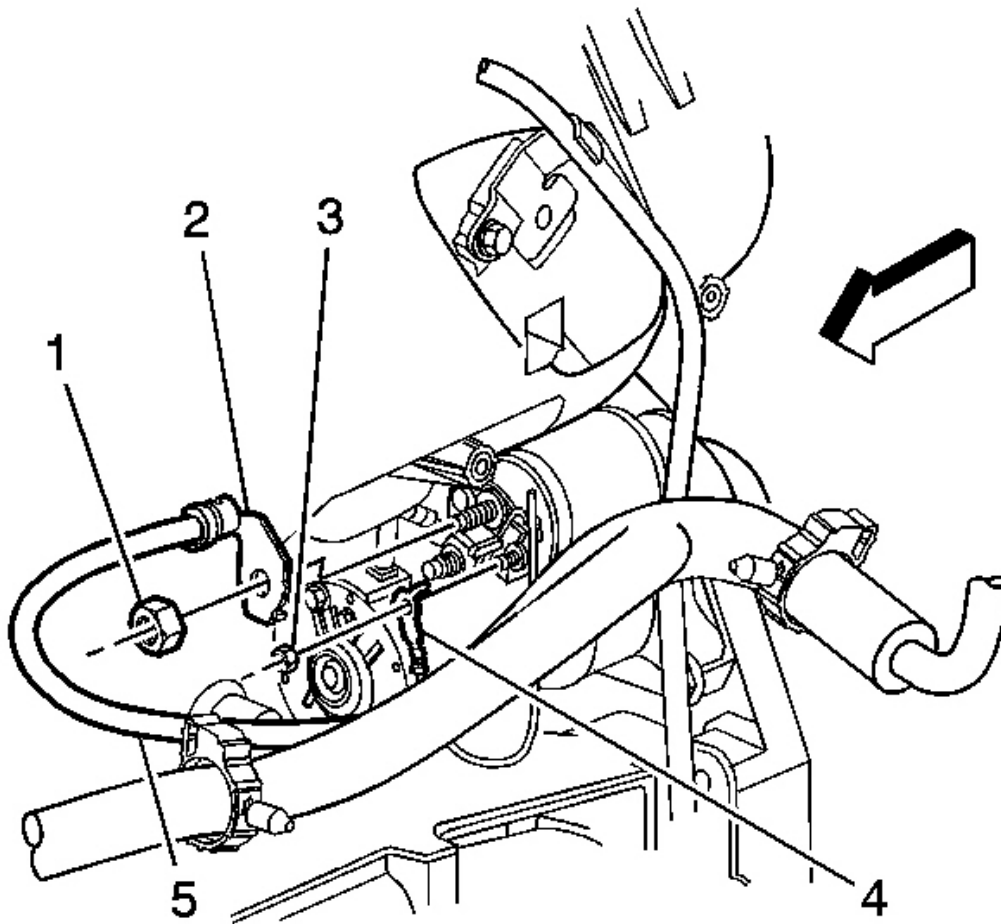


Fig. 240: Locating Positive Battery Cable
Courtesy of GENERAL MOTORS CORP.

40. Remove the starter solenoid "S" terminal nut (3) and disconnect the lead (4) from the starter.
41. Remove the starter terminal nut (1) and disconnect the battery positive cable (2) from the starter.

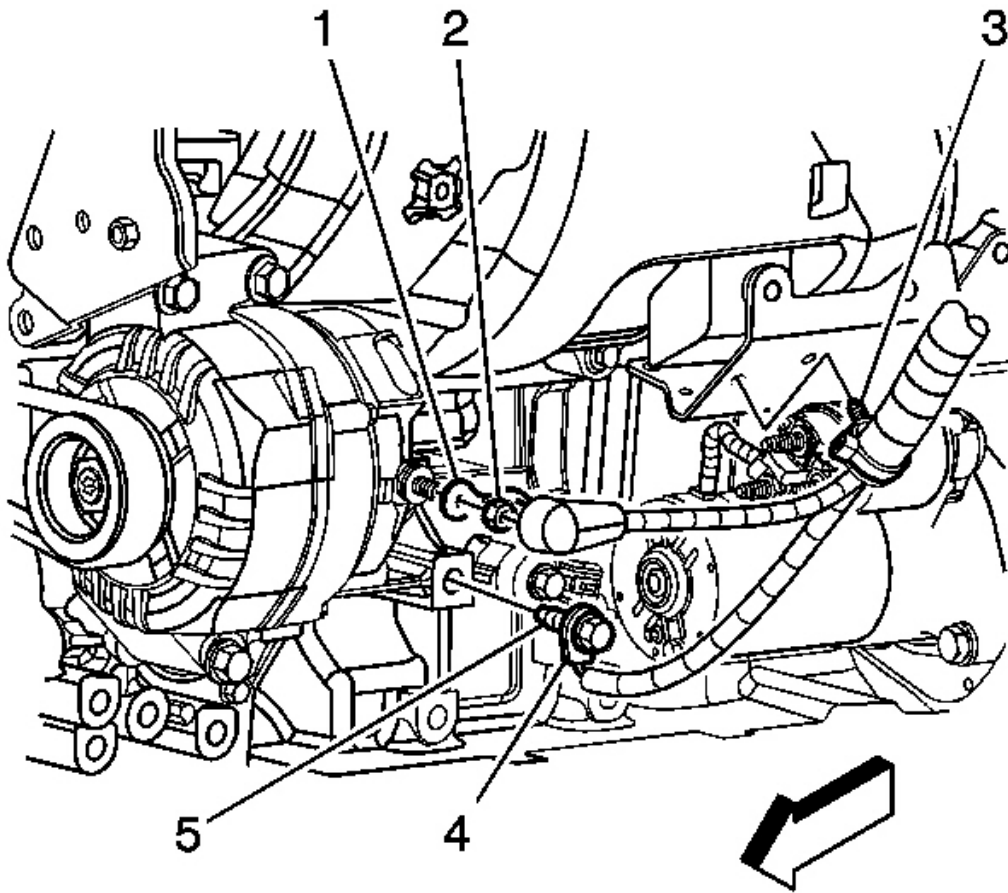


Fig. 241: Generator/Starter Wiring
Courtesy of GENERAL MOTORS CORP.

42. Remove the bolt (5) securing the battery negative cable ground terminal (4) to the engine block.

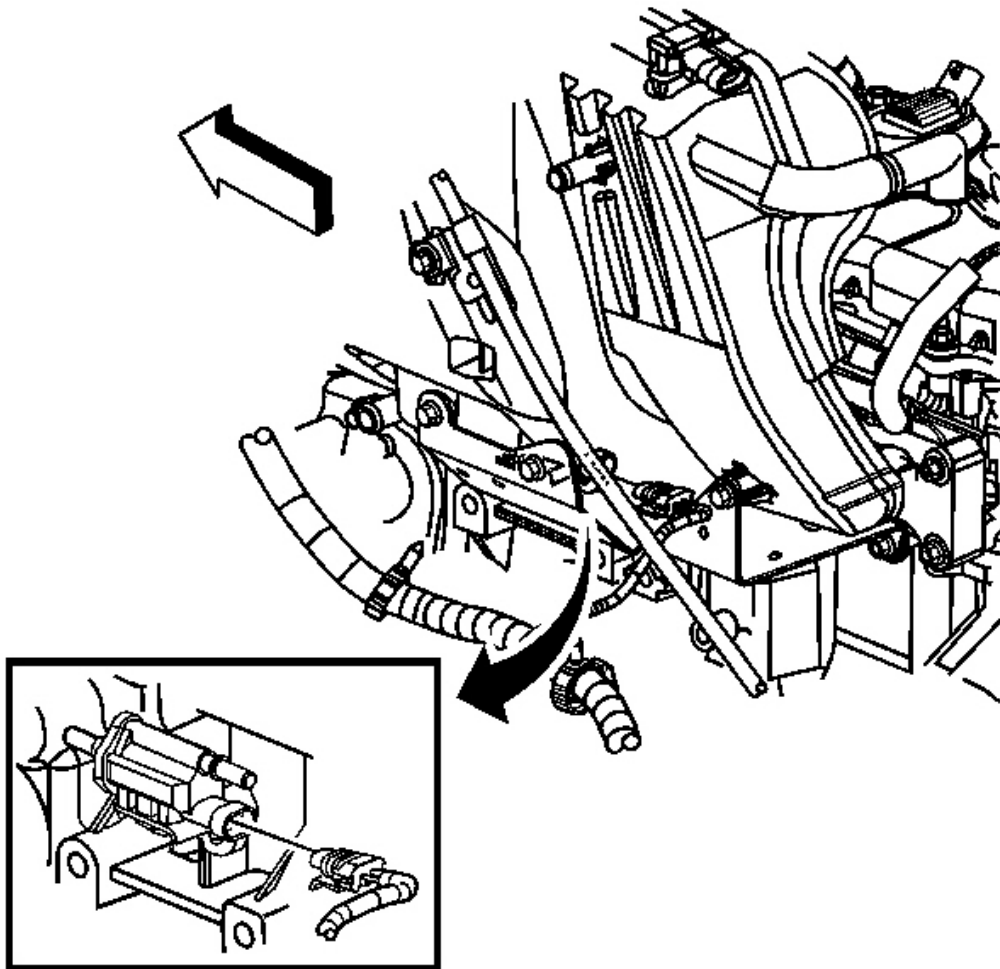


Fig. 242: View Of EVAP Canister Purge Solenoid Valve Engine Wiring Harness Connector
Courtesy of GENERAL MOTORS CORP.

43. Disconnect the engine wiring harness connector from the EVAP canister purge solenoid valve.

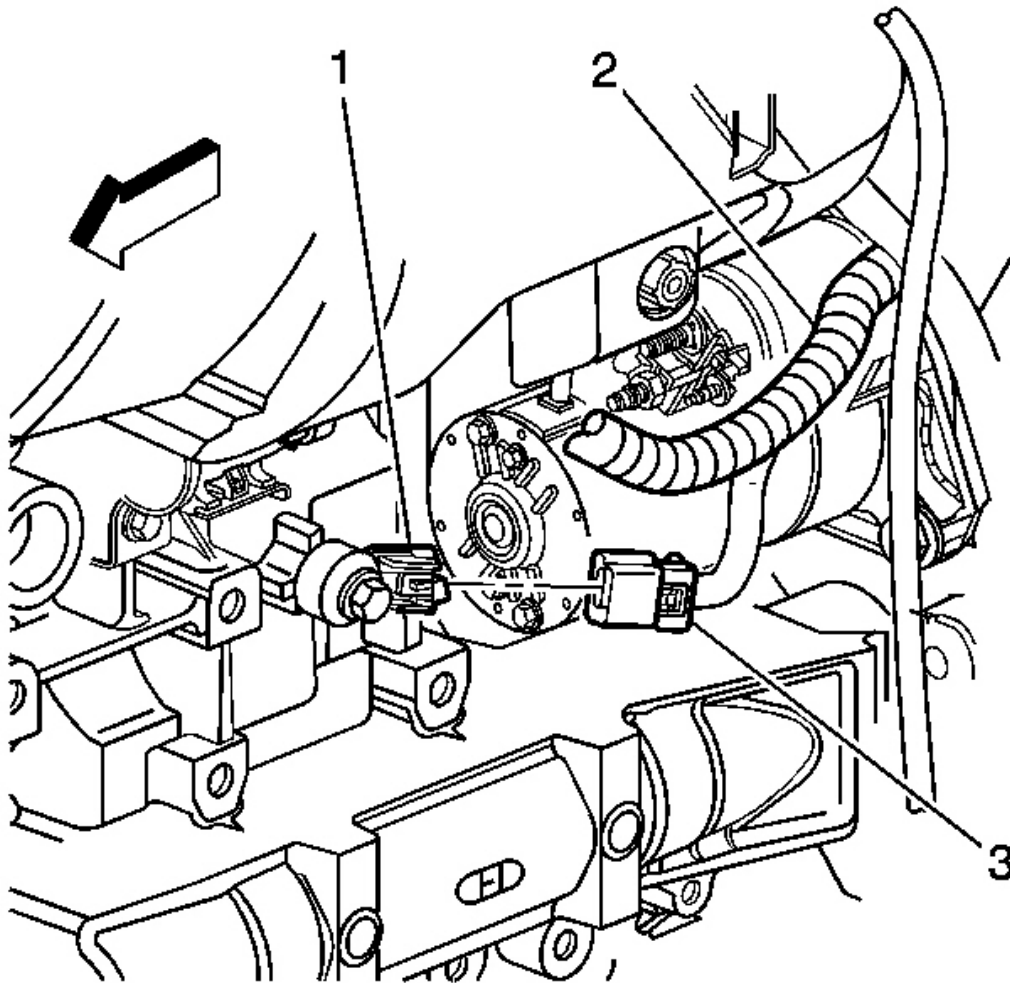


Fig. 243: View Of KS Engine Wiring Harness Connector
Courtesy of GENERAL MOTORS CORP.

44. Disconnect the engine wiring harness connector (3) from the # 2 knock sensor (KS) (1).
45. Disconnect the coolant heater cord from the coolant heater, if equipped.

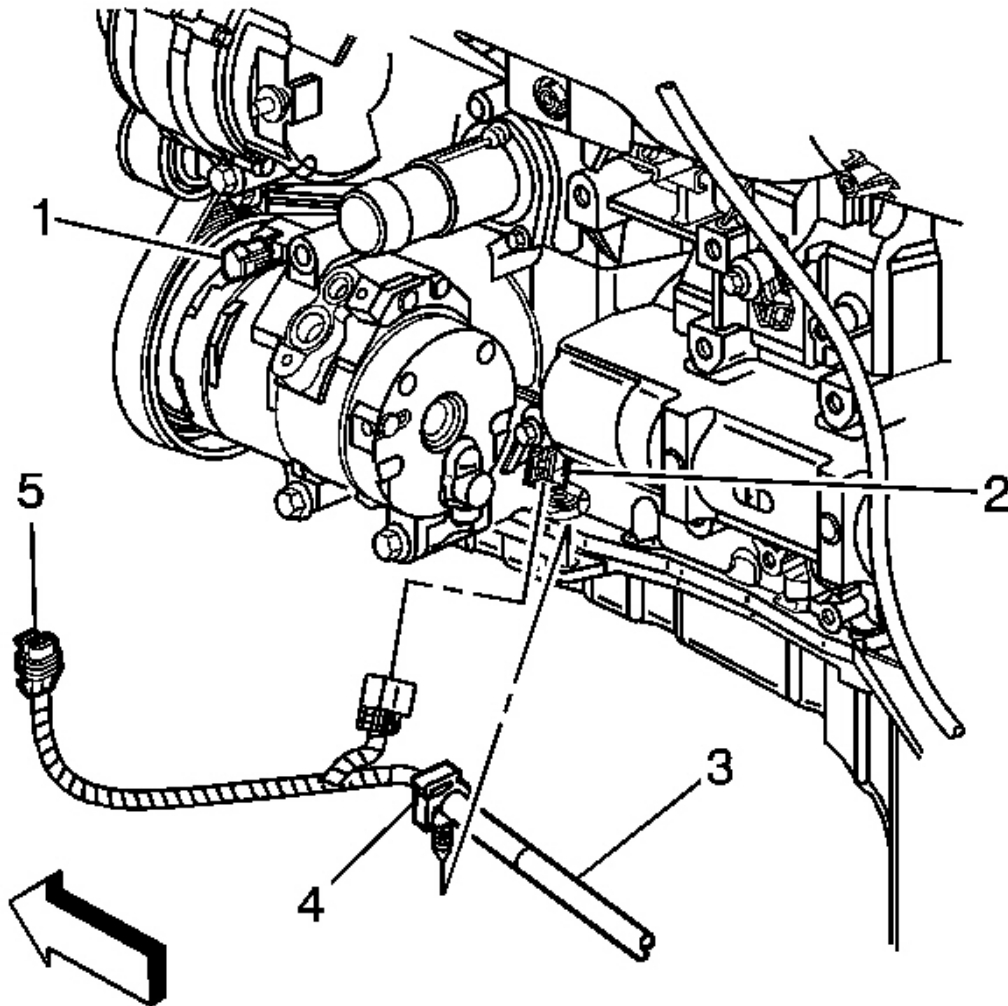


Fig. 244: View Of #1 Knock Sensor & Engine Oil Pan Rail Engine Wiring Harness Connectors
Courtesy of GENERAL MOTORS CORP.

46. Disconnect the engine wiring harness connector from the # 1 KS (2).
47. Disconnect the engine wiring harness retainer (4) from the engine oil pan rail.

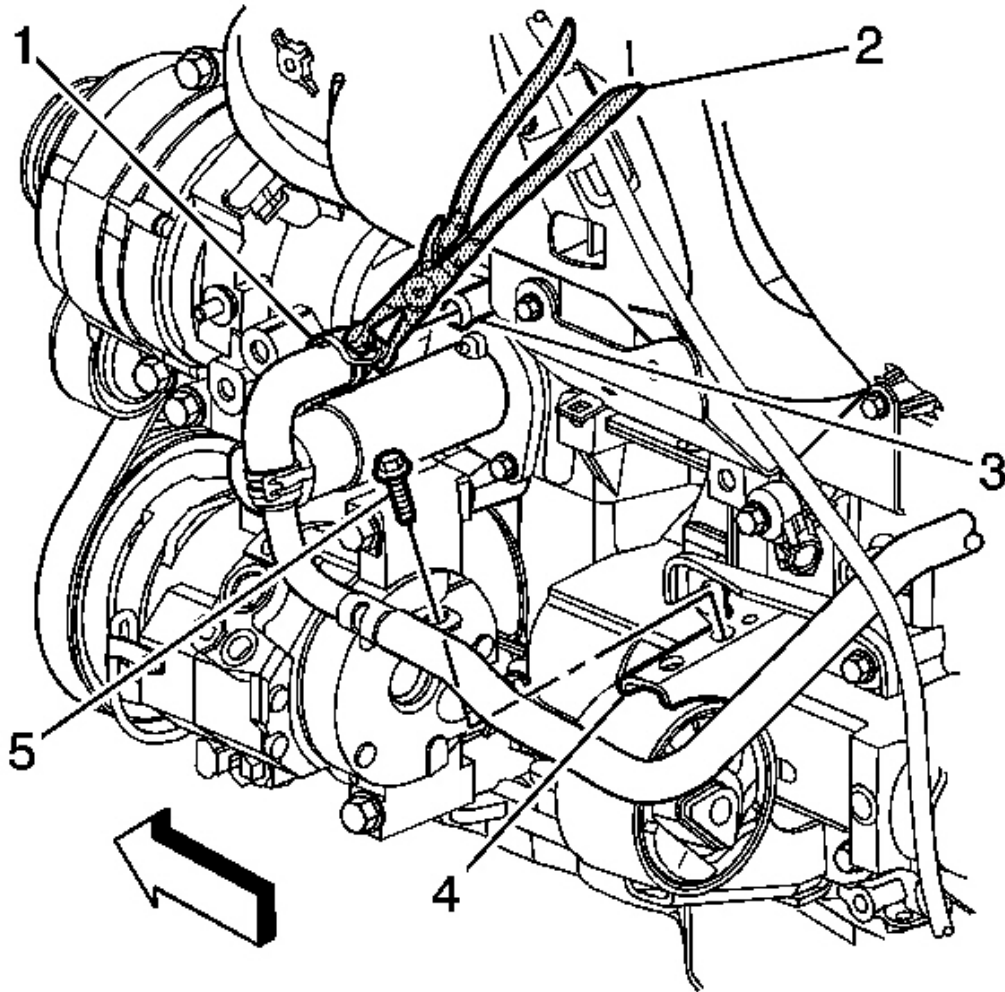


Fig. 245: View Of J 38185

Courtesy of GENERAL MOTORS CORP.

48. Remove the bolt (5) securing the heater outlet hose/pipe to the left engine mount (4).
49. Position the **J 38185** (2) to the clamp (1) in order to remove the heater outlet hose from the heater outlet hose fitting (3). See **Special Tools**.

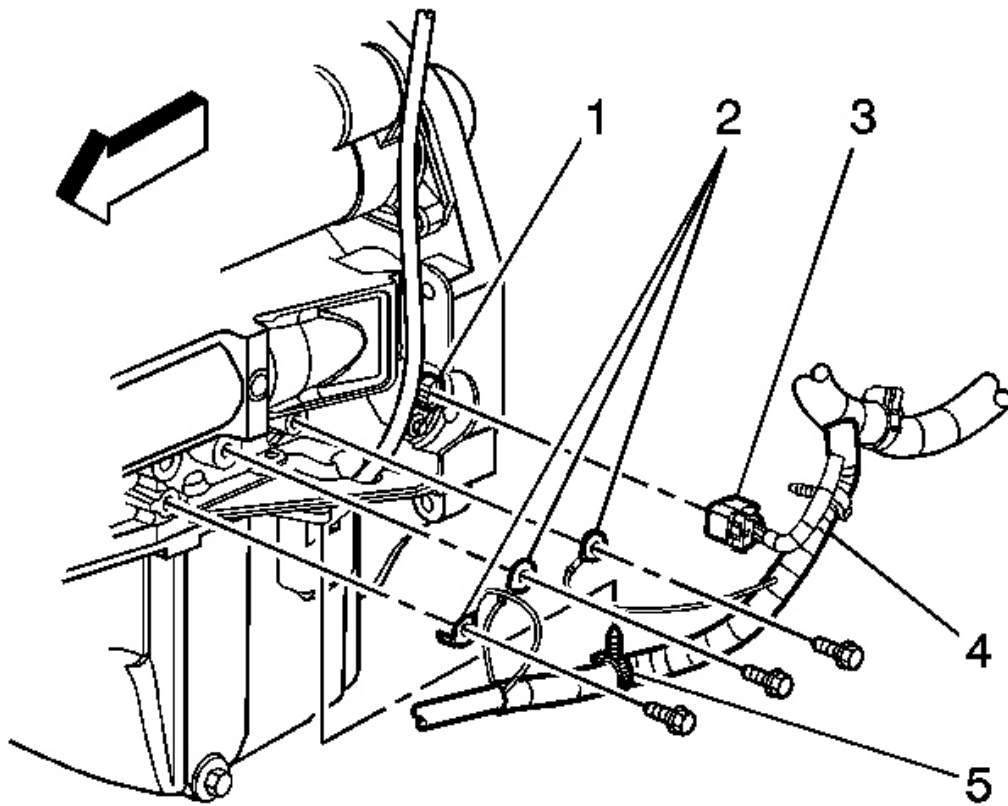


Fig. 246: View Of Engine Wiring Harness
Courtesy of GENERAL MOTORS CORP.

50. Disconnect the engine wiring harness connector (3) from the crankshaft position (CKP) sensor (1).
51. Raise the vehicle completely. Refer to **Lifting and Jacking the Vehicle** .
52. Remove the 3 bolts securing the engine wiring ground leads (2) to the engine block.
53. Disconnect the engine wiring harness retainer (5) from the engine oil pan rail.
54. Position the engine wiring harness aside.

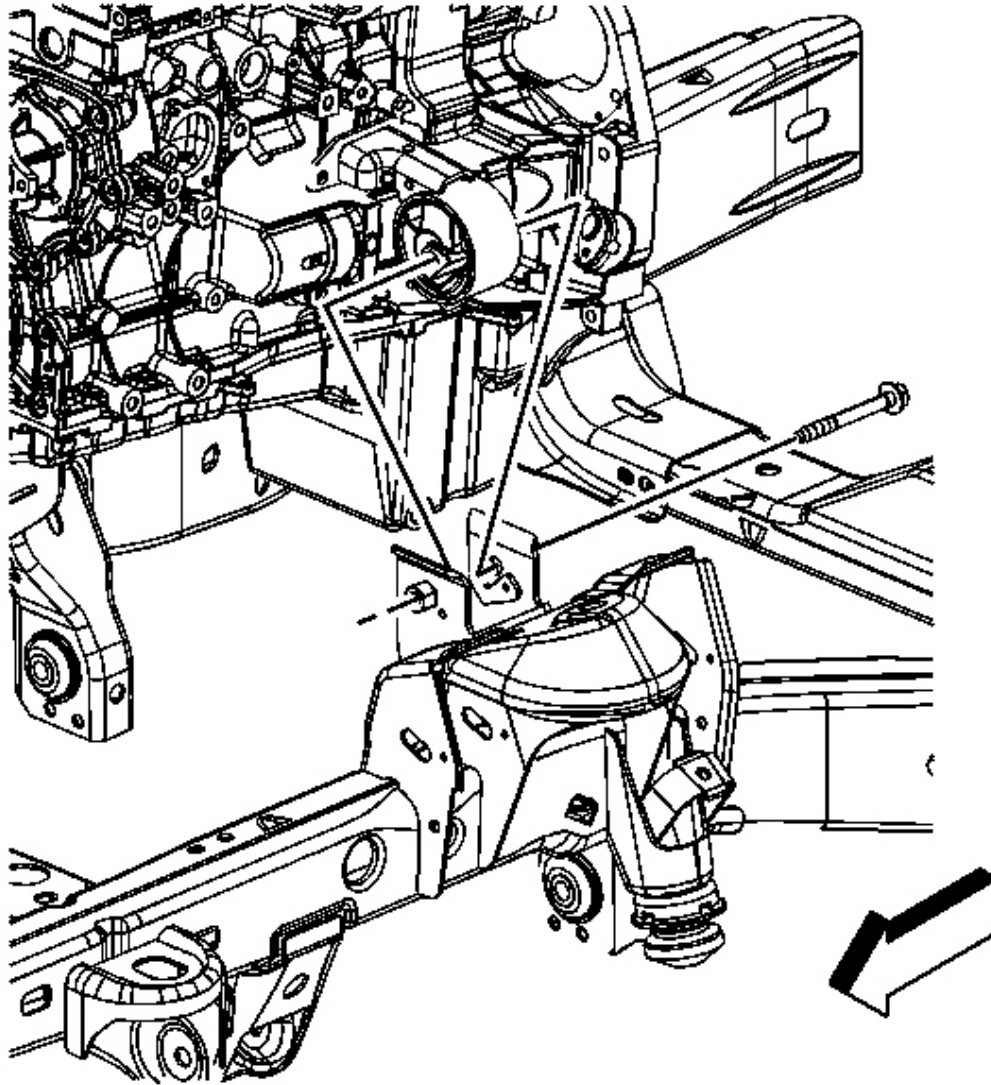


Fig. 247: Left Engine Mount-To-Frame Bracket Through Bolt
Courtesy of GENERAL MOTORS CORP.

55. Remove the left engine mount-to-frame bracket bolt.

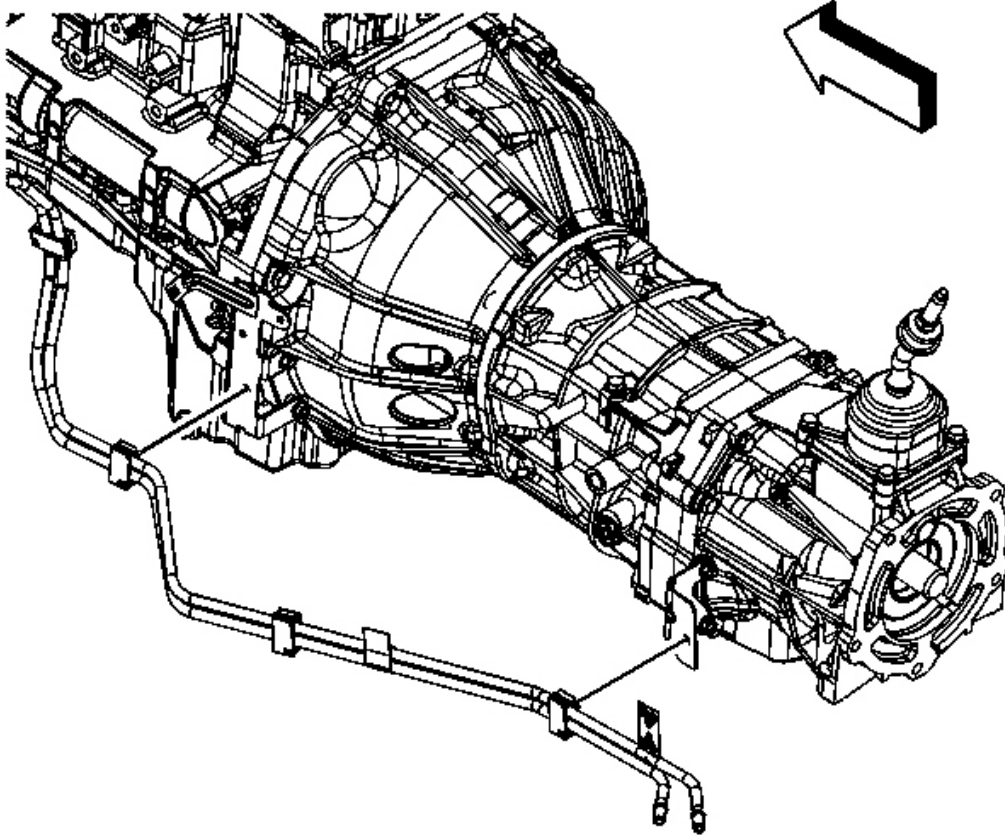


Fig. 248: Clips Attaching Fuel Feed Lines To Transmission (M/T)
Courtesy of GENERAL MOTORS CORP.

56. Disconnect the fuel line clips from the brackets on the transmission (manual only).

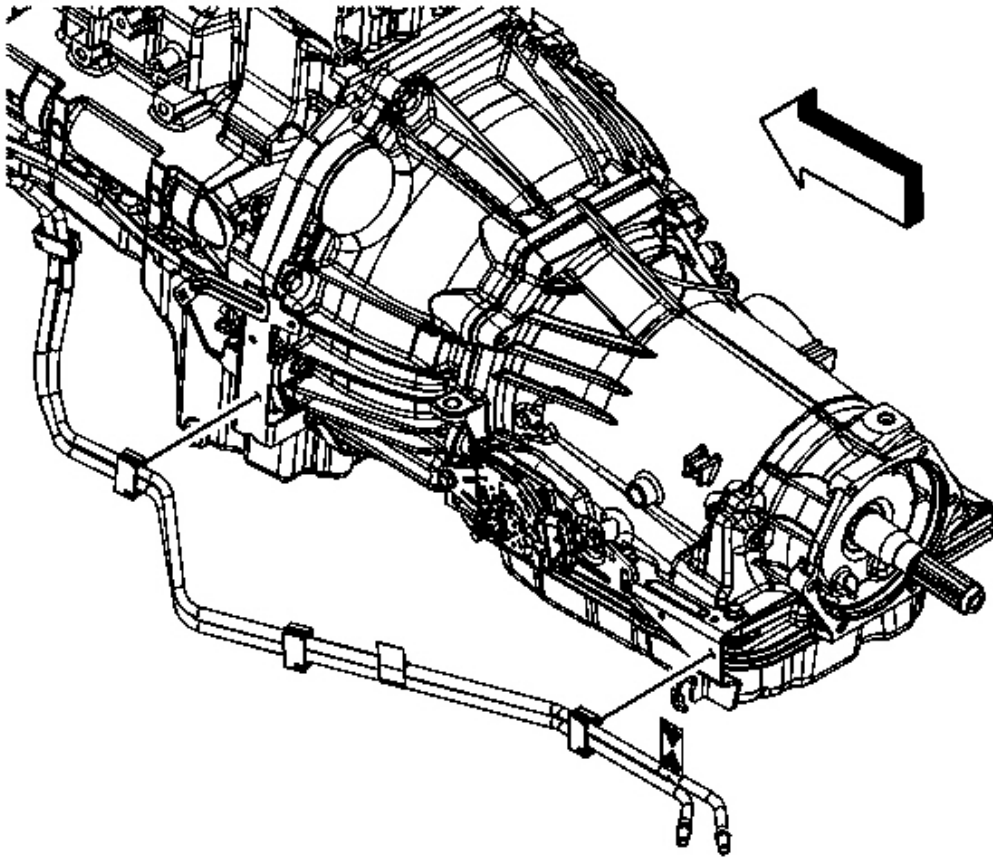


Fig. 249: Clips Attaching Fuel Feed Lines To Transmission (A/T)
Courtesy of GENERAL MOTORS CORP.

57. Disconnect the fuel line clips from the brackets on the transmission (automatic only).
58. Remove the crossmember. Refer to **Crossmember Replacement** .
59. Remove the front propeller shaft. Refer to **Propeller Shaft Replacement - Front** .

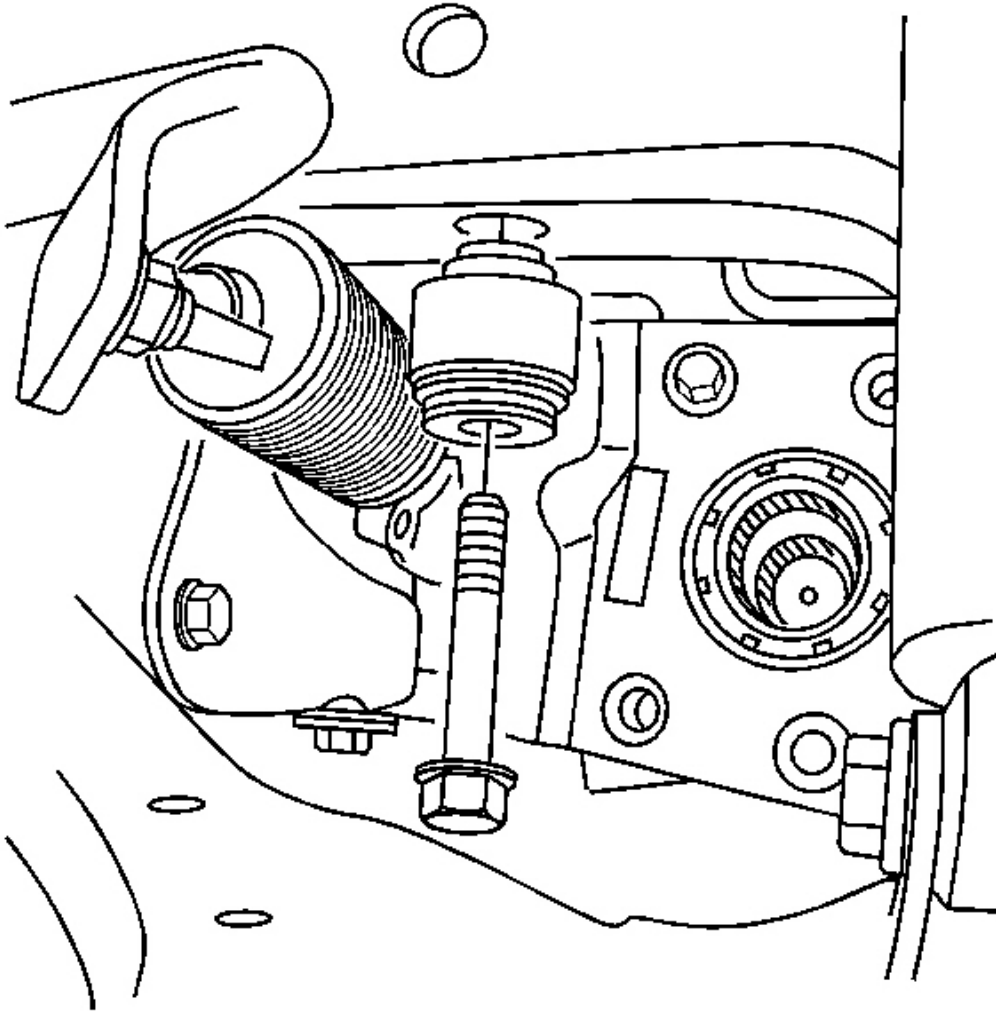


Fig. 250: View Of Mounting Bracket To Frame Bolts
Courtesy of GENERAL MOTORS CORP.

60. Remove the differential carrier assembly bushing to frame bolts ONLY.
61. Position the differential carrier assembly forward.
62. Secure the pinion yoke, in order to prevent the differential carrier from rotating.
63. Remove the exhaust seal. Refer to **Exhaust Seal Replacement** .

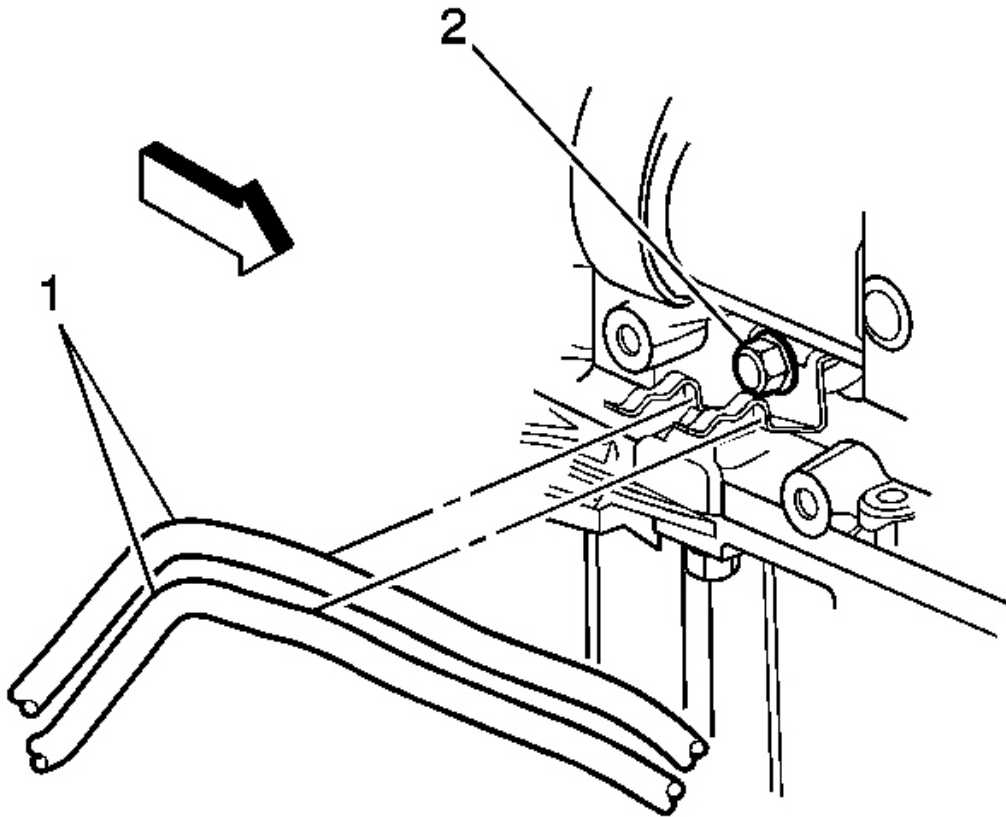


Fig. 251: View Of Transmission Oil Cooler Pipe Bracket Bolt
Courtesy of GENERAL MOTORS CORP.

64. Remove the bolt (2) securing the transmission oil cooler pipe bracket to the right side of the engine oil pan rail (automatic only).

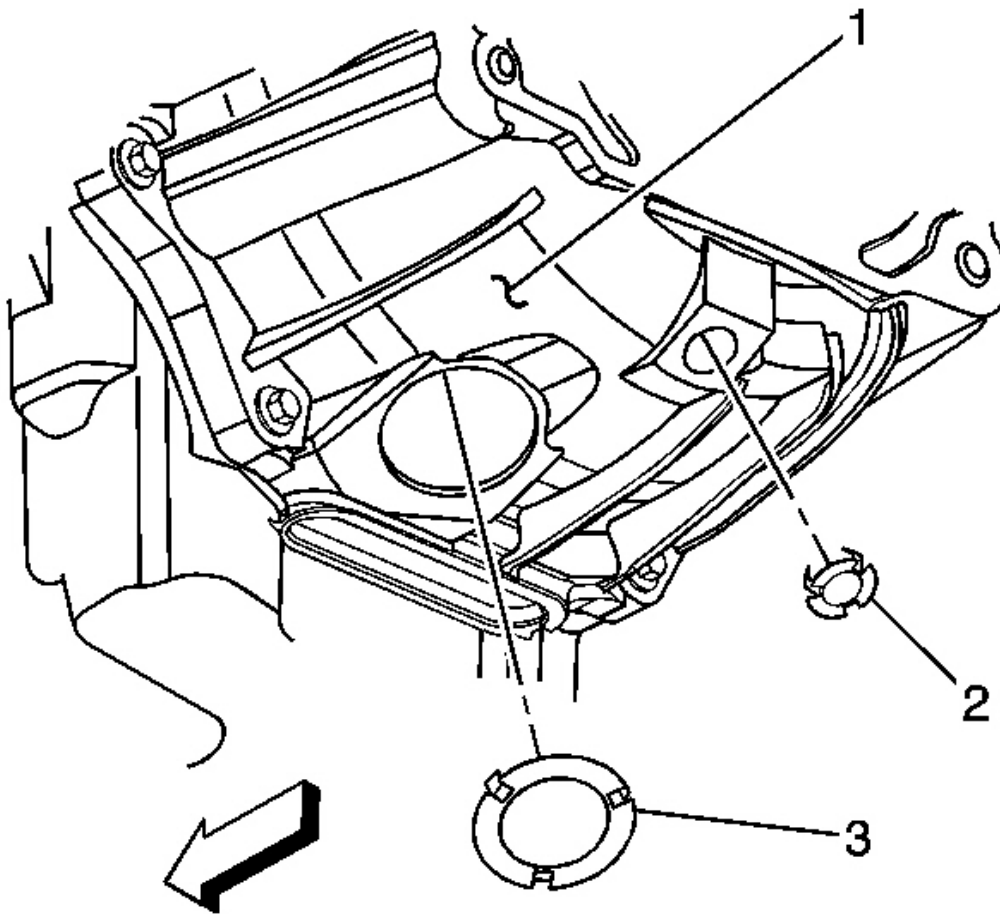


Fig. 252: View Of Inspection Plug
Courtesy of GENERAL MOTORS CORP.

65. Remove the inspection plug (3) from the transmission (1) (M30 only).
66. Mark the torque converter to flexplate/flywheel orientation to ensure proper realignment (M30 only).

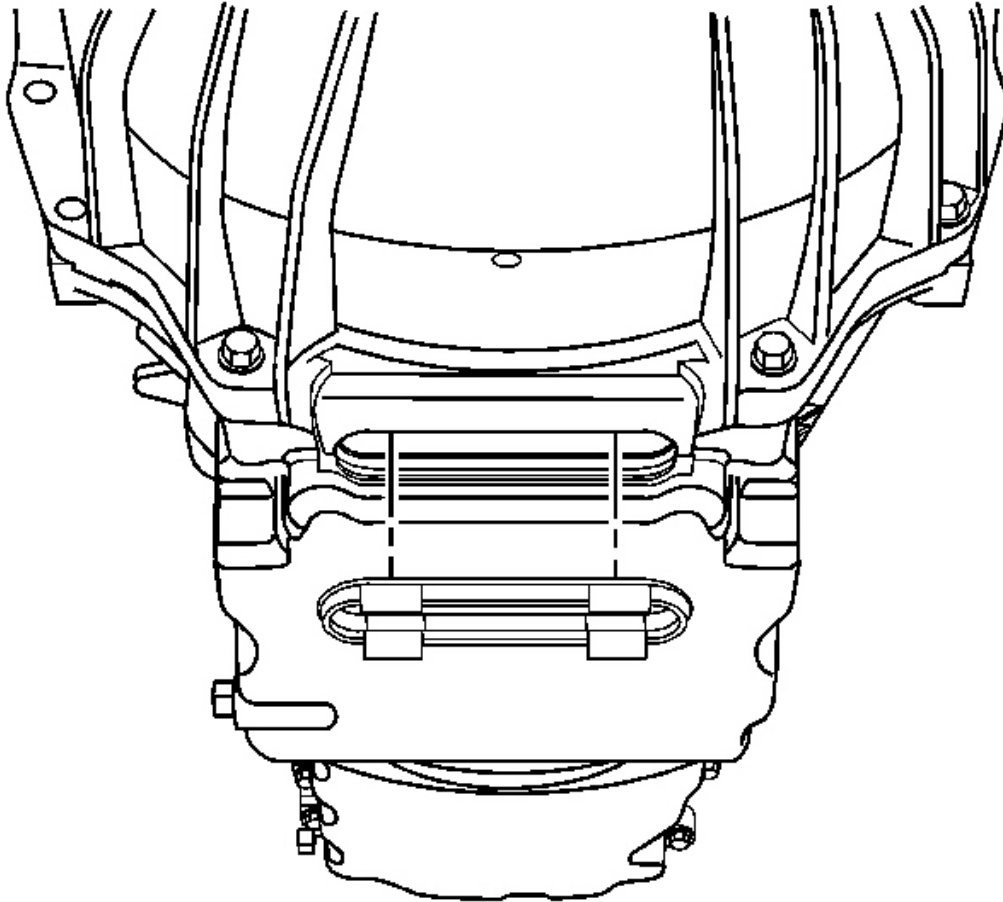


Fig. 253: View Of Service Slot Plug
Courtesy of GENERAL MOTORS CORP.

67. Remove the service slot plug.
68. Repeat the following steps for all 3 torque converter bolts (automatic only):
 1. Rotate the harmonic balancer center bolt clockwise **ONLY**, in order to access the torque converter bolt through the service slot.
 2. Remove the torque converter bolt using one of the following:
 - 18 mm crowfoot wrench
 - Short T50 TORX bit

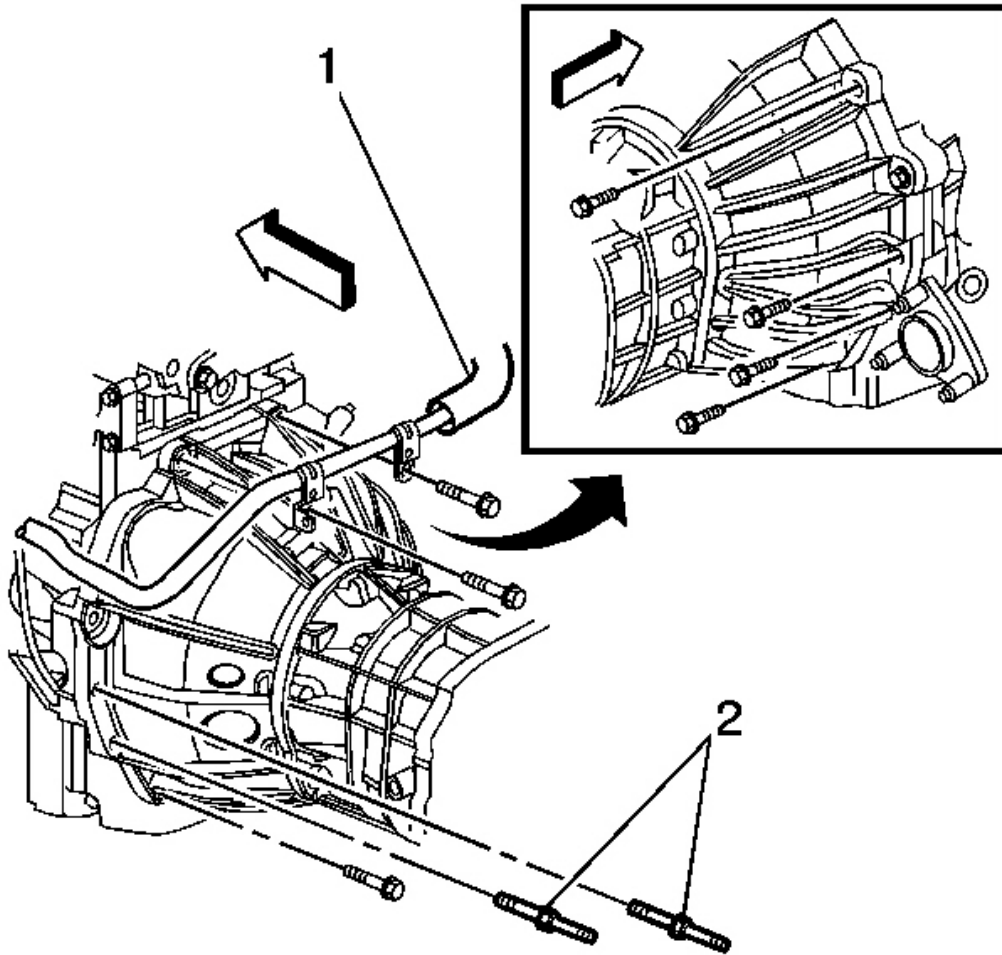


Fig. 254: View Of Transmission Mounting Bolts
Courtesy of GENERAL MOTORS CORP.

69. Remove the 9 transmission mounting bolts.

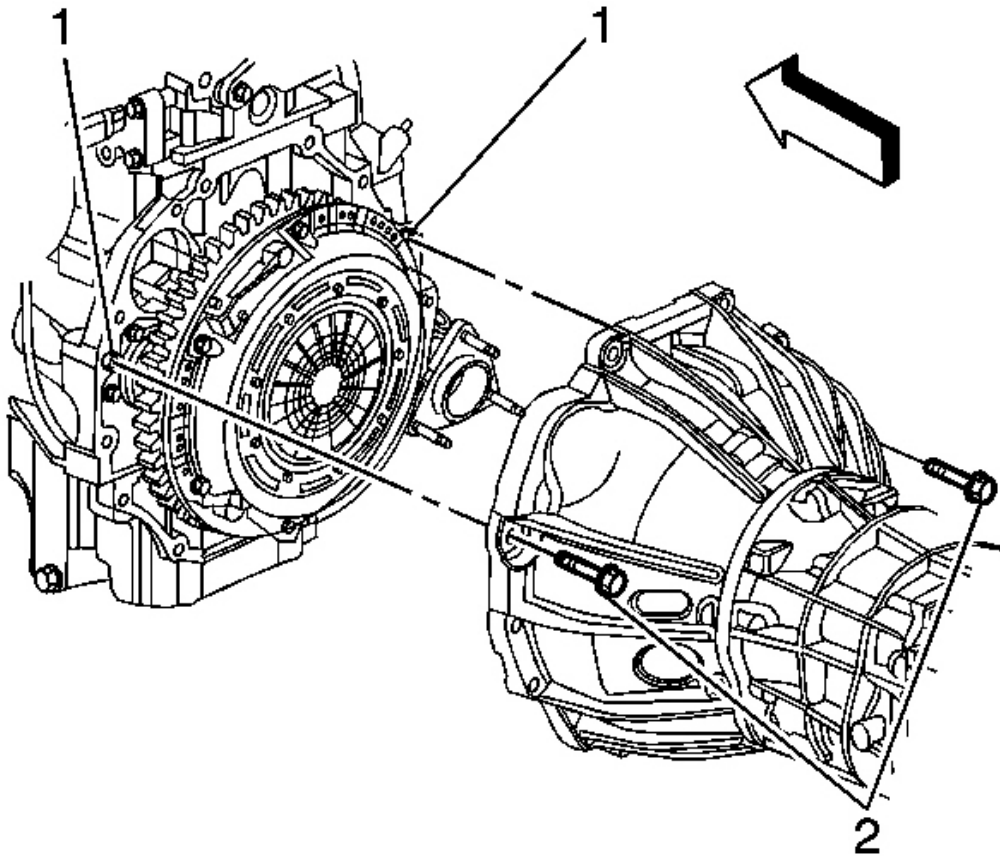


Fig. 255: View Of Transmission Mounting Bolts & Engine Dowels
Courtesy of GENERAL MOTORS CORP.

70. Remove the remaining transmission mounting bolts (2).
71. Lower the vehicle.
72. Place a jack under the transmission for support.

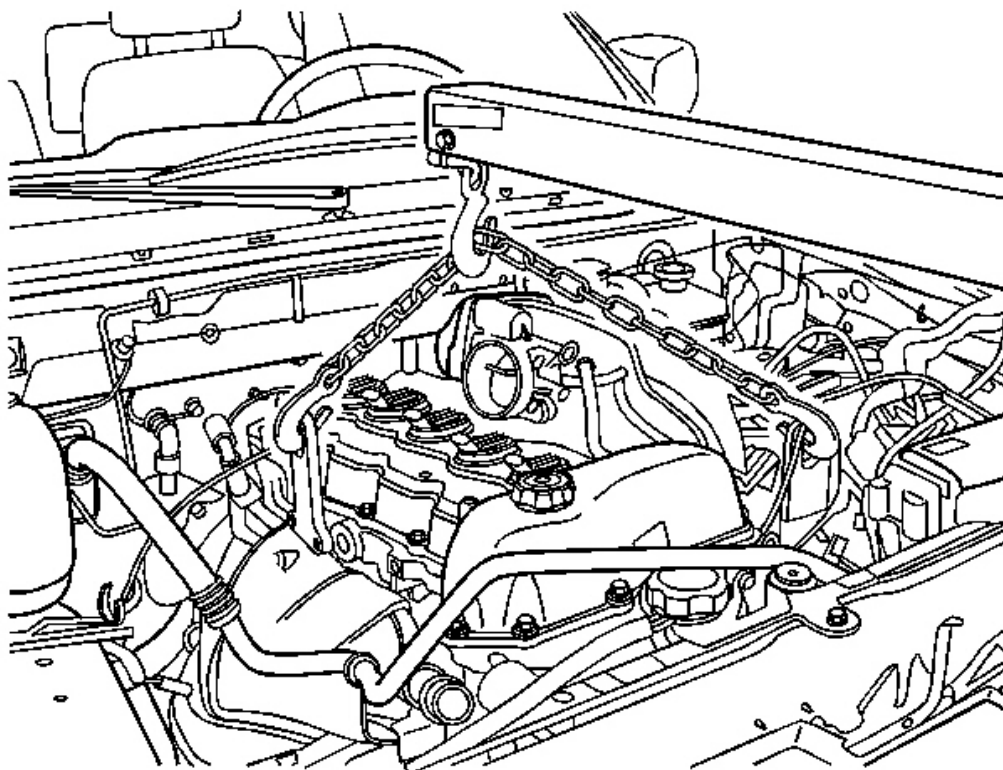


Fig. 256: View Of Engine Lift Chain
Courtesy of GENERAL MOTORS CORP.

73. Install an engine lift chain to the engine lift brackets and attach to an engine lift device.
74. Using the engine lift device, raise the engine only enough to remove the engine mounts.
75. Remove the bolts securing the following to the engine block:
 - The left engine mount
 - The right engine mount
76. Position the engine mounts away from the engine.

IMPORTANT: Ensure clearance is maintained between the engine and the following:

- The A/C compressor

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- **The A/C hoses**
- **The engine mounts**
- **The engine wiring harness**
- **The fuel hose/pipes**
- **The heater outlet hose/pipe**
- **The power steering pump**
- **The radiator**
- **The transmission input shaft (manual only)**
- **The transmission oil cooler pipes (automatic only)**

77. Carefully raise the engine from the engine compartment, ensuring the transmission stays supported.
78. Install the engine to an engine stand.
79. Remove the engine lift chain from the engine lift brackets.

Installation Procedure

1. Install an engine lift chain to the engine lift brackets and attach to an engine lift device.
2. Remove the engine from the engine stand.
3. Ensure the torque converter is fully engaged with the transmission oil pump (M30 only).

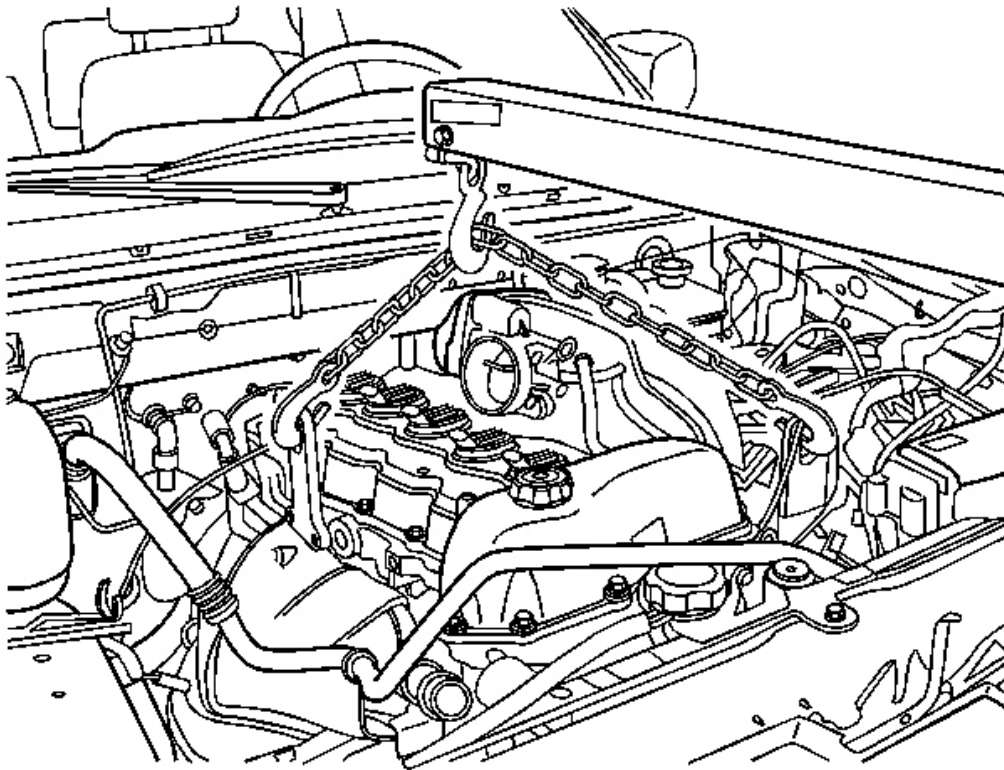


Fig. 257: View Of Engine Lift Chain
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Ensure clearance is maintained between the engine and the following:

- The A/C compressor
- The A/C hoses
- The engine mounts
- The engine wiring harness
- The fuel hose/pipes
- The heater outlet hose/pipe
- The power steering pump
- The radiator

- The transmission input shaft (manual only)
- The transmission oil cooler pipes (automatic only)

4. Carefully lower the engine into the engine compartment, aligning the engine dowels with the transmission.

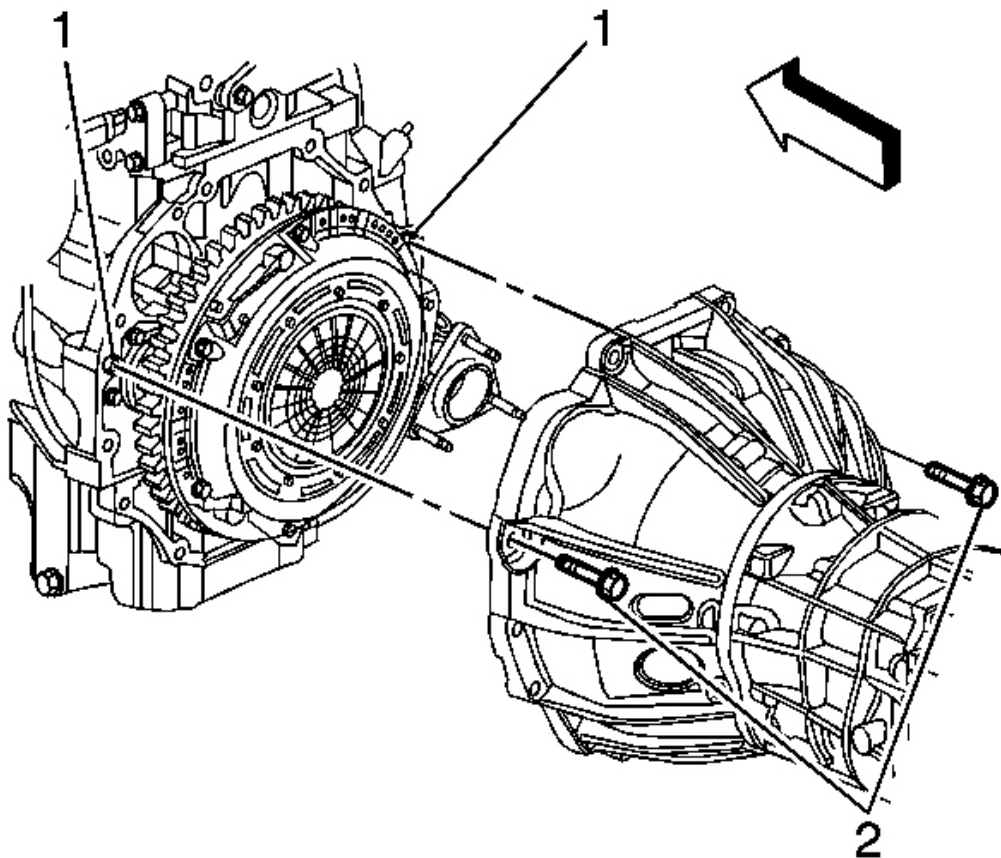


Fig. 258: View Of Transmission Mounting Bolts & Engine Dowels
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Ensure the torque converter turns freely while tightening the transmission mounting bolts (automatic only).

5. Align the engine dowels (1) with the transmission.

6. Loosely install the 2 transmission mounting bolts (2).

Ensure the dowels (1) are fully engaged into the transmission.

7. Remove the jack from under the vehicle.
8. Position the engine mounts to the engine.

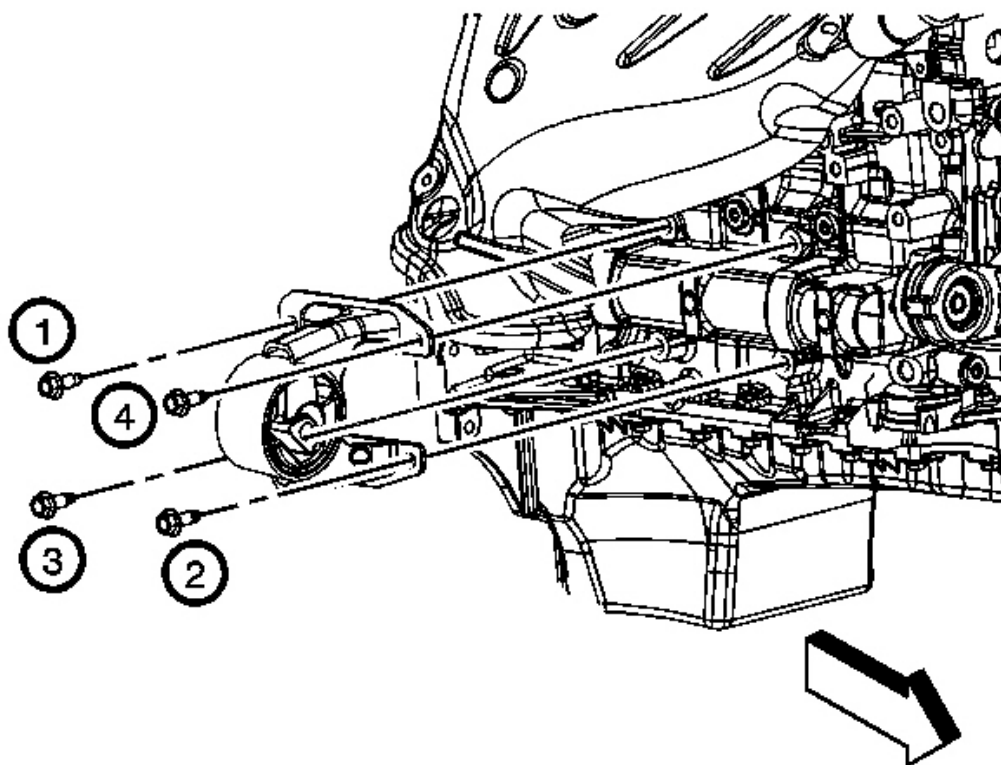


Fig. 259: Engine Mount
Courtesy of GENERAL MOTORS CORP.

9. Install the engine mount bolts until snug, following the installation sequence.

The engine lift device may have to be raised or lowered slightly to install these bolts.

NOTE: Refer to Fastener Notice .

10. Tighten the bolts using the installation sequence.

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

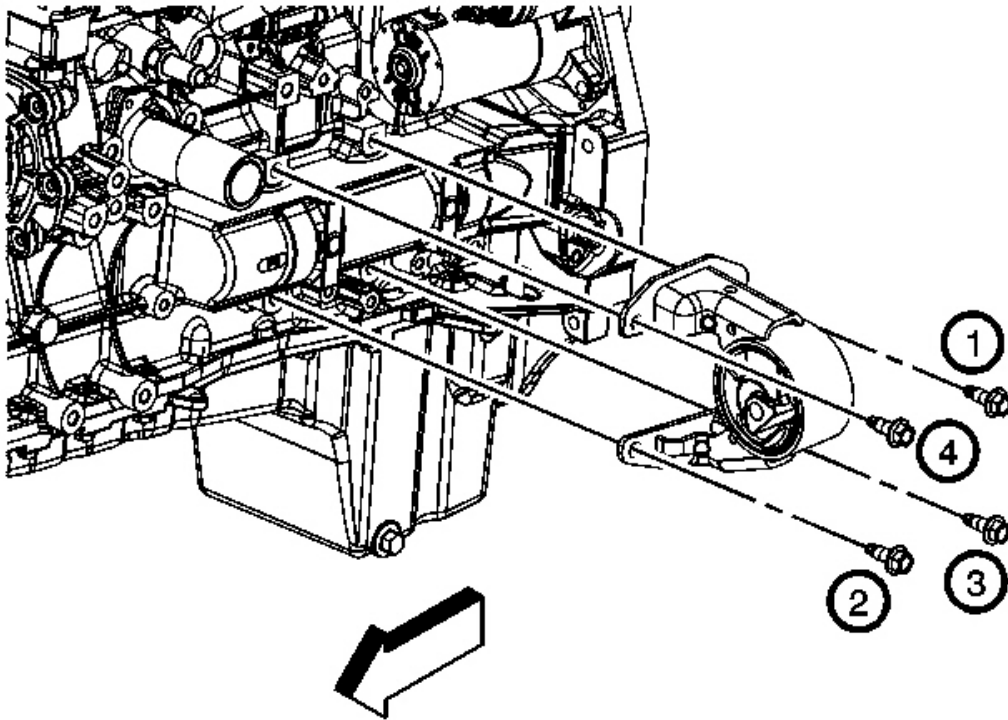


Fig. 260: Engine Mount
Courtesy of GENERAL MOTORS CORP.

11. Install the engine mount bolts until snug, following the installation sequence.

The engine lift device may have to be raised or lowered slightly to install these bolts.

12. Tighten the bolts using the installation sequence.

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

13. Lower the engine fully on to the engine mounts.
14. Remove the engine lift chain from the engine lift brackets.

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

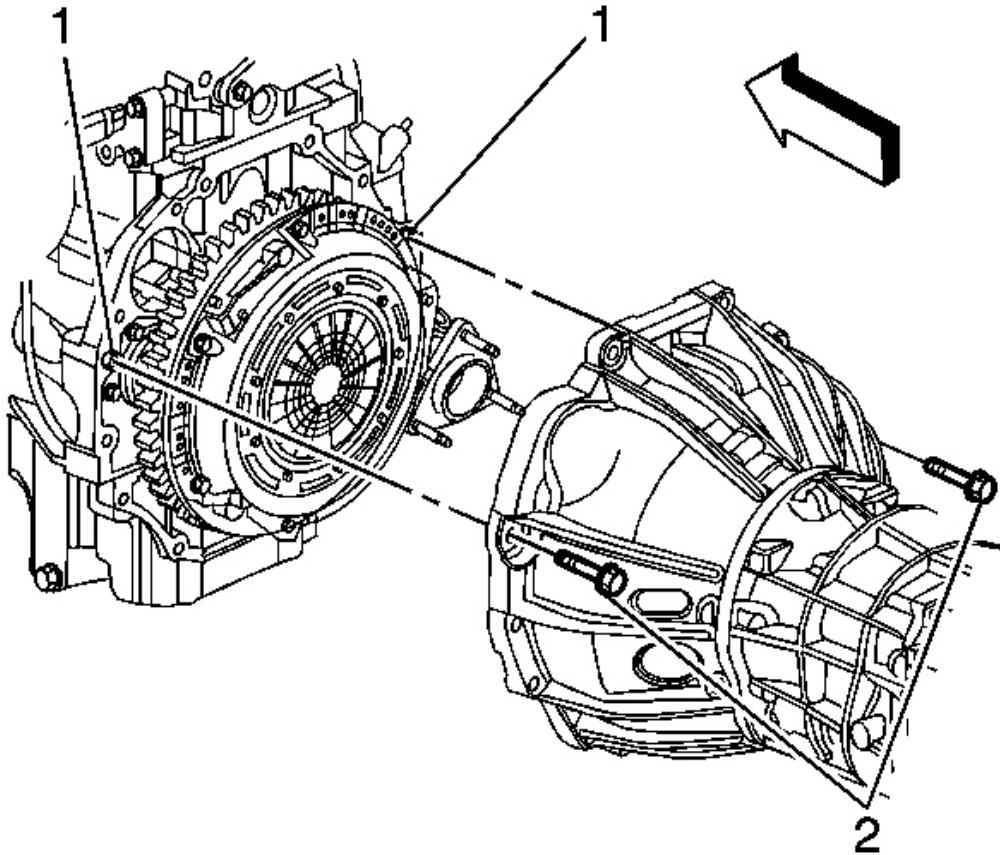


Fig. 261: View Of Transmission Mounting Bolts & Engine Dowels
Courtesy of GENERAL MOTORS CORP.

16. Tighten the 2 transmission mounting bolts (2) previously installed.

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

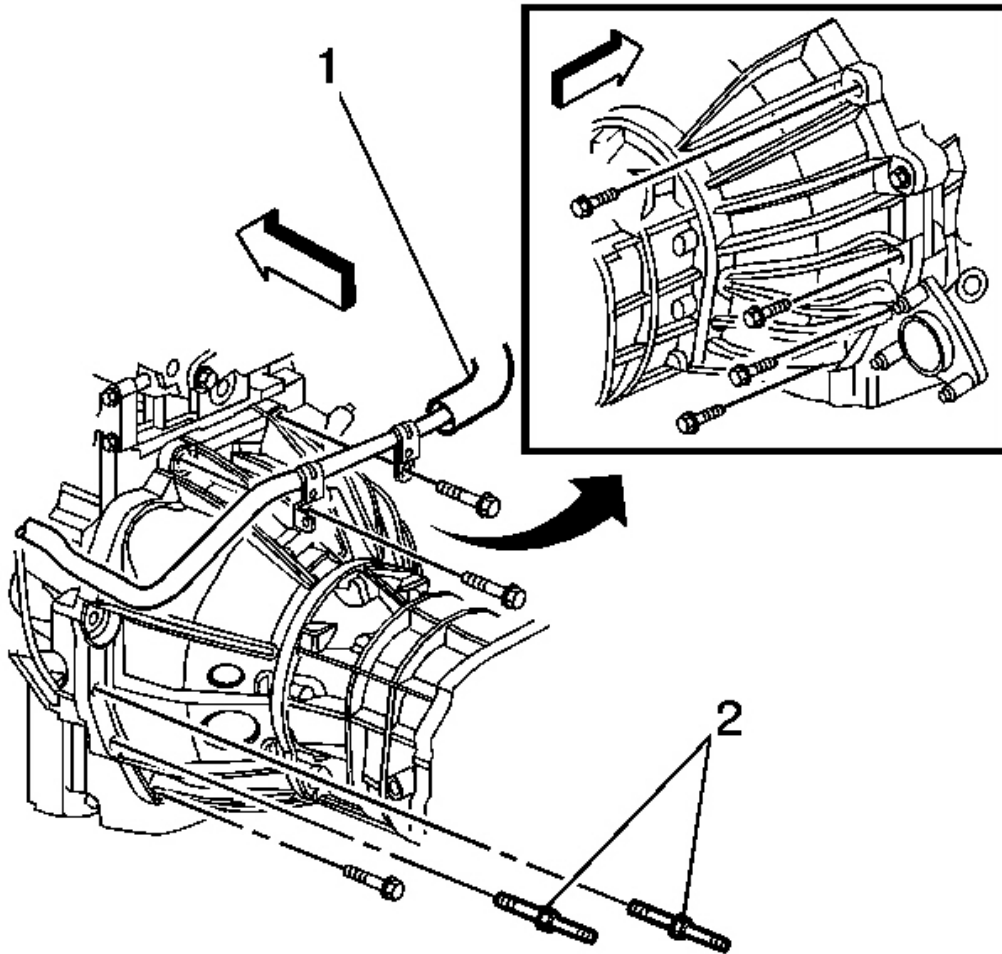


Fig. 262: View Of Transmission Mounting Bolts
Courtesy of GENERAL MOTORS CORP.

IMPORTANT:

- Ensure the studded mounting bolts (2) are located in the correct position.
- The heater pipe (1) must be secured with the 2 upper mounting bolts.

17. Install the remaining transmission mounting bolts.

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

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18. Align the torque converter to flexplate/flywheel orientation marks made during the removal procedure (automatic only).
19. Repeat the following steps for all 3 torque converter bolts (automatic only):
 1. Rotate the harmonic balancer center bolt clockwise **ONLY**, in order to access the torque converter bolt holes in the flexplate/flywheel through the service slot.
 2. To aid in alignment of the torque converter to the flexplate/flywheel. Install all 3 torque converter bolts before fully tightening using one of the following:

Tighten: Tighten the torque converter bolts to 60 N.m (44 lb ft).

- 18 mm crowfoot wrench
- Short T50 TORX bit

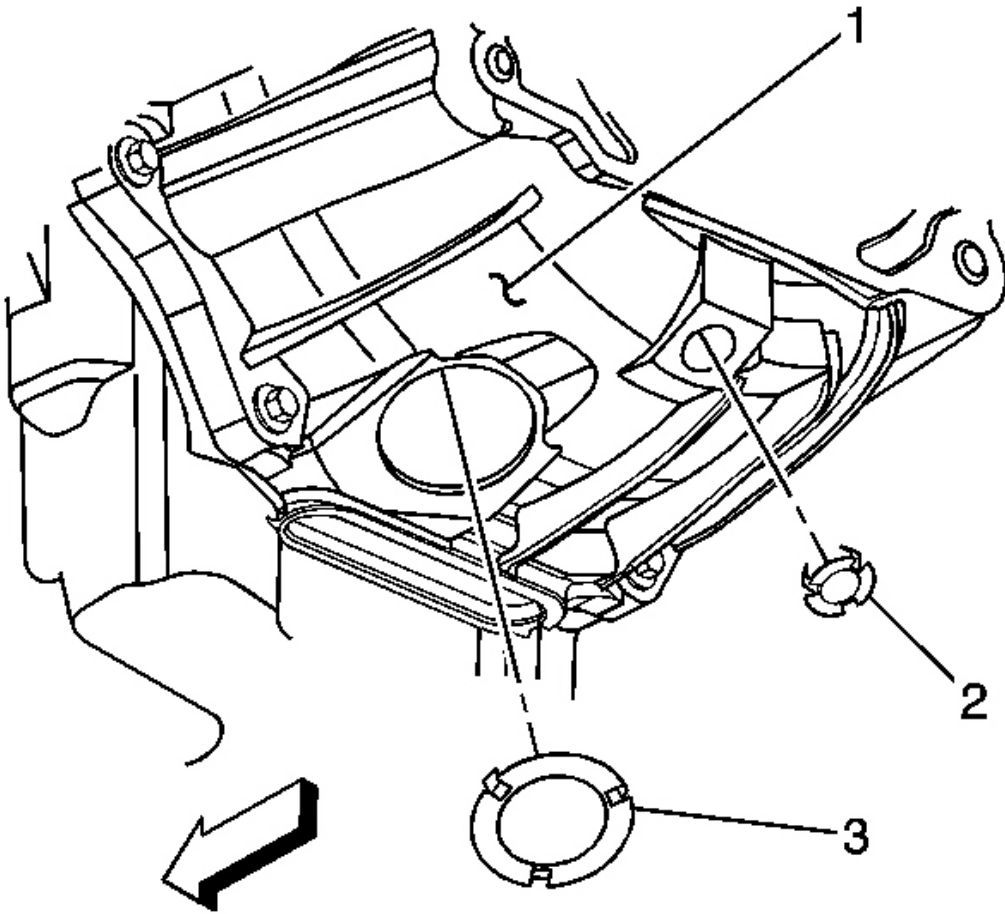


Fig. 263: View Of Inspection Plug
Courtesy of GENERAL MOTORS CORP.

20. Install the inspection plug (3) to the transmission (1) (automatic only).

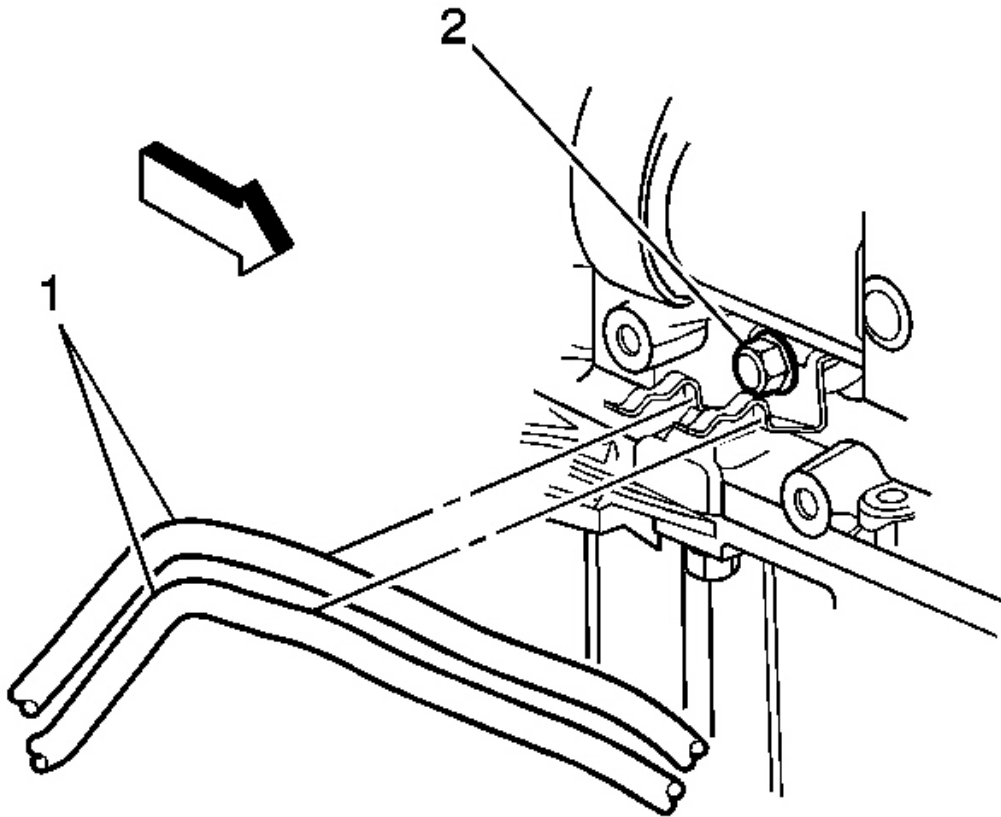


Fig. 264: View Of Transmission Oil Cooler Pipe Bracket Bolt
Courtesy of GENERAL MOTORS CORP.

21. Install the bolt (2) securing the transmission oil cooler pipe bracket to the right side of the engine oil pan rail (automatic only).

Tighten: Tighten the transmission oil cooler pipe bracket bolt to 20 N.m (15 lb ft).

22. Install the exhaust seal. Refer to **Exhaust Seal Replacement** in Engine Exhaust.

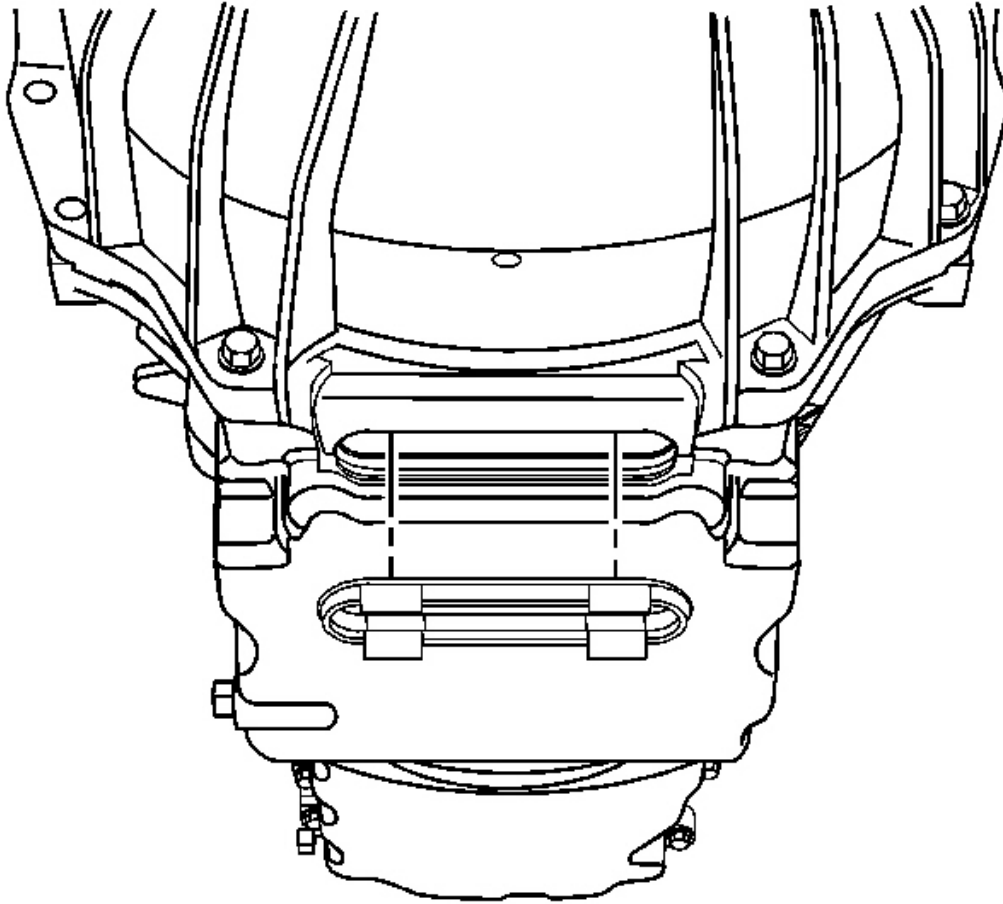


Fig. 265: View Of Service Slot Plug
Courtesy of GENERAL MOTORS CORP.

23. Install the service slot plug.
24. Install the crossmember. Refer to **Crossmember Replacement** .

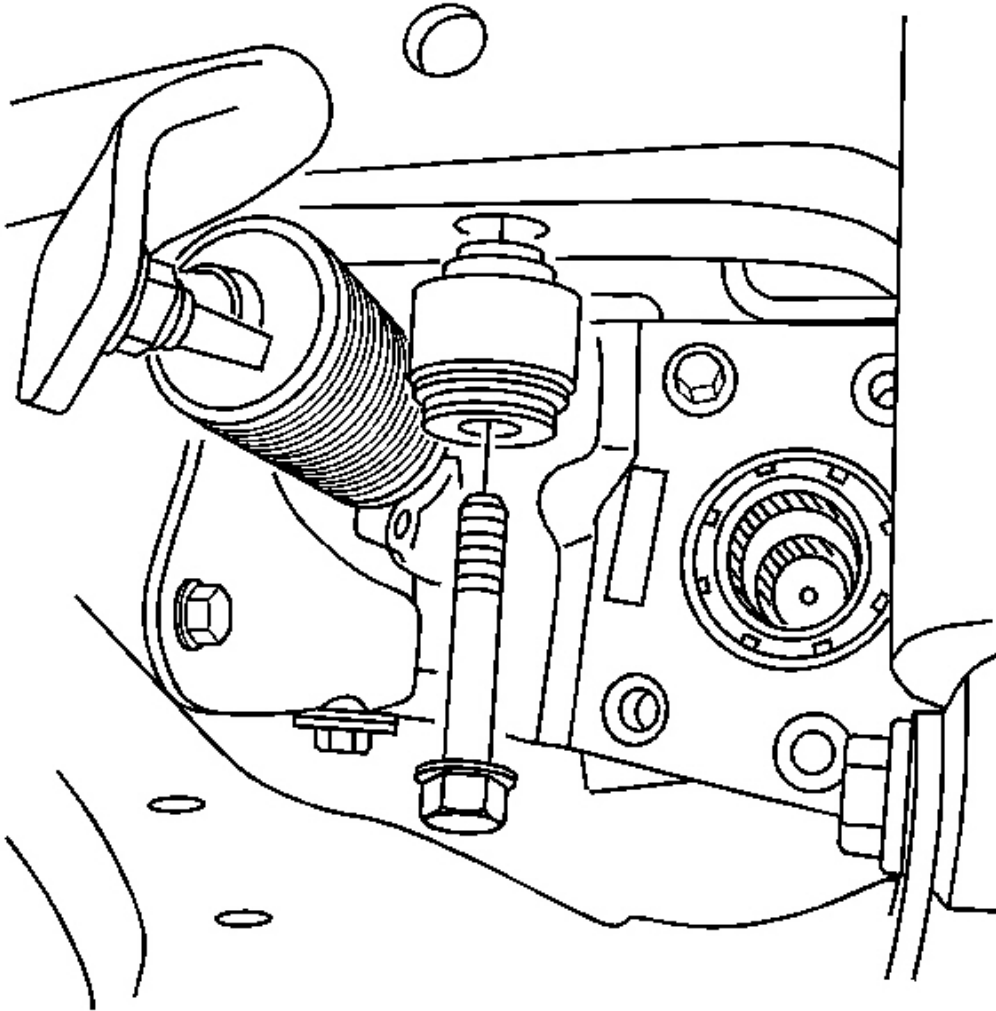


Fig. 266: View Of Mounting Bracket To Frame Bolts
Courtesy of GENERAL MOTORS CORP.

25. Position the differential carrier assembly to the frame.
26. Install the differential carrier assembly bushing to frame bolts.

Tighten: Tighten the differential carrier assembly bushing to frame bolts to 152 N.m (112 lb ft).

27. Install the front propeller shaft. Refer to **Propeller Shaft Replacement - Front** .

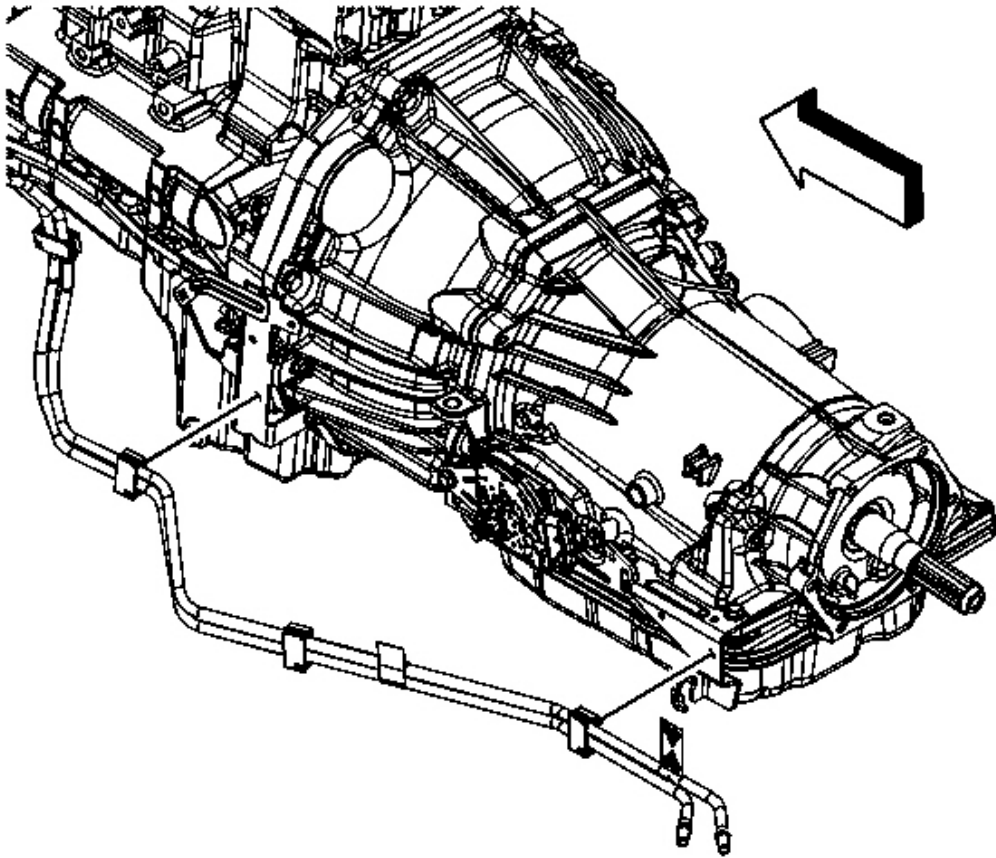


Fig. 267: Clips Attaching Fuel Feed Lines To Transmission (A/T)
Courtesy of GENERAL MOTORS CORP.

28. Install the fuel line clips to the brackets on the transmission (automatic only).

Tighten: Tighten the fuel hose/pipe bracket nuts to 20 N.m (15 lb ft).

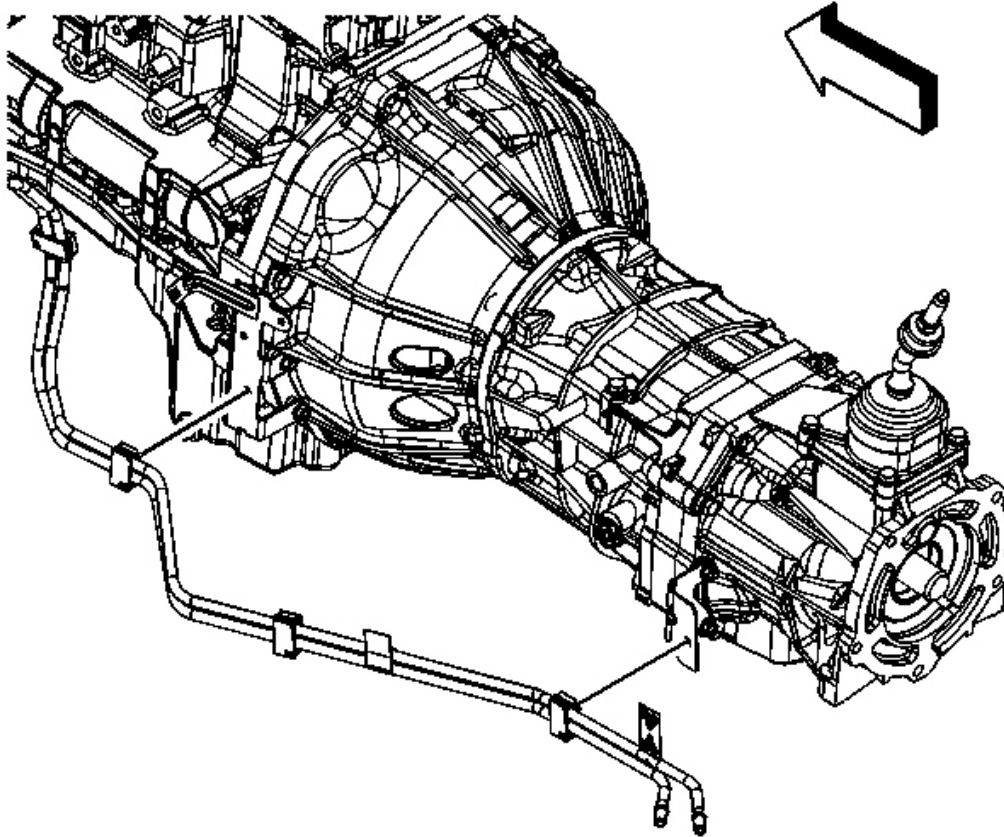


Fig. 268: Clips Attaching Fuel Feed Lines To Transmission (M/T)
Courtesy of GENERAL MOTORS CORP.

29. Install the fuel line clips to the brackets on the transmission (manual only).

Tighten: Tighten the fuel hose/pipe bracket nuts to 20 N.m (15 lb ft).

30. Install the left engine mount-to-frame bracket bolt.

Tighten: Tighten the engine mount-to-frame bracket bolt to 85 N.m (63 lb ft).

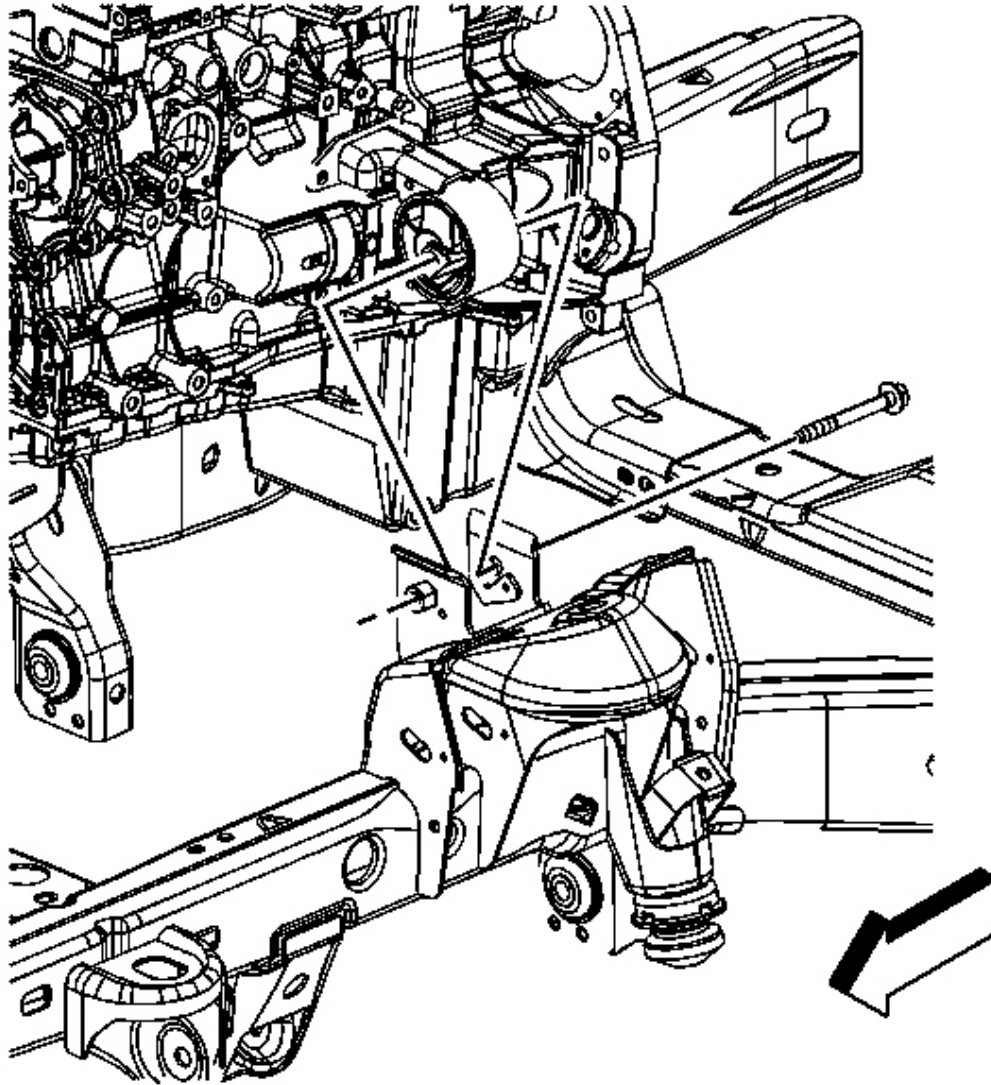


Fig. 269: Left Engine Mount-To-Frame Bracket Through Bolt
Courtesy of GENERAL MOTORS CORP.

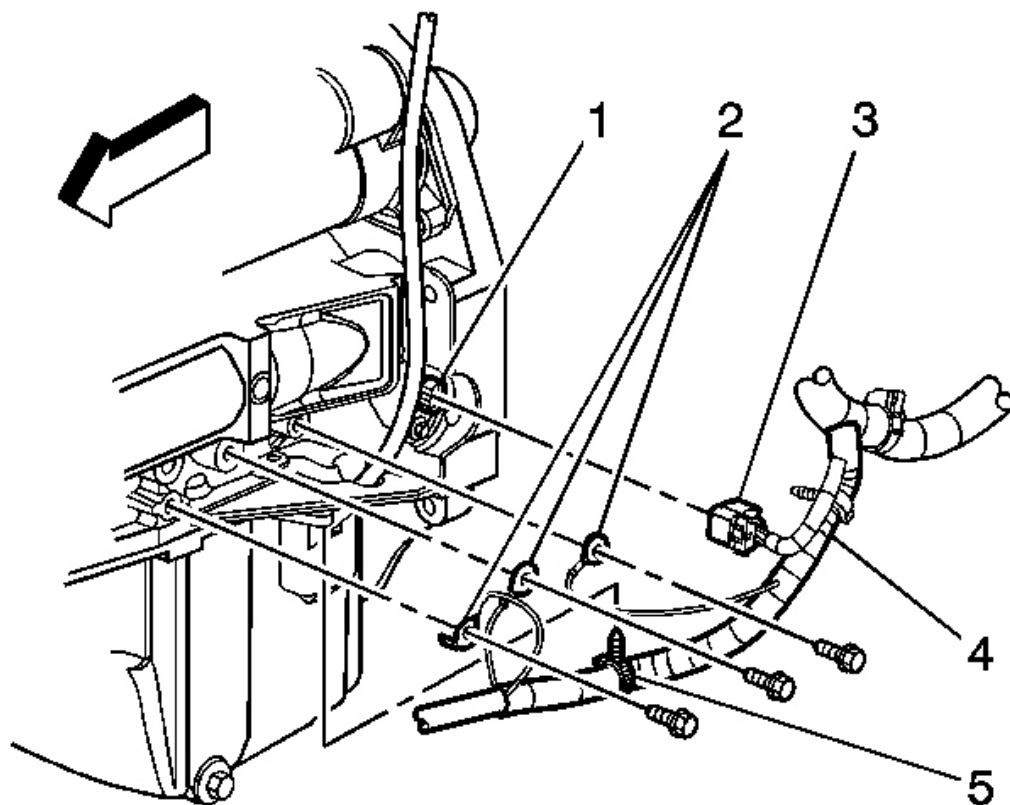


Fig. 270: View Of Engine Wiring Harness
Courtesy of GENERAL MOTORS CORP.

31. Connect the engine wiring harness retainer (5) to the engine oil pan rail.
32. Install the 3 bolts securing the engine wiring ground leads (2) to the engine block.

Tighten: Tighten the engine wiring ground lead bolts to 20 N.m (15 lb ft).

33. Lower the vehicle to chest level in order to access the components through the wheelhouse.
34. Connect the engine wiring harness connector (3) to the CKP sensor (1).

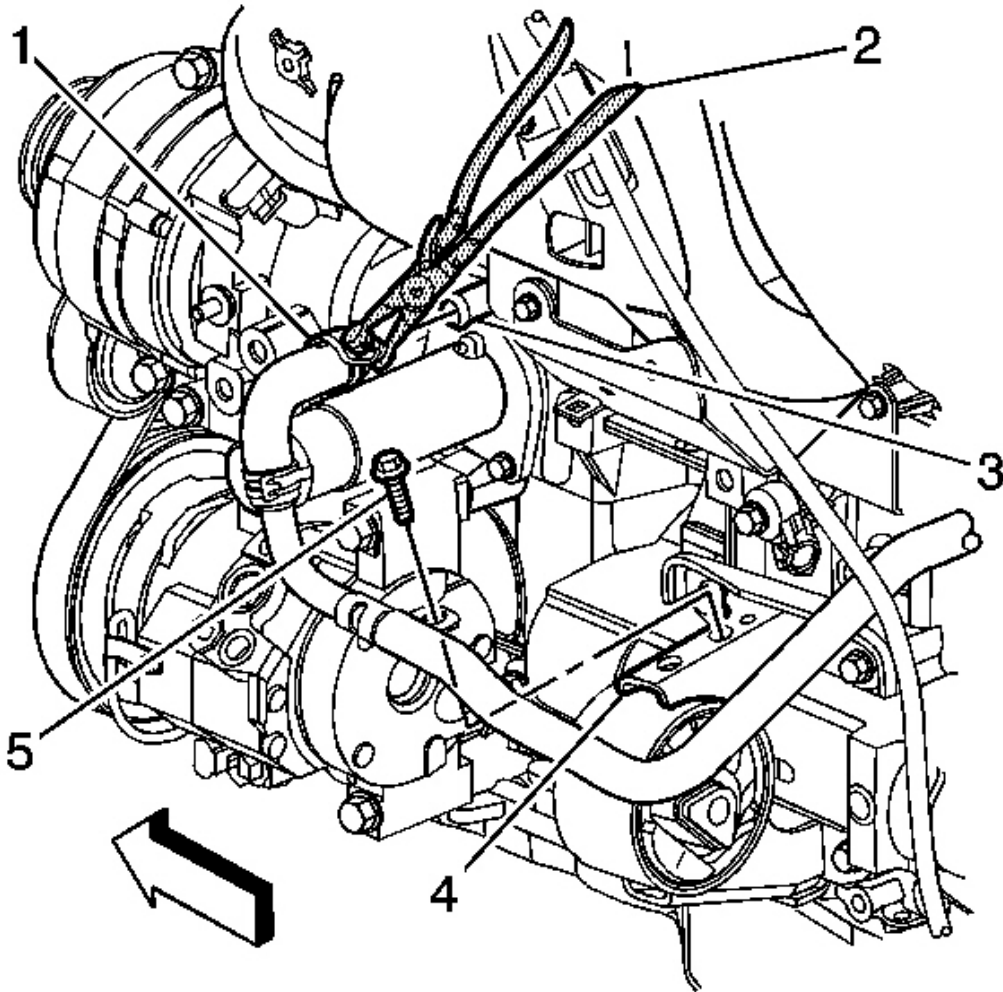


Fig. 271: View Of J 38185

Courtesy of GENERAL MOTORS CORP.

35. Position the **J 38185** (2) to the clamp (1) in order to connect the heater outlet hose to the heater outlet hose fitting (3). See **Special Tools**.
36. Install the bolt (5) securing the heater outlet hose/pipe to the left engine mount (4).

Tighten: Tighten the heater outlet hose/pipe bracket to the left engine mount bolt to 9 N.m (80 lb in).

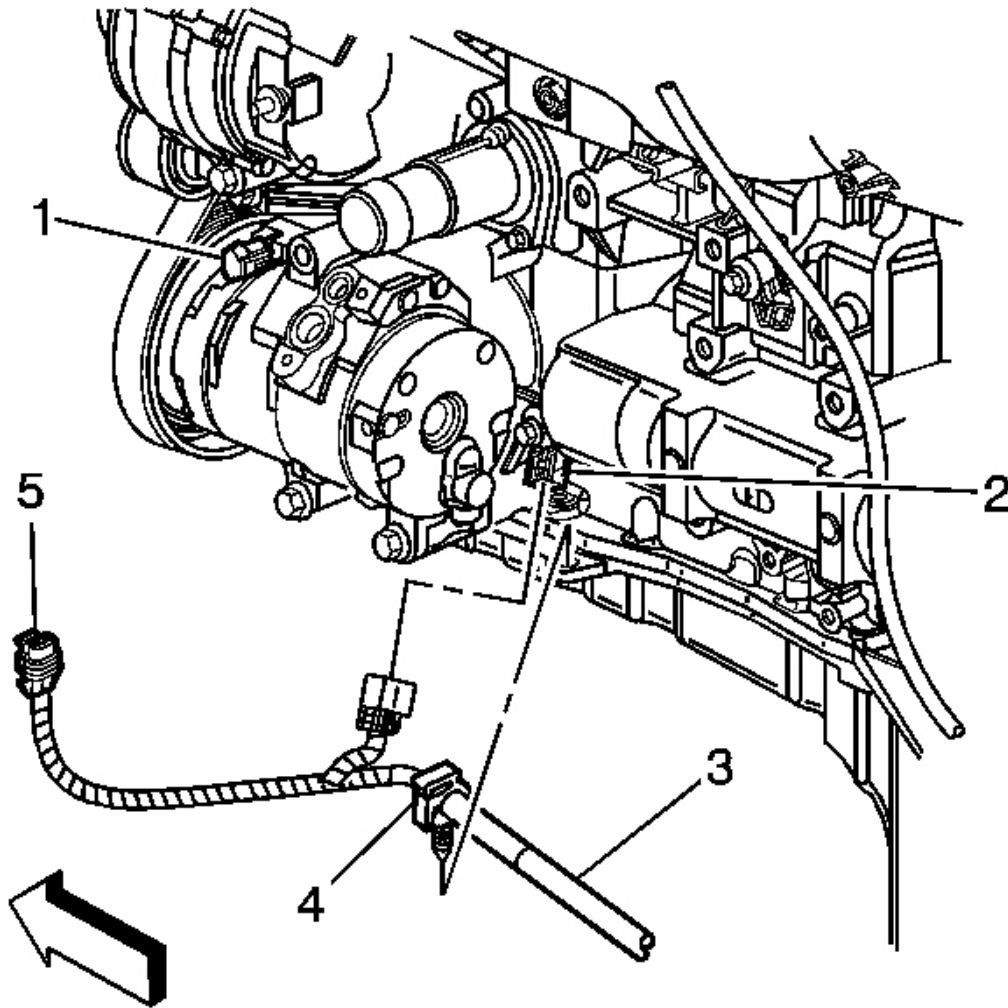


Fig. 272: View Of #1 Knock Sensor & Engine Oil Pan Rail Engine Wiring Harness Connectors
Courtesy of GENERAL MOTORS CORP.

37. Connect the engine wiring harness retainer (4) to the engine oil pan rail.
38. Connect the engine wiring harness connector to the # 1 KS (2).

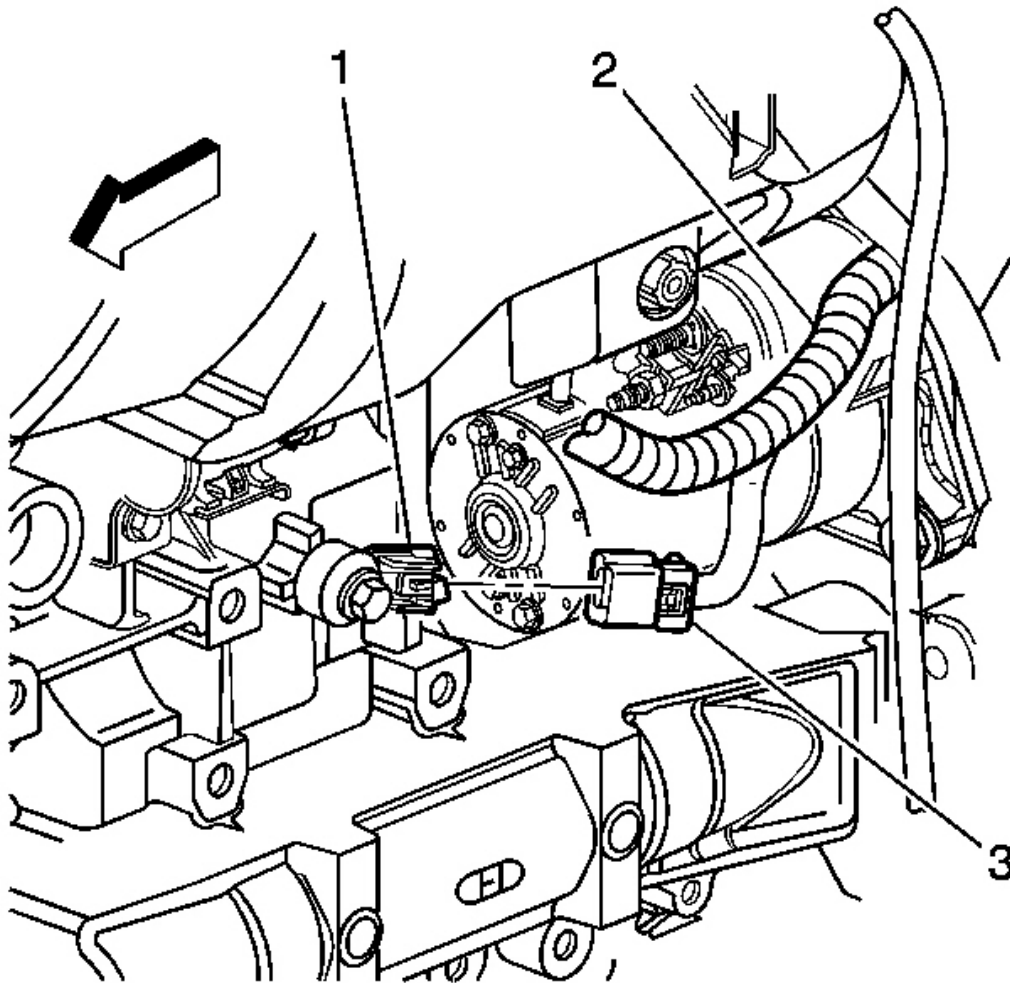


Fig. 273: View Of KS Engine Wiring Harness Connector
Courtesy of GENERAL MOTORS CORP.

39. Connect the engine wiring harness connector (3) to the # 2 KS (1).
40. Connect the coolant heater cord to the coolant heater, if equipped.

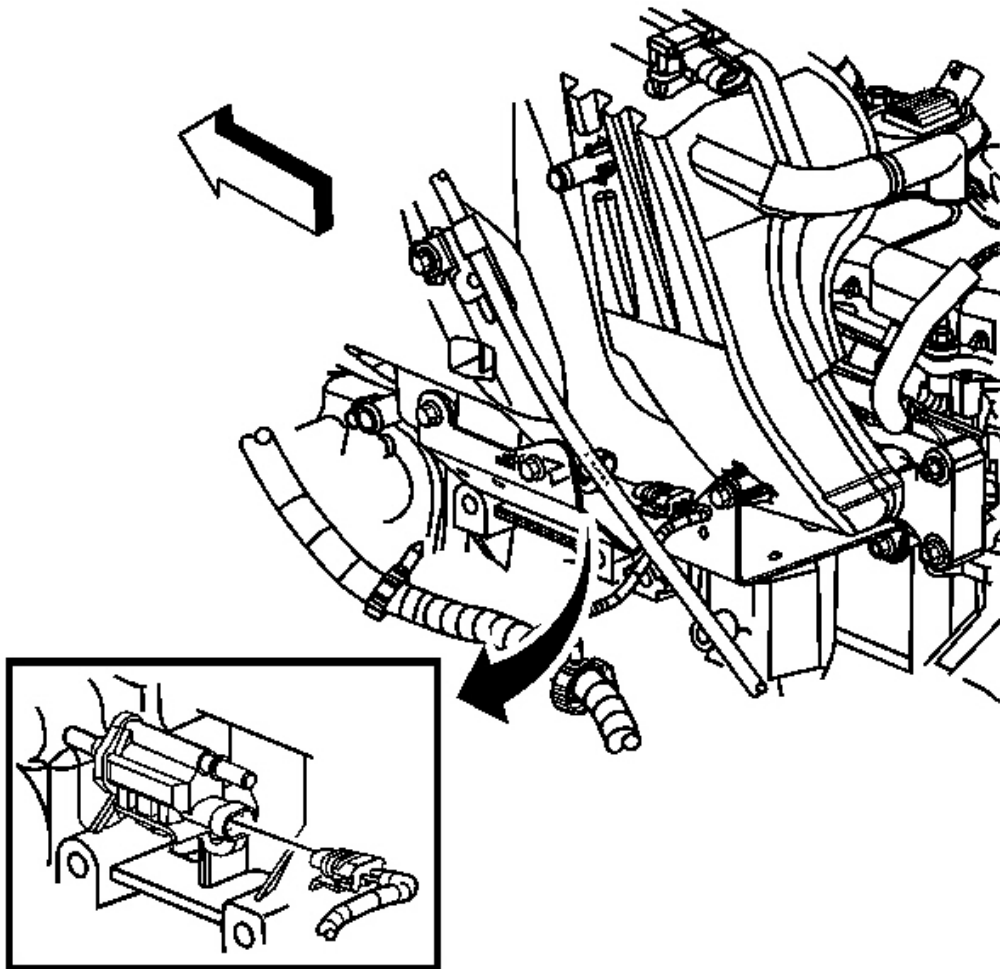


Fig. 274: View Of EVAP Canister Purge Solenoid Valve Engine Wiring Harness Connector
Courtesy of GENERAL MOTORS CORP.

41. Connect the engine wiring harness connector to the EVAP canister purge solenoid valve.

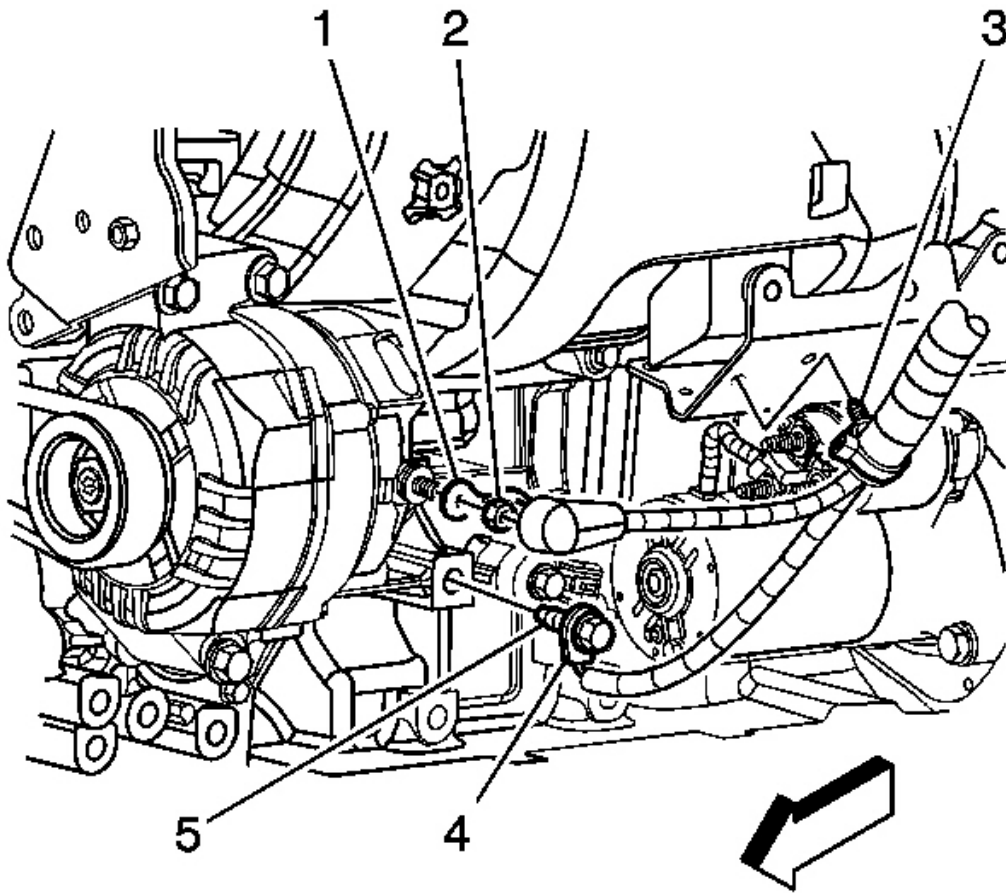


Fig. 275: Generator/Starter Wiring
Courtesy of GENERAL MOTORS CORP.

42. Install the bolt (5) securing the battery negative cable ground terminal (4) to the engine block.

Tighten: Tighten the battery negative cable to engine block bolt to 35 N.m (26 lb ft).

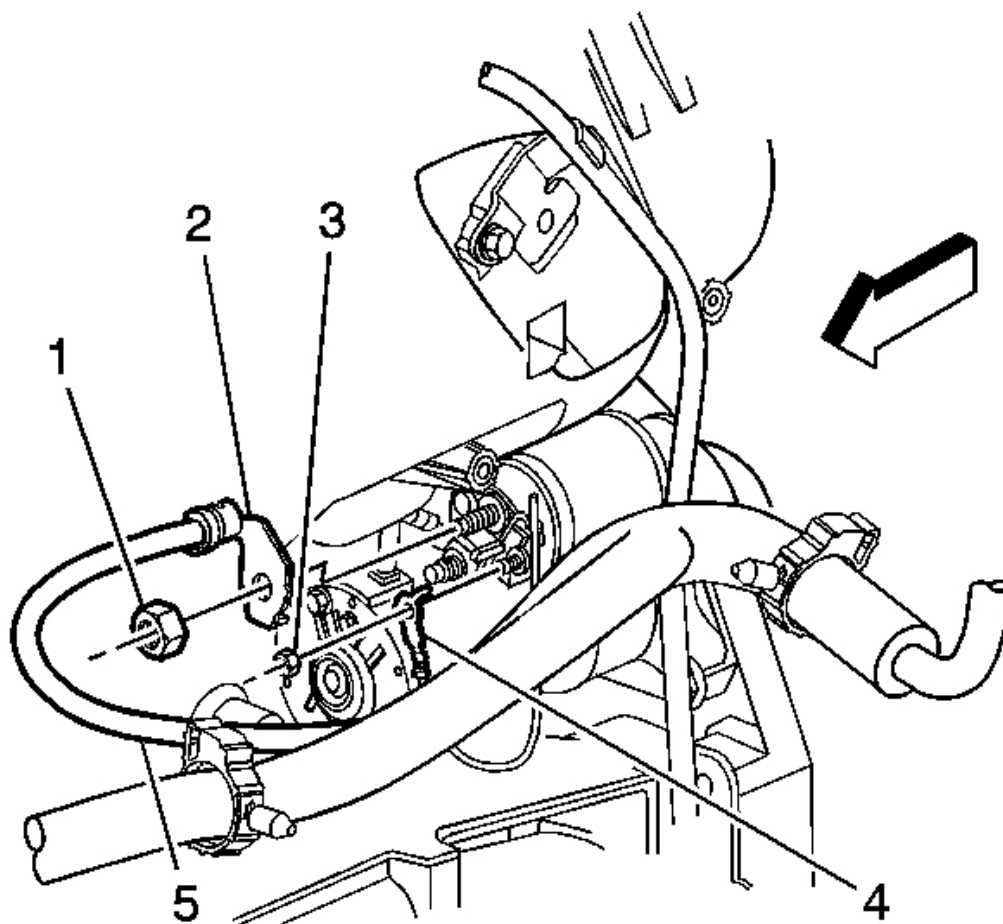


Fig. 276: Locating Positive Battery Cable
Courtesy of GENERAL MOTORS CORP.

43. Connect the battery positive cable (2) to the starter and install the starter terminal nut (1).

Tighten: Tighten the battery positive cable to starter terminal nut to 9 N.m (80 lb in).

44. Connect the lead (4) to the starter solenoid and install the starter solenoid "S" terminal nut (3).

Tighten: Tighten the starter solenoid "S" terminal nut to 3.5 N.m (31 lb in).

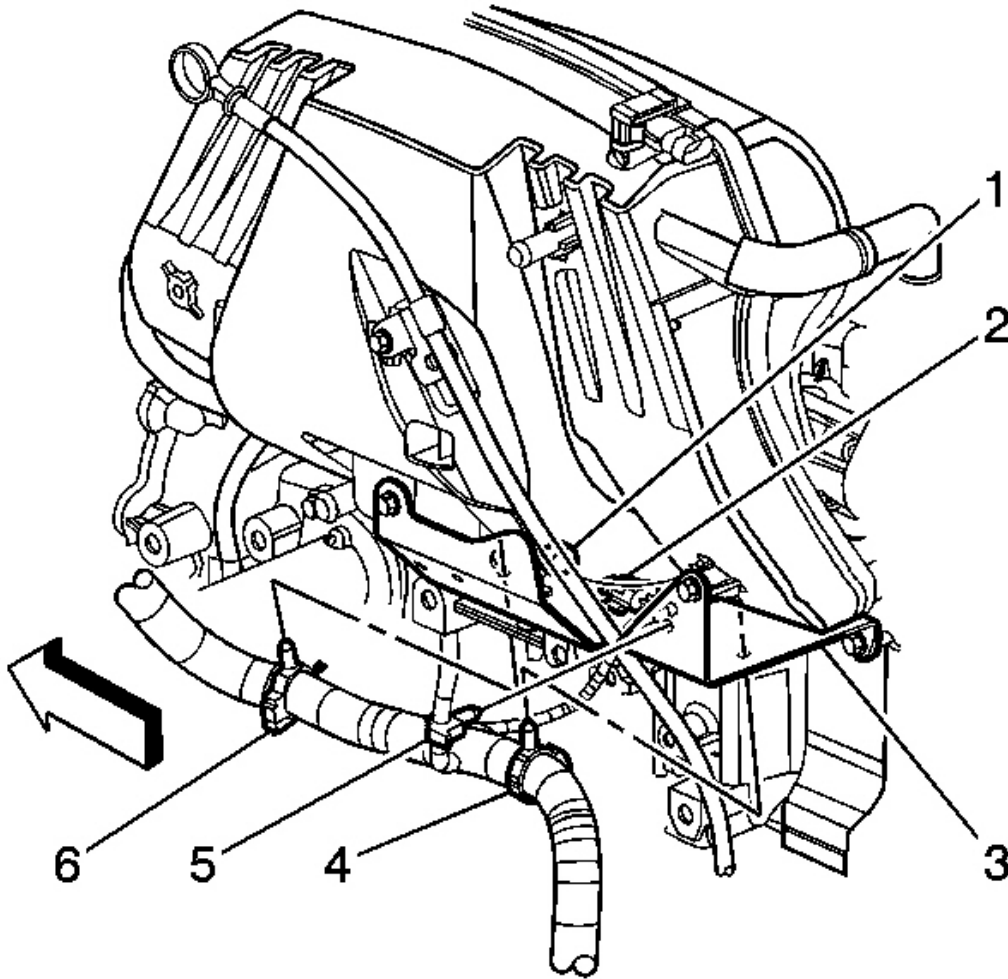


Fig. 277: View Of Wiring Harness Retainers
Courtesy of GENERAL MOTORS CORP.

45. Secure the following wiring harness retainers to the engine wiring harness bracket:
 - The battery cable
 - The engine (4, 6)
 - The MAP sensor (5)
46. Lower the vehicle.

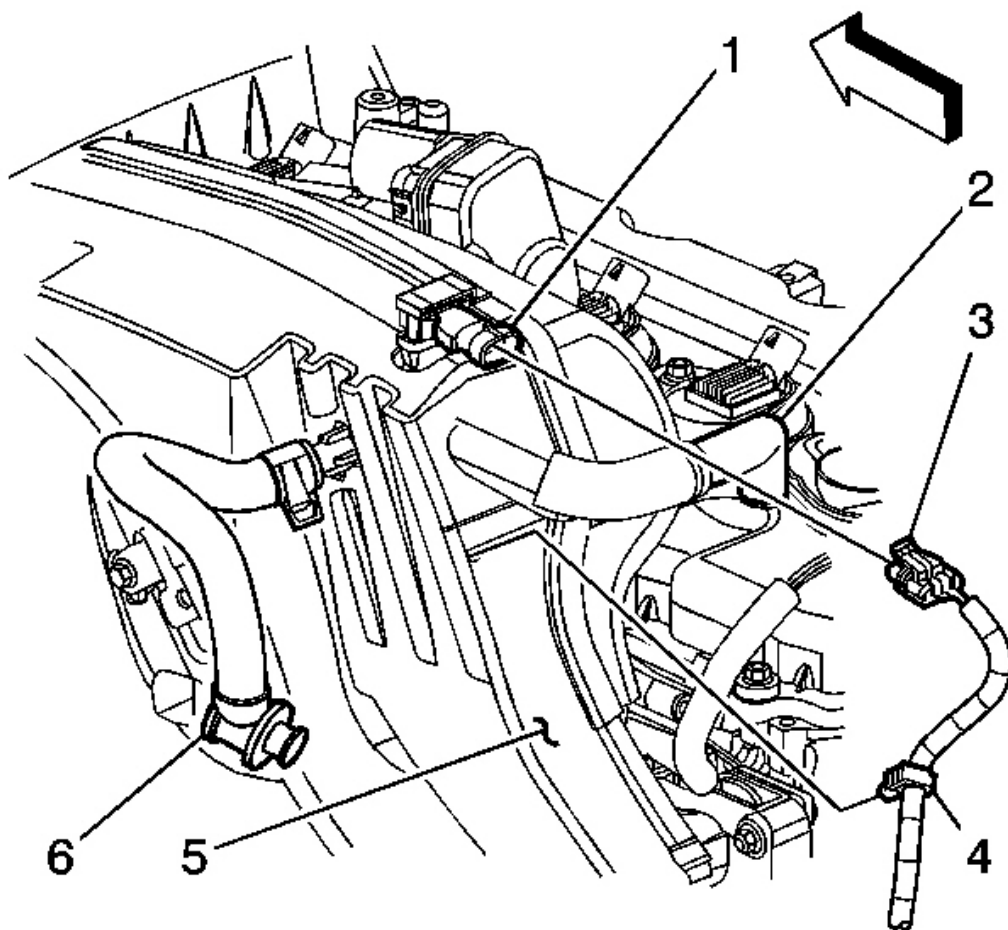


Fig. 278: Identifying Intake Manifold External Components
 Courtesy of GENERAL MOTORS CORP.

47. Connect the MAP sensor wiring harness retainer (4) to the intake manifold (5).
48. Install the MAP sensor. Refer to **Manifold Absolute Pressure (MAP) Sensor Replacement** in Engine Controls - 3.5L (L52).
49. Connect the brake booster hose (6) to the brake booster.
50. Install the oil level indicator and tube. Refer to **Oil Level Indicator and Tube Replacement**.
51. Connect the EVAP pipe at the purge solenoid. Refer to **Quick Connect Fitting(s) Service (Plastic Collar)** in Engine Controls - 3.5L (L52).

52. Connect the fuel feed pipe to the fuel rail. Refer to **Quick Connect Fitting(s) Service (Metal Collar)** in Engine Controls - 3.5L (L52).

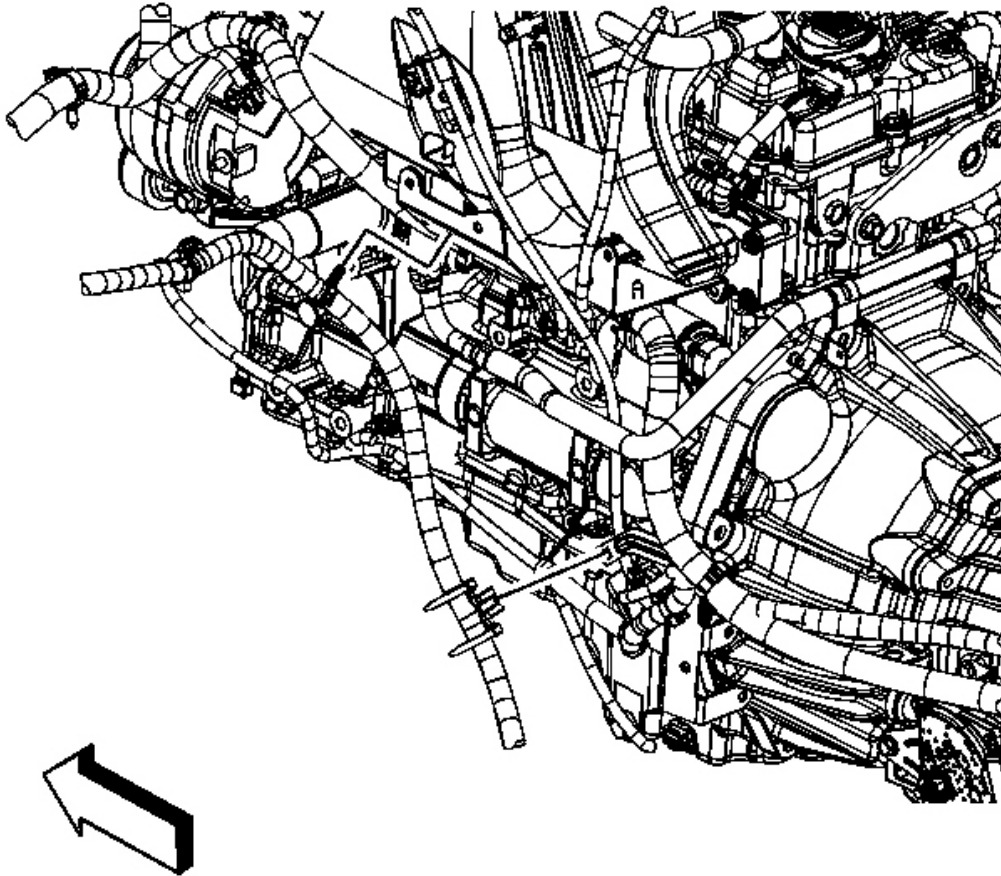


Fig. 279: Engine Wiring Harness Retainer At Engine Wiring Harness Bracket
Courtesy of GENERAL MOTORS CORP.

53. Connect the engine wiring harness retainer to the engine wiring harness bracket.

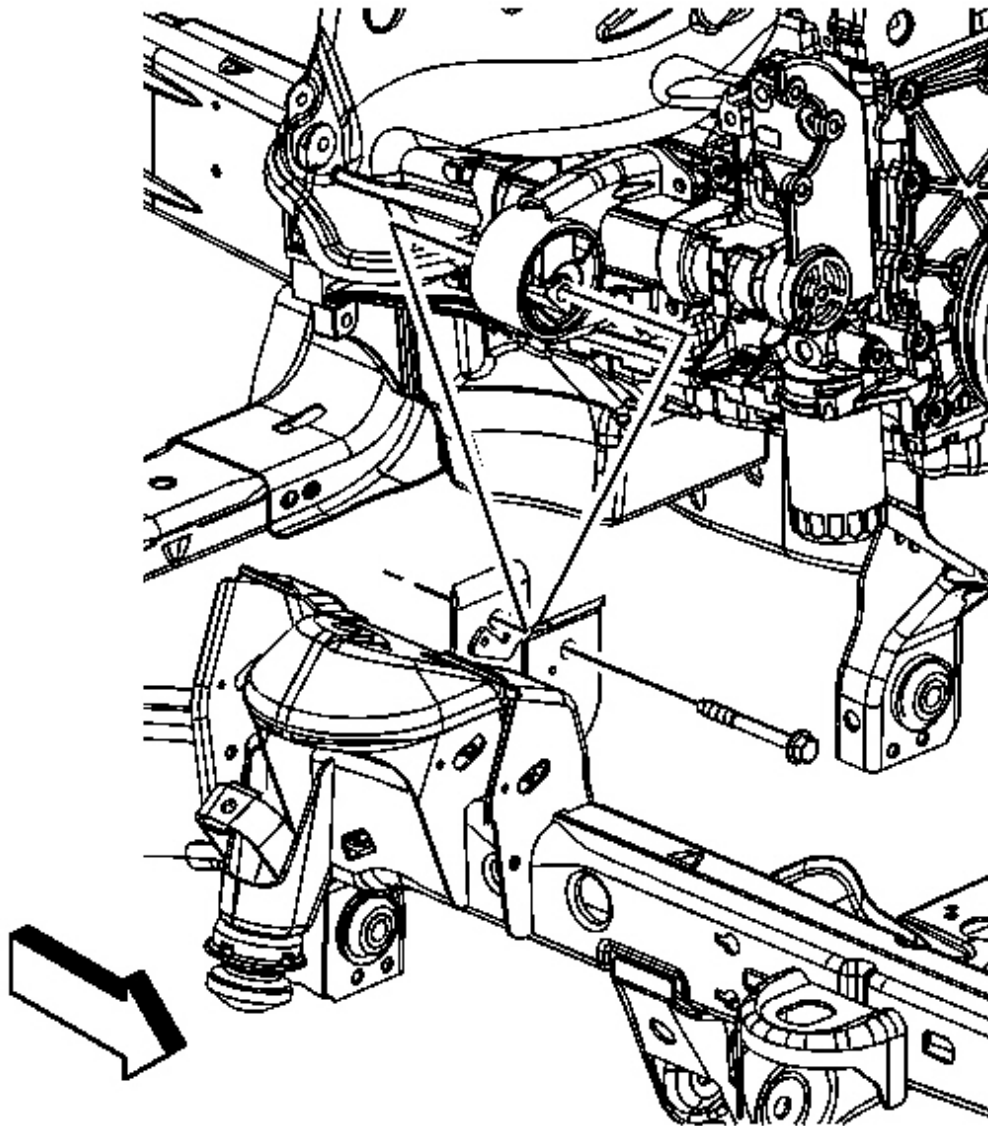


Fig. 280: Right Engine Mount-To-Frame Bracket Through Bolt
Courtesy of GENERAL MOTORS CORP.

54. Install the right engine mount-to-frame bracket bolt.

Tighten: Tighten the engine mount-to-frame bracket bolt to 85 N.m (63 lb ft).

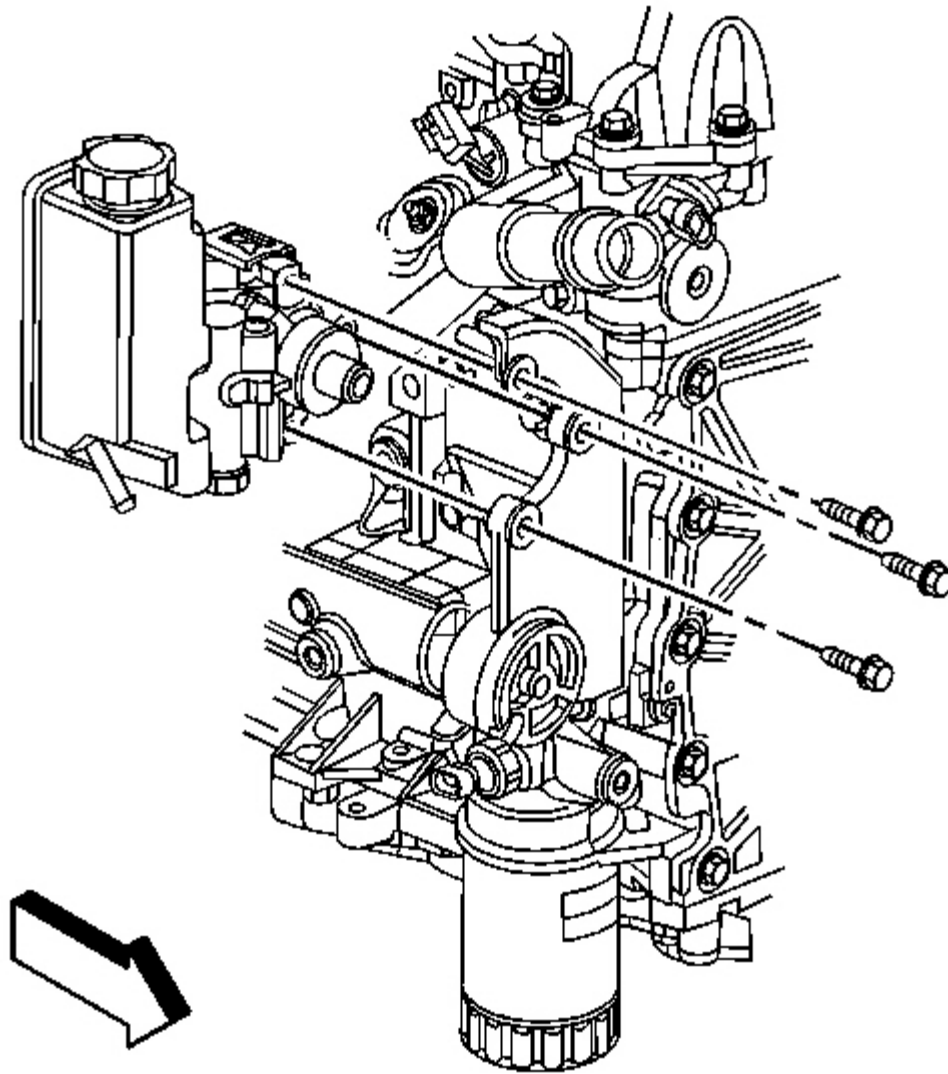


Fig. 281: View Of Power Steering Pump & Mounting Bolts
Courtesy of GENERAL MOTORS CORP.

55. Position the power steering pump to the power steering pump bracket.
56. Install the power steering pump mounting bolts.

Tighten: Tighten the power steering pump mounting bolts to 25 N.m (18 lb ft).

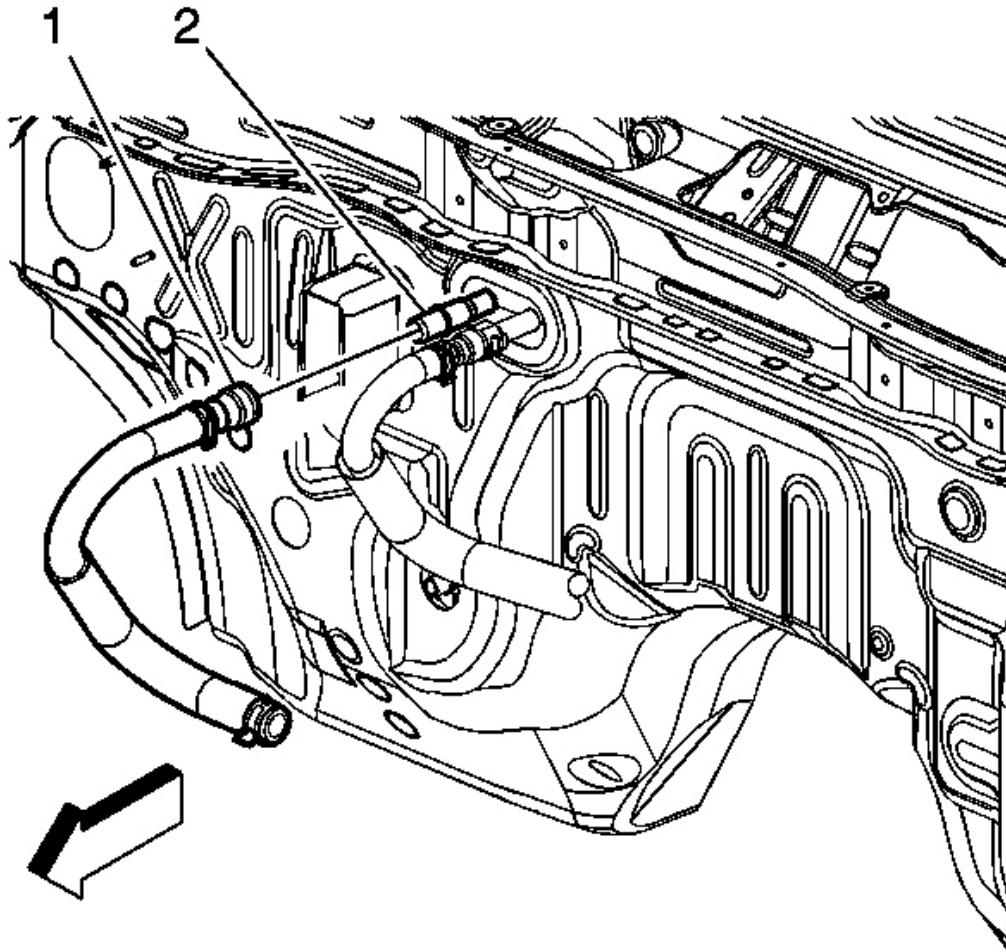


Fig. 282: View Of Inlet Heater Hose Quick Connect
Courtesy of GENERAL MOTORS CORP.

57. Connect the inlet heater hose quick connect (1) to the heater core (2).

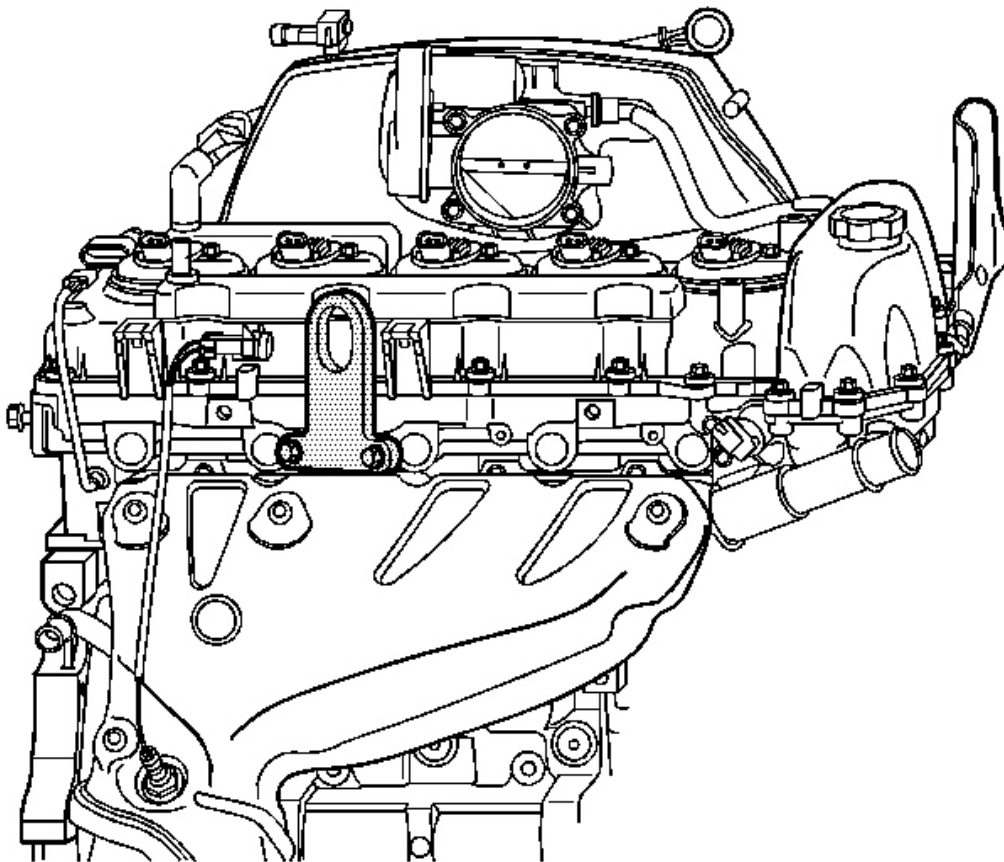


Fig. 283: Identifying J 44220
Courtesy of GENERAL MOTORS CORP.

58. Remove the **J 44220** from the cylinder head. See **Special Tools**.

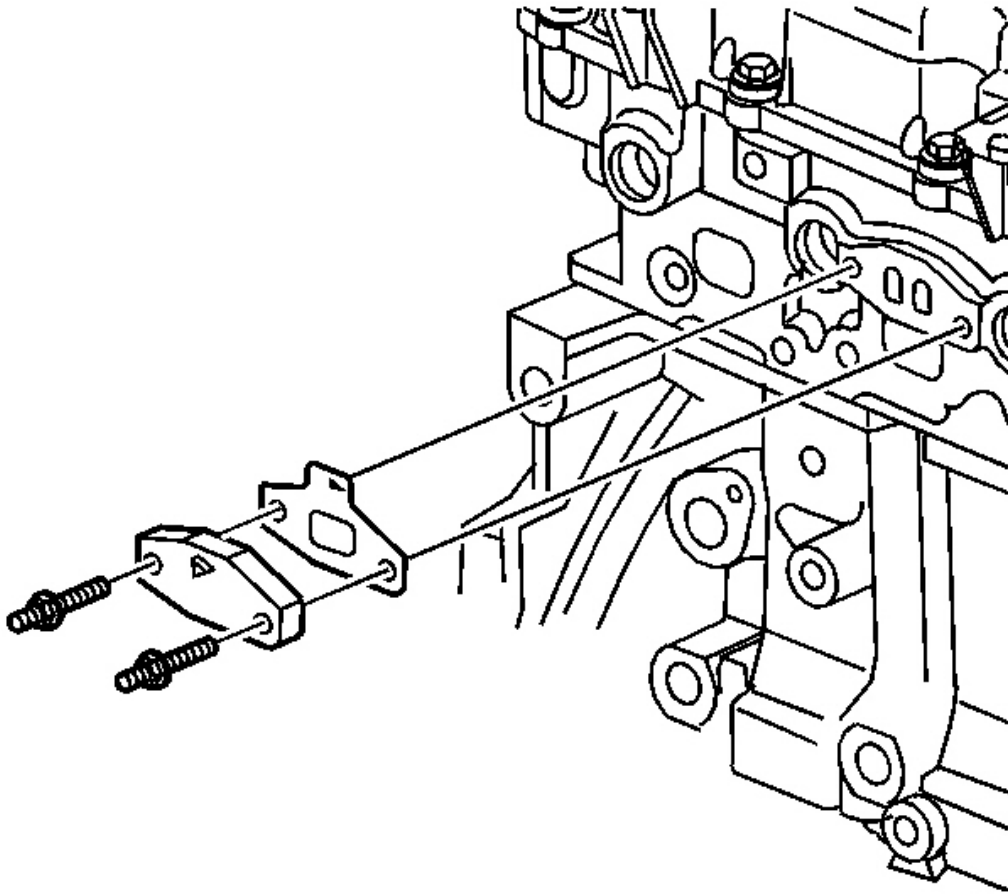


Fig. 284: View Of A.I.R. Injection Pipe Cover
Courtesy of GENERAL MOTORS CORP.

59. Position the AIR pipe cover and NEW gasket to the cylinder head.
60. Install the AIR pipe cover studs.

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

61. Install the transmission filler tube. Refer to **Filler Tube and Seal Replacement** in Automatic Transmission - 4L60-E/4L65-E.

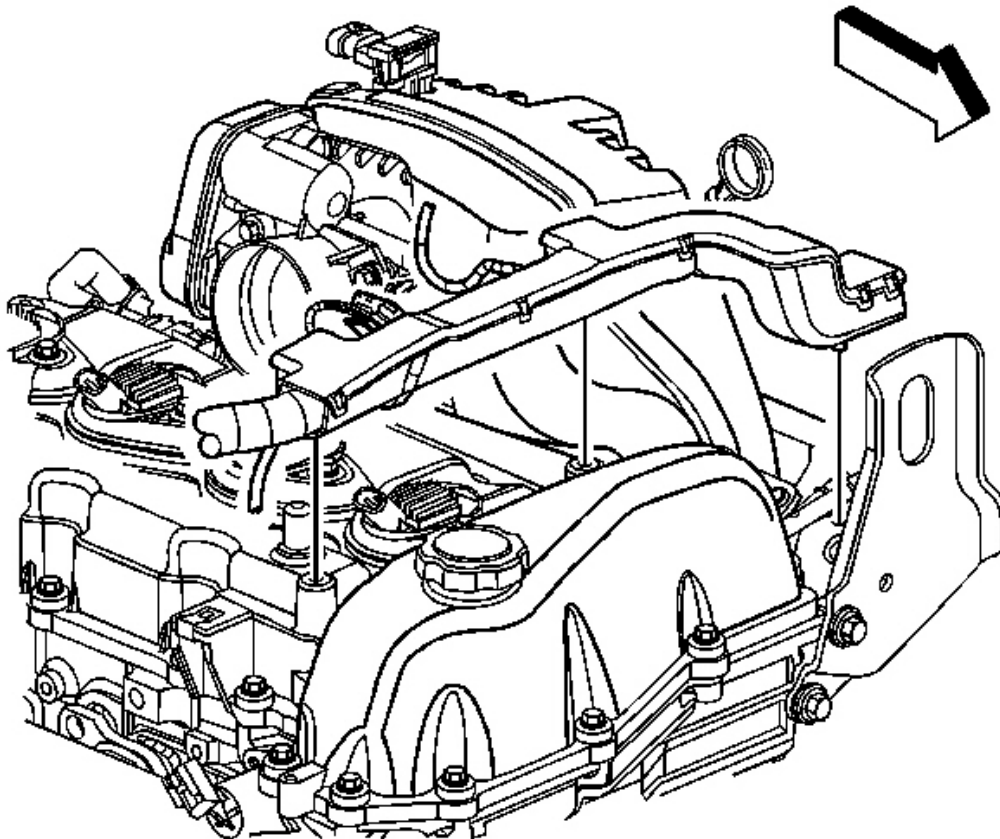


Fig. 285: View Of Engine Wiring Harness Conduit
Courtesy of GENERAL MOTORS CORP.

62. Engage the engine wiring harness conduit to the camshaft cover.

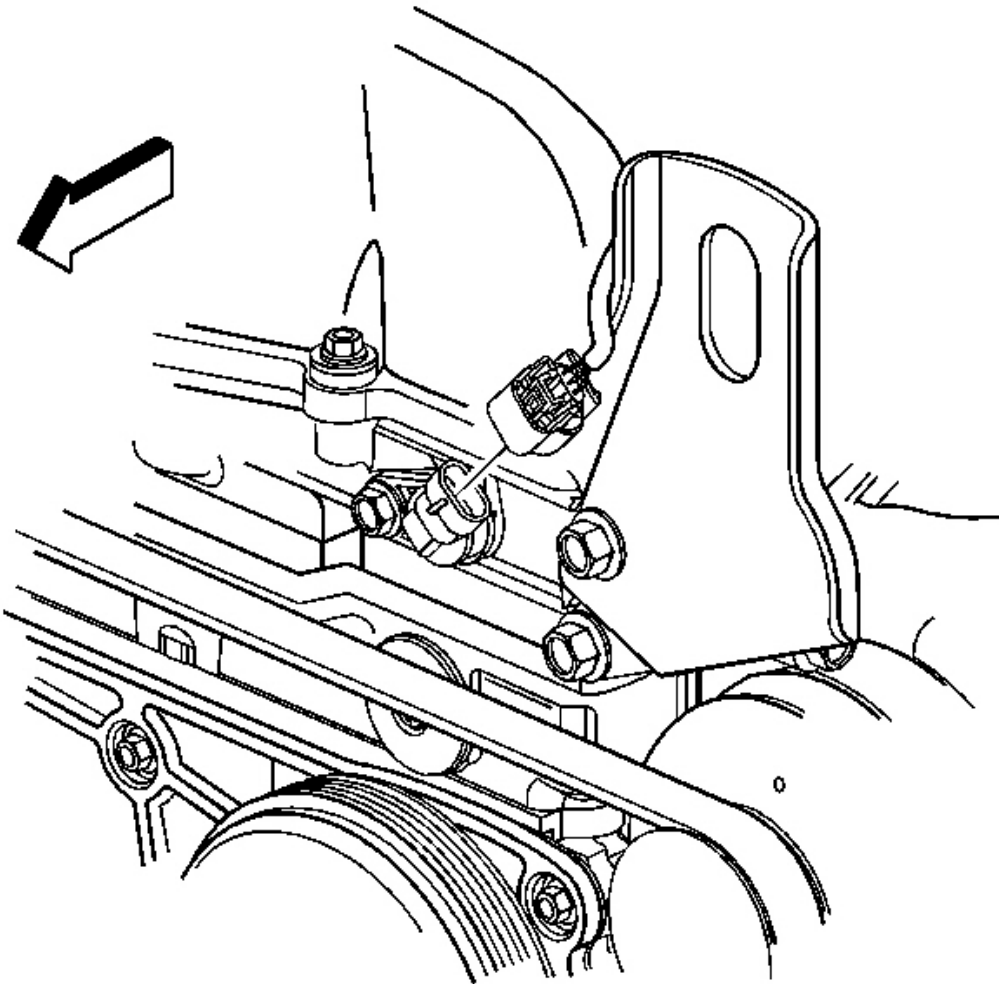


Fig. 286: View Of Intake CMP Sensor Engine Wiring Harness Connector
Courtesy of GENERAL MOTORS CORP.

63. Connect the engine wiring harness connector to the Intake CMP sensor.

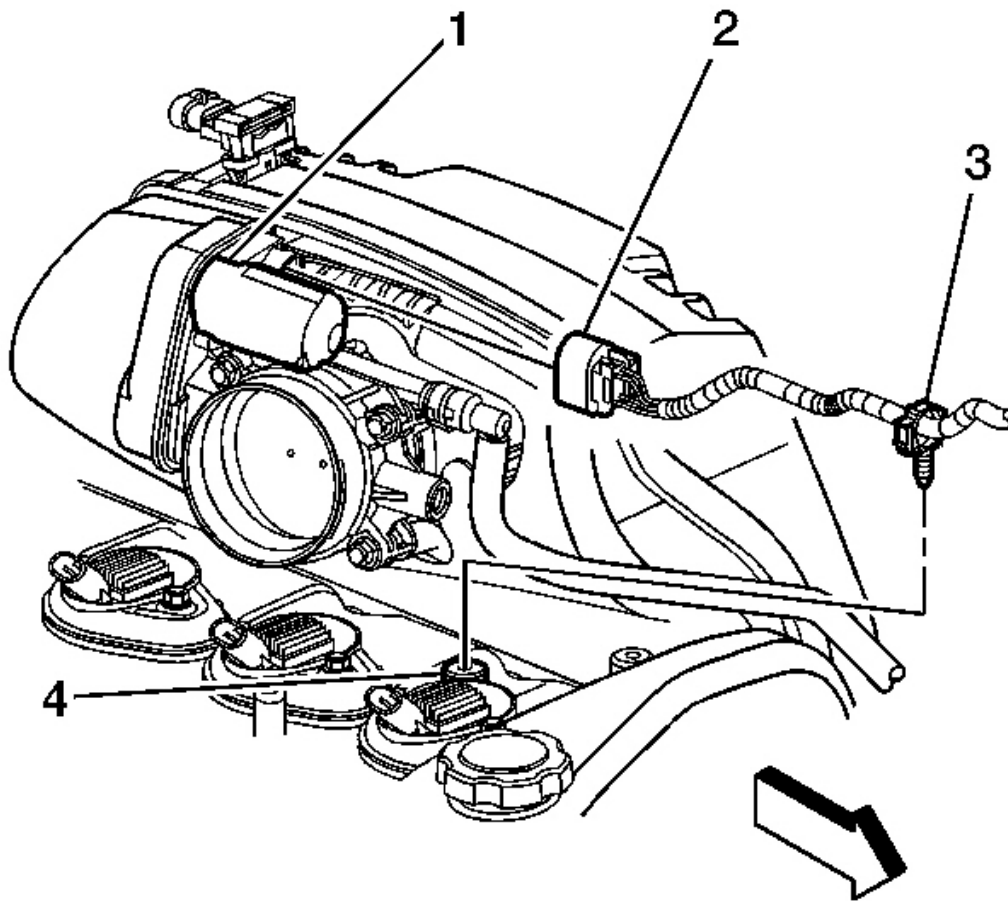


Fig. 287: View Of Engine Wiring Harness Connections To Camshaft Cover & Throttle Body
Courtesy of GENERAL MOTORS CORP.

64. Connect the engine wiring harness retainer (3) to the camshaft cover (4).
65. Connect the engine wiring harness connector (2) to the throttle body (1).

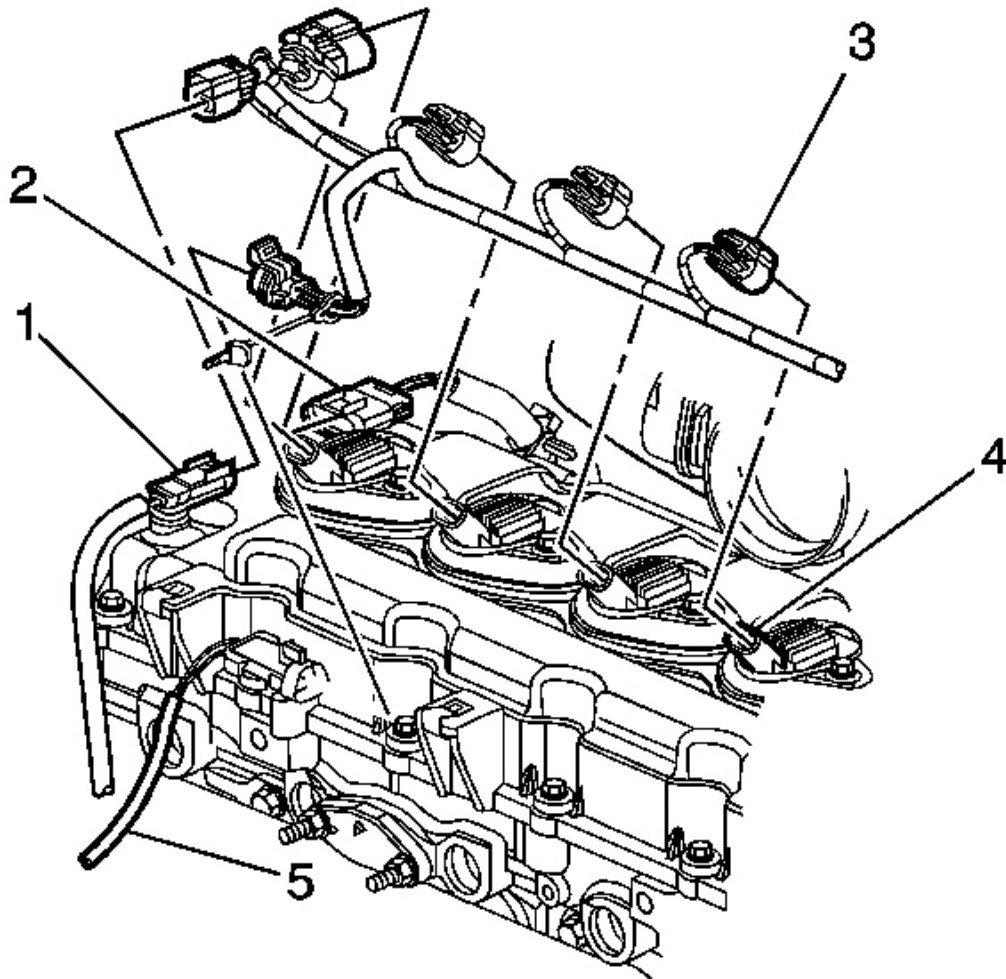


Fig. 288: View Of ECT Sensor, Fuel Injector, Ignition Coil & HO2S Engine Wiring Harness Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

66. Connect the engine wiring harness connectors to the following components:
- The ECT sensor (1)
 - The fuel injector harness (2)
 - The ignition coils (4)
 - The HO2S (5)

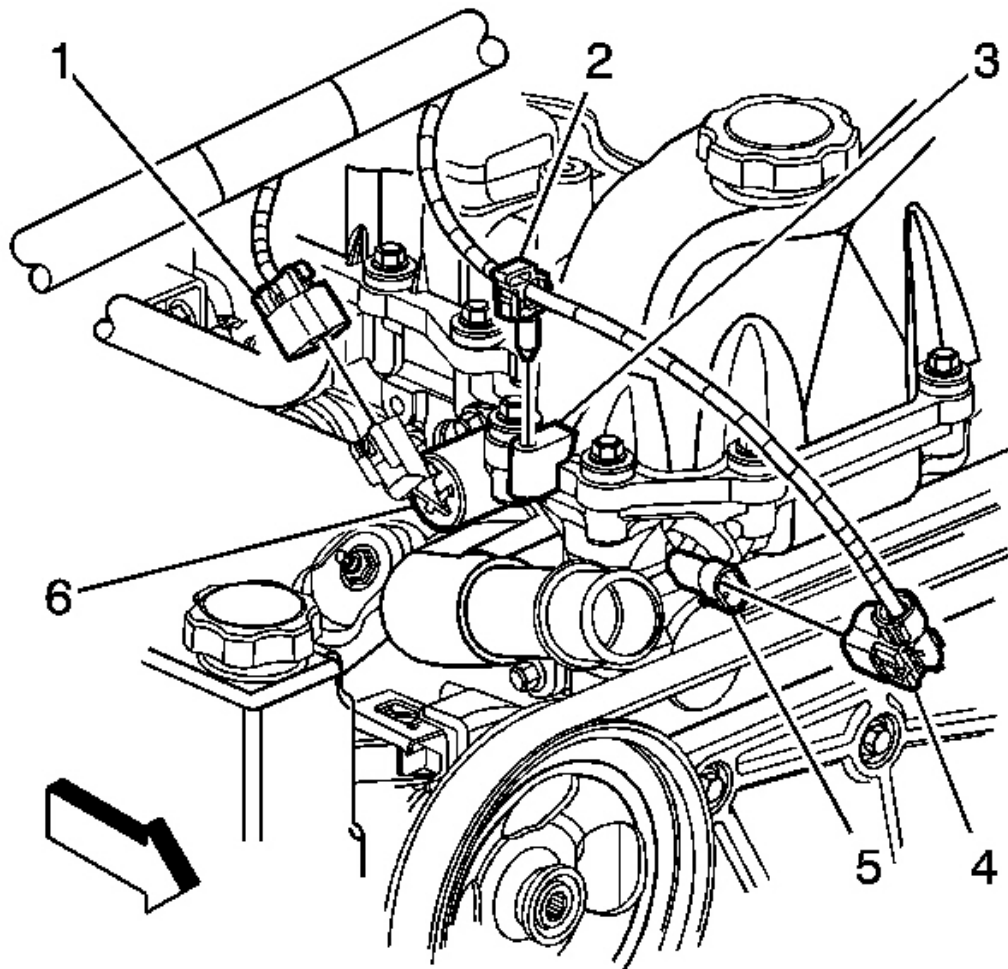


Fig. 289: View Of CMP Sensor Connector, Exhaust Camshaft Actuator Connector & Engine Wiring Harness Retainer
Courtesy of GENERAL MOTORS CORP.

67. Connect the engine wiring harness retainer (2) to the camshaft cover (3).
68. Connect the engine wiring harness connectors to the following components:
 - The exhaust CMP sensor (5)
 - The exhaust camshaft actuator (6)

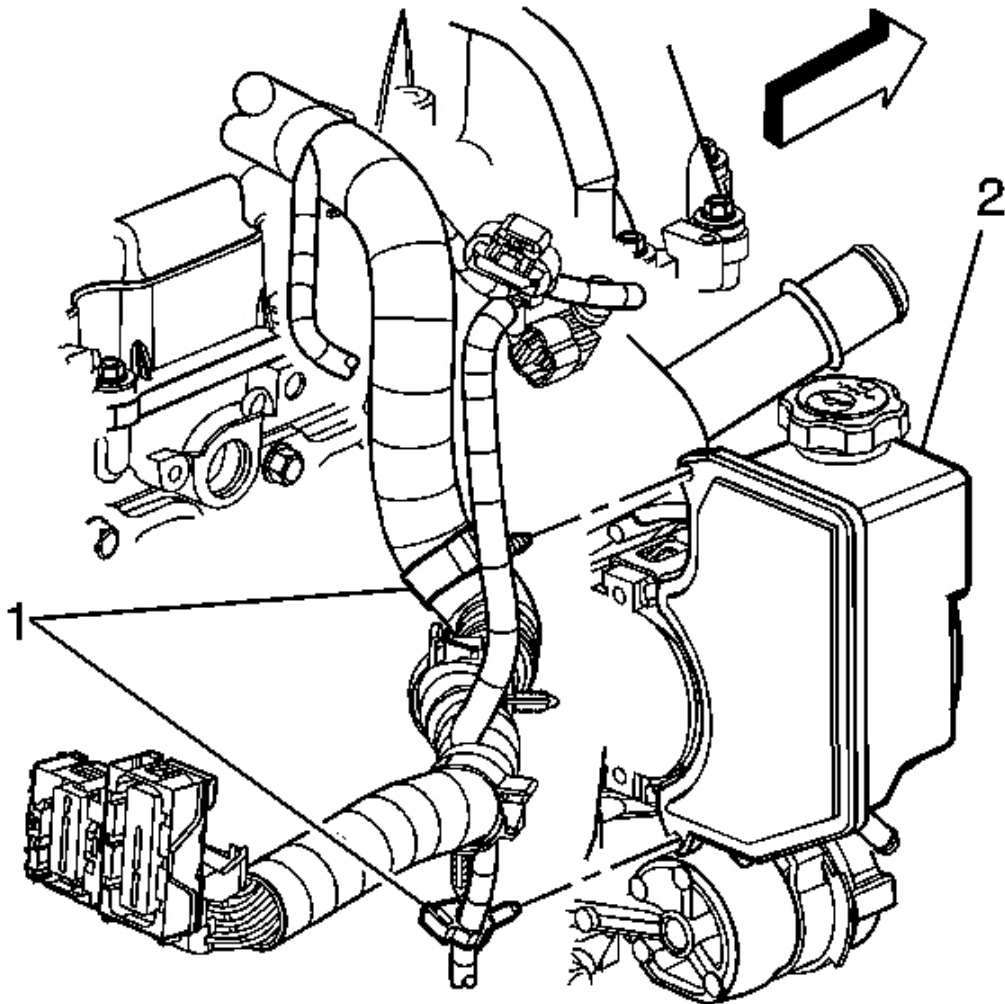


Fig. 290: View Of Power Steering Pump & Engine Wiring Harness Retainers
Courtesy of GENERAL MOTORS CORP.

69. Connect the engine wiring harness retainers (1) to the power steering pump (2).
70. Connect the engine wiring harness connectors to the following components:
 - The electric motor actuator connector (4WD only)
 - The oil pressure switch
71. Connect the engine wiring harness retainers to the wheelhouse.
72. Connect the 2 engine wiring harness connectors to the PCM.

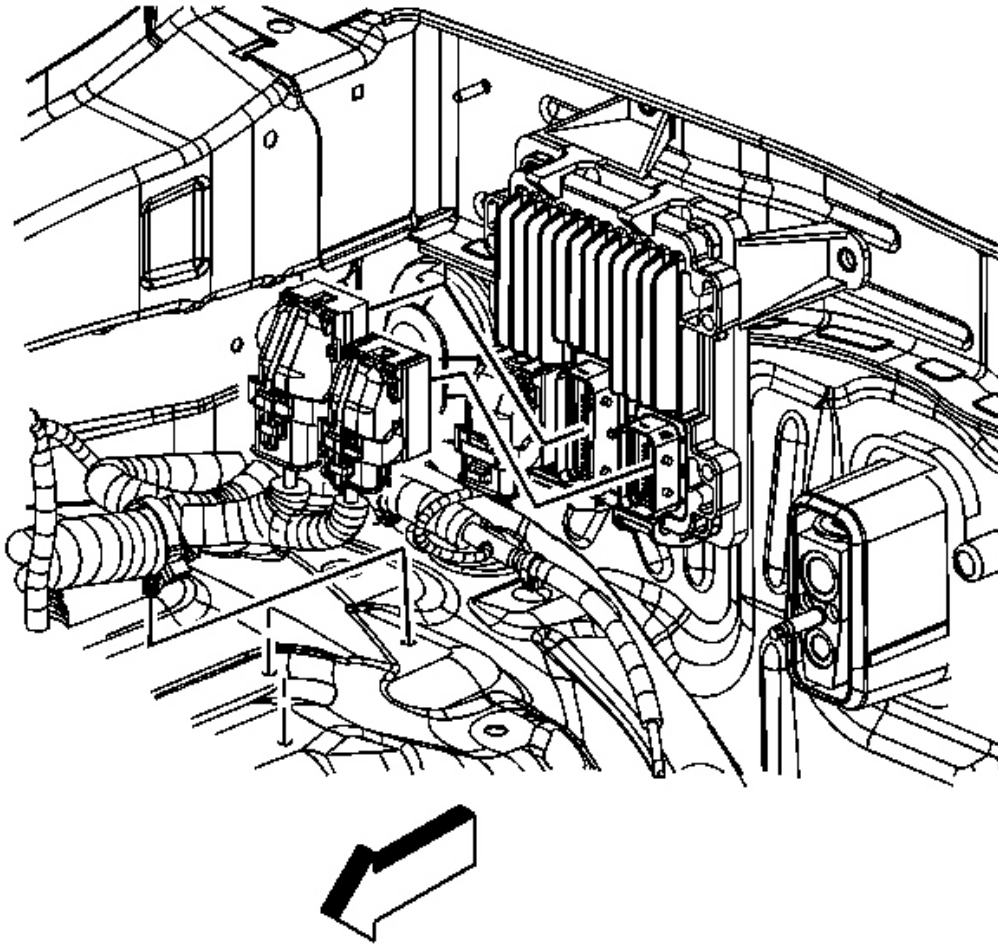


Fig. 291: 2 Engine Wiring Harness Connectors At Powertrain Control Module (PCM)

Courtesy of GENERAL MOTORS CORP.

73. Install the washer solvent container/coolant recovery reservoir mounting bolts. Refer to **Washer Solvent Container Replacement** .

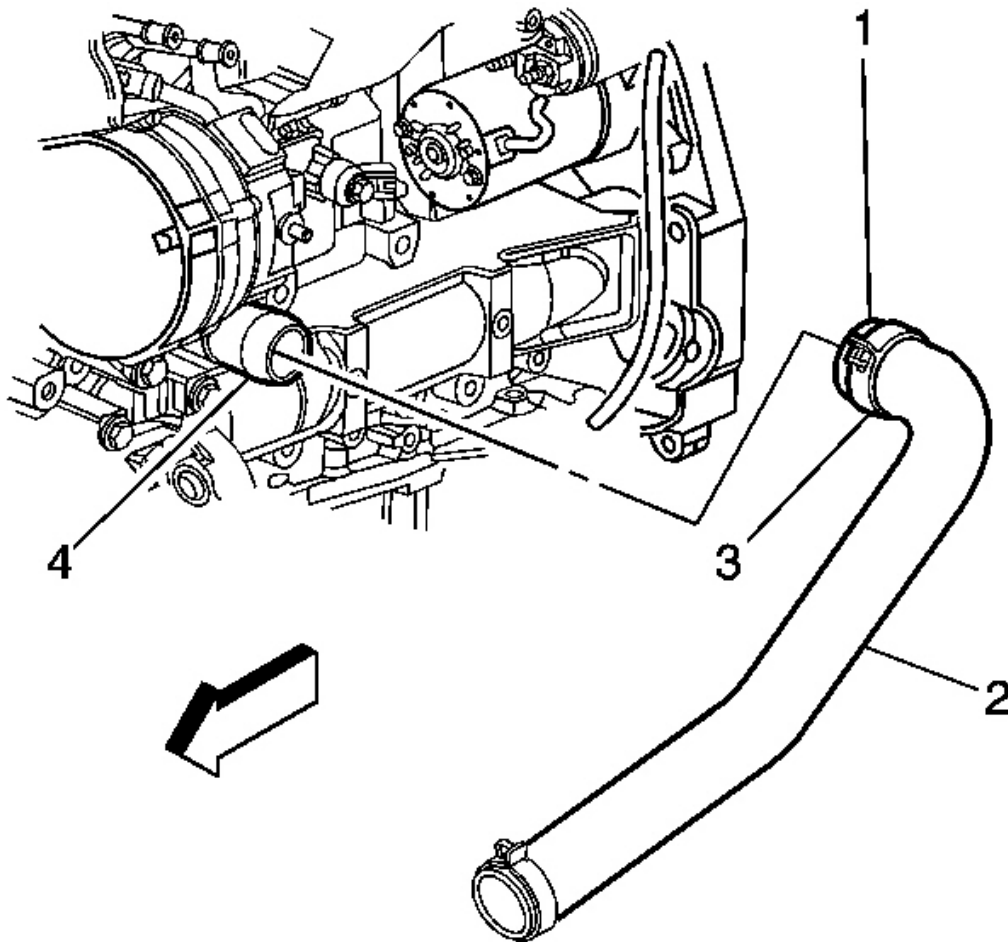


Fig. 292: View Of Radiator Inlet Hose
Courtesy of GENERAL MOTORS CORP.

74. Position the **J 38185** to the clamp (3) in order to connect the radiator inlet hose (2) to the water outlet housing (4). See **Special Tools**.
75. Install the generator. Refer to **Generator Replacement** .
76. Install the air cleaner resonator and outlet duct. Refer to **Air Cleaner Resonator and Outlet Duct Replacement** in Engine Controls - 3.5L (L52).
77. Install the air cleaner assembly. Refer to **Air Cleaner Assembly Replacement** in Engine Controls - 3.5L (L52).
78. Install the cooling fan. Refer to **Fan Replacement** .

79. Install the outlet radiator hose. Refer to **Radiator Hose Replacement - Outlet** .
80. Fill the cooling system. Refer to **Draining and Filling Cooling System** .
81. Install the battery box. Refer to **Battery Box Replacement** .
82. Install the hood. Refer to **Hood Replacement** .
83. Fill the engine oil, if previously drained. Refer to **Engine Oil and Oil Filter Replacement**.

Engine Final Test and Inspection

Complete the following procedure after the engine is installed in the vehicle:

1. With the ignition OFF or disconnected, crank the engine several times. Listen for any unusual noises or evidence that any parts are binding.
2. Start the engine and listen for abnormal conditions.
3. Check the vehicle oil pressure gage or light and confirm that the engine has acceptable oil pressure.
4. Run the engine at approximately 1,000 RPM until the engine reaches normal operating temperature.
5. While the engine continues to idle raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .
6. Inspect for oil, coolant, transmission fluid, and exhaust leaks while the engine is idling.
7. Lower the vehicle.
8. Perform the CKP variation learn procedure. Refer to **CKP System Variation Learn Procedure** in Engine Controls - 3.5L (L52).
9. Perform a final inspection for the proper engine oil, transmission fluid and coolant levels.
10. Road test the vehicle.

ENGINE OIL AND OIL FILTER REPLACEMENT

Removal Procedure

1. Remove the oil fill cap.
2. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** in General Information.
3. Clean away all dirt and debris from the engine oil pan drain plug area.
4. Position an appropriate container under the engine oil pan.

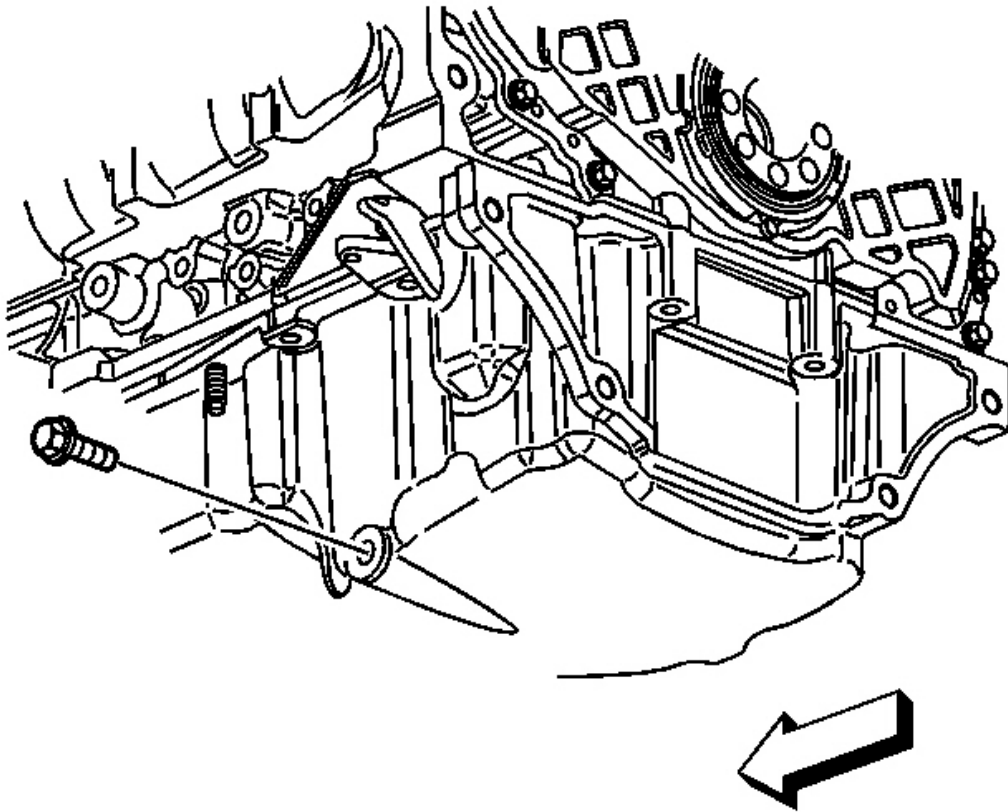


Fig. 293: View Of Oil Pan Drain Plug
Courtesy of GENERAL MOTORS CORP.

5. Remove the oil pan drain plug.

Allow the engine oil to drain into the container.

6. Position the container under the engine oil filter drain deflector.

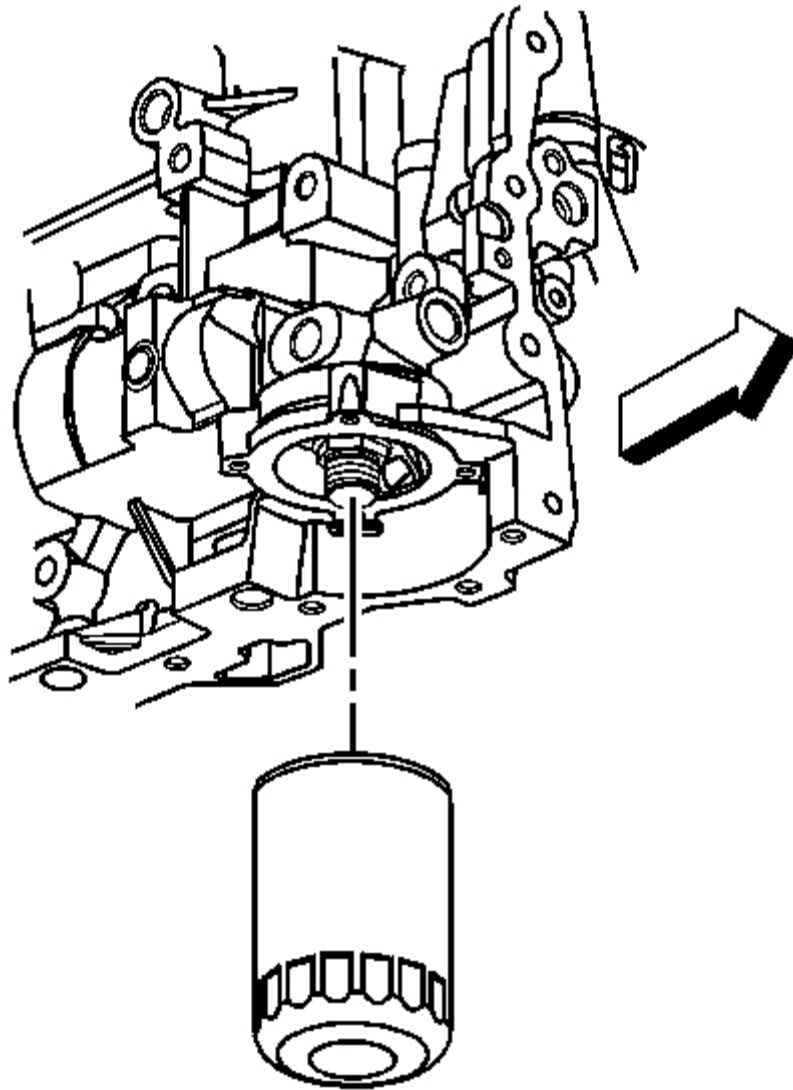


Fig. 294: Oil Filter

Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Ensure the old oil filter seal is not left on the engine block.

7. Remove the oil filter using a suitable wrench.

Allow the engine oil to drain to the oil filter drain deflector and into the container.

Installation Procedure

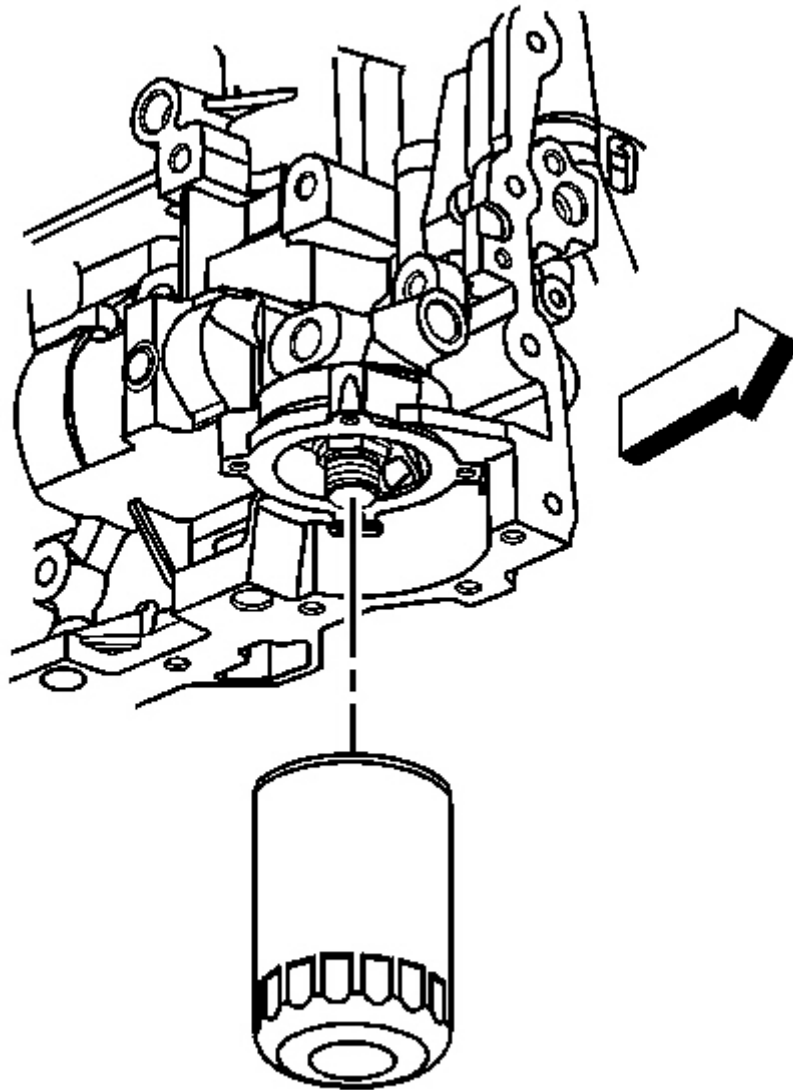


Fig. 295: Oil Filter

Courtesy of GENERAL MOTORS CORP.

1. Lubricate the oil filter seal with clean engine oil.

NOTE: Refer to Component Fastener Tightening Notice in Cautions and Notices.

2. Install a NEW oil filter.

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

3. Wipe the excess oil from the oil filter drain deflector.

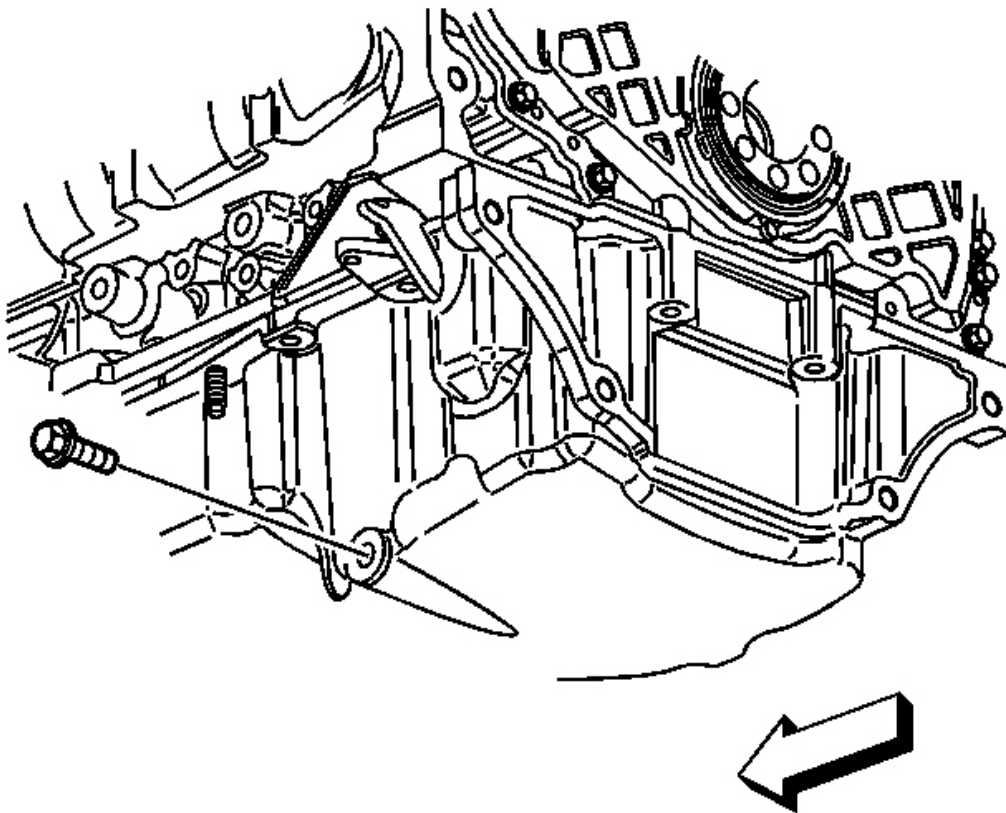


Fig. 296: View Of Oil Pan Drain Plug
Courtesy of GENERAL MOTORS CORP.

4. Install the oil pan drain plug.

Tighten: Tighten the oil pan drain plug to 26 N.m (19 lb ft).

2006 Hummer H3

2006 ENGINE Engine Mechanical - 3.5L (L52) - H3

5. Lower the vehicle.
6. Fill the crankcase with the proper type and amount of engine oil. Refer to **Fluid and Lubricant Recommendations** and **Capacities - Approximate Fluid** in Maintenance and Lubrication.
7. Install the oil fill cap.
8. Start the engine and check the oil pressure gage for the appropriate pressure to build up.
9. Shut the engine off.
10. Inspect under the vehicle in the oil filter and oil pan drain plug areas for leaks.
11. Remove the oil level indicator and check for the correct oil level. Add oil if necessary.

ENGINE FLYWHEEL REMOVAL (AUTOMATIC TRANSMISSION)

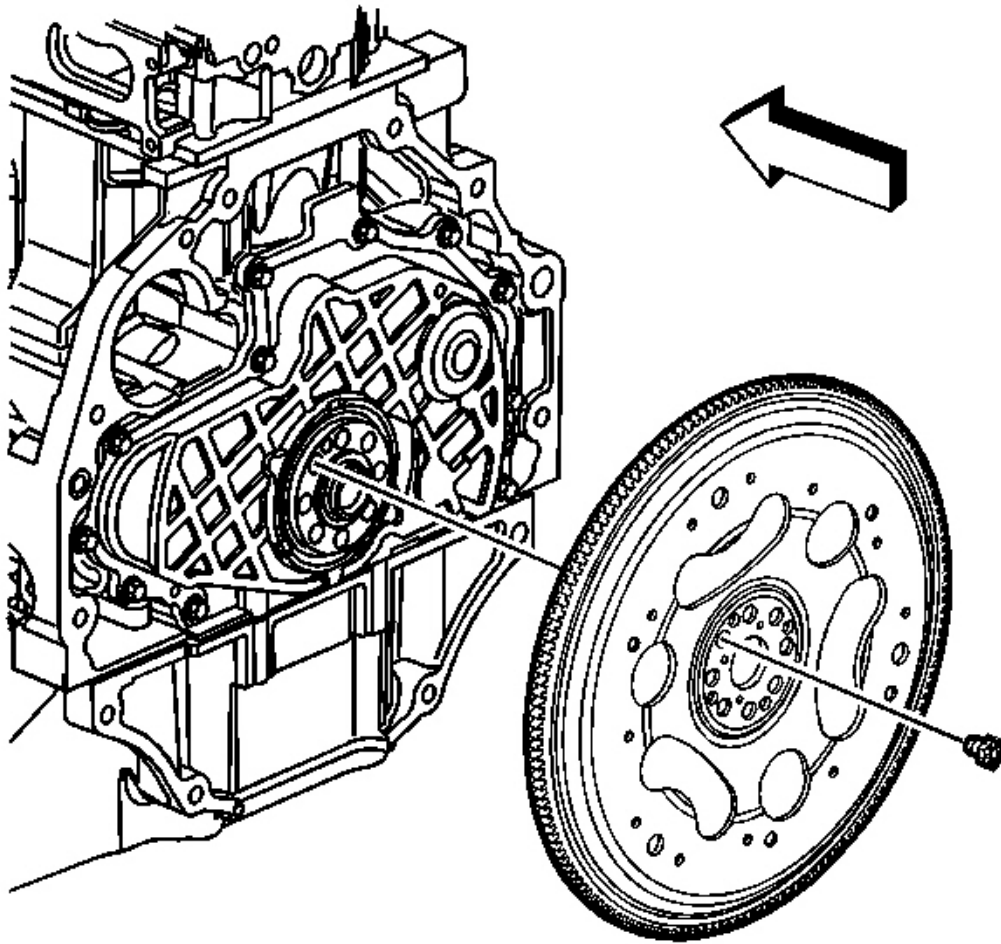


Fig. 297: View Of Engine Flywheel
Courtesy of GENERAL MOTORS CORP.

1. Remove and discard the flywheel bolts.
2. Remove the flywheel.

ENGINE FLYWHEEL REMOVAL (MANUAL TRANSMISSION)

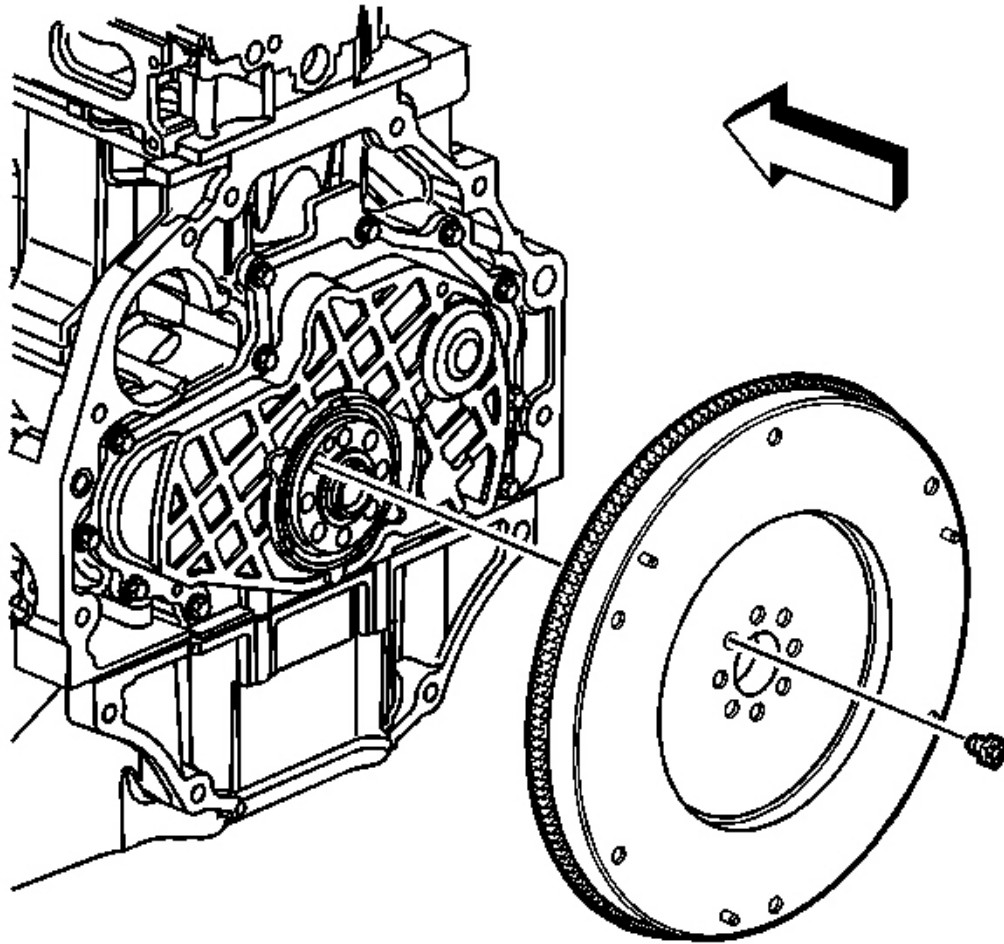


Fig. 298: View Of Engine Flywheel - Manual Transmission
Courtesy of GENERAL MOTORS CORP.

1. Remove and discard the flywheel bolts.
2. Remove the flywheel.

DRAINING FLUIDS AND OIL FILTER REMOVAL

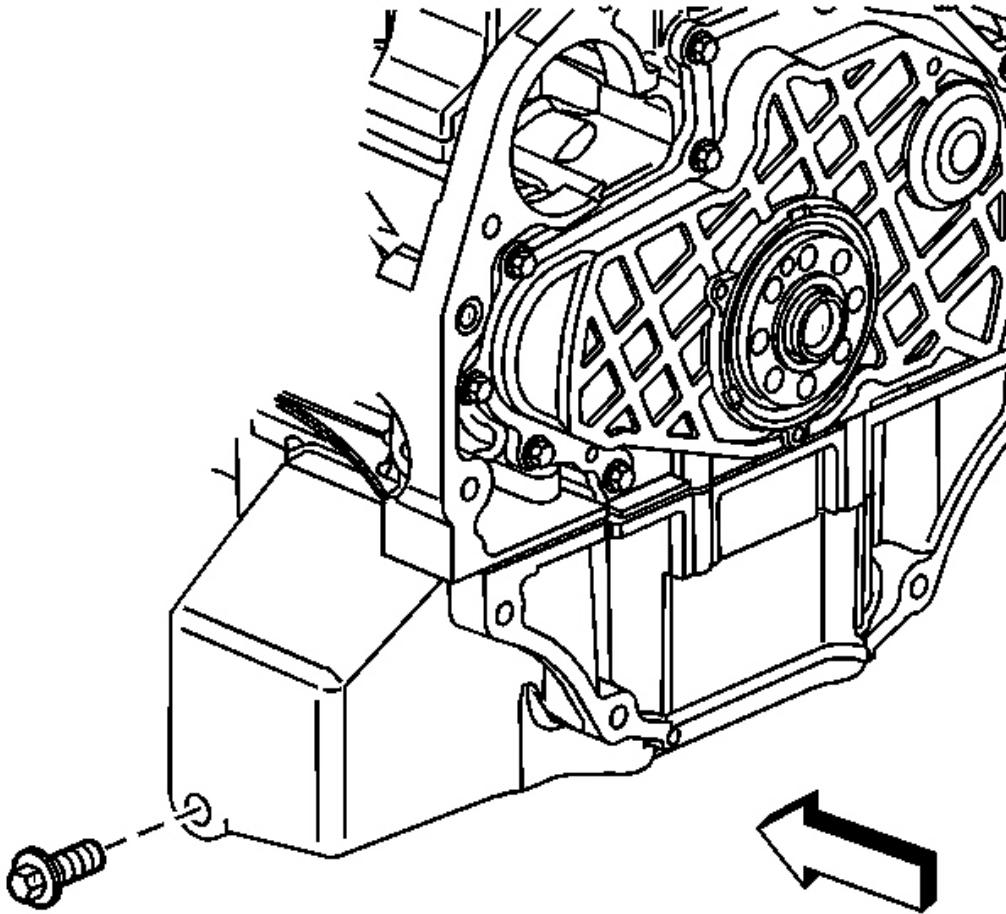


Fig. 299: Removing Oil Pan Drain Plug
Courtesy of GENERAL MOTORS CORP.

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

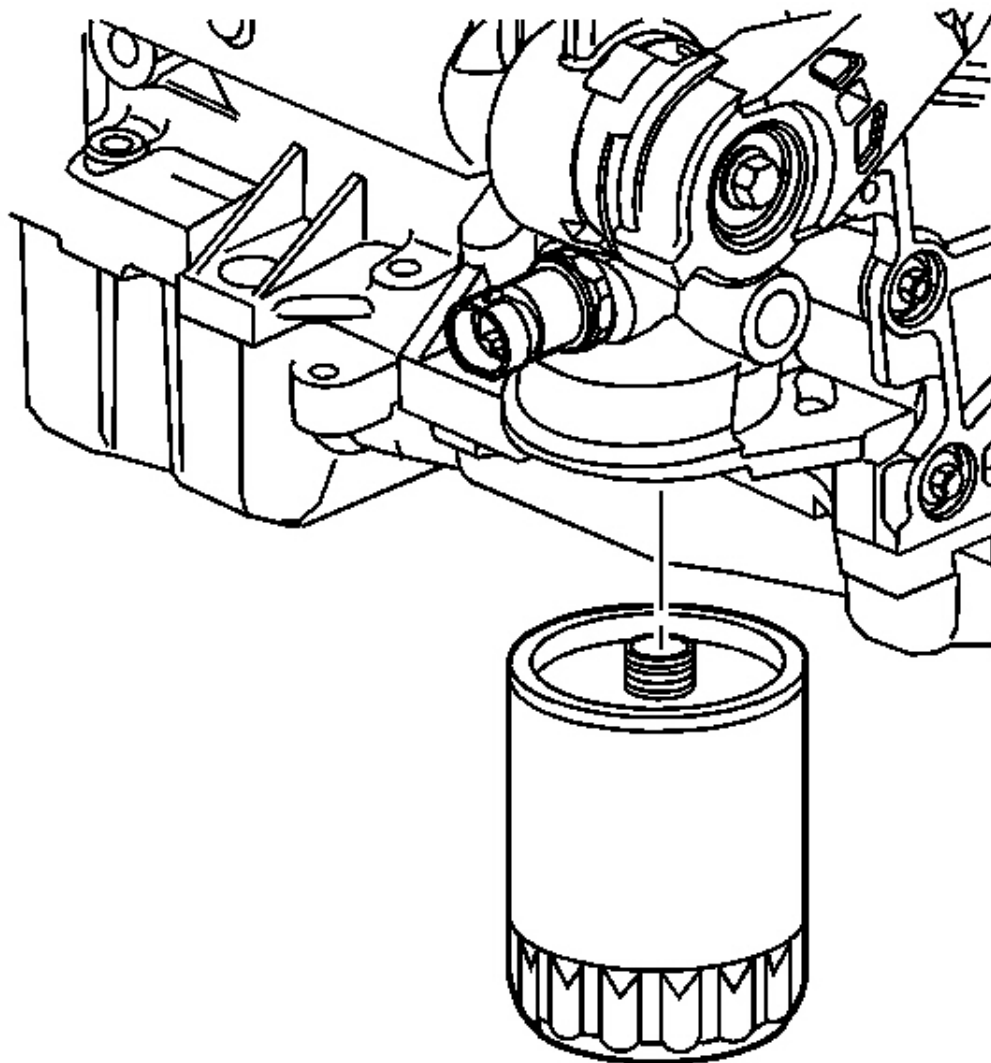


Fig. 300: View Of Oil Filter
Courtesy of GENERAL MOTORS CORP.

3. Remove the oil filter.

DRIVE BELT TENSIONER REMOVAL

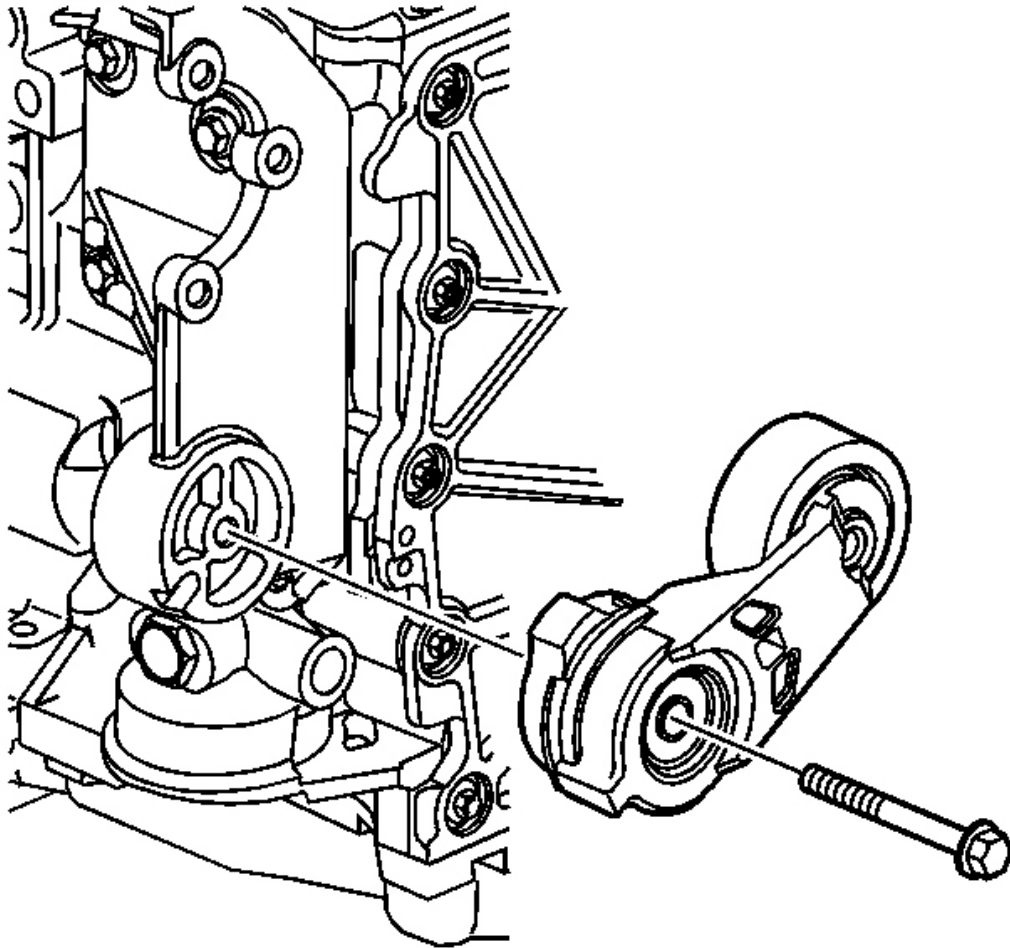


Fig. 301: View Of Drive Belt Tensioner
Courtesy of GENERAL MOTORS CORP.

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

POWER STEERING PUMP BRACKET REMOVAL

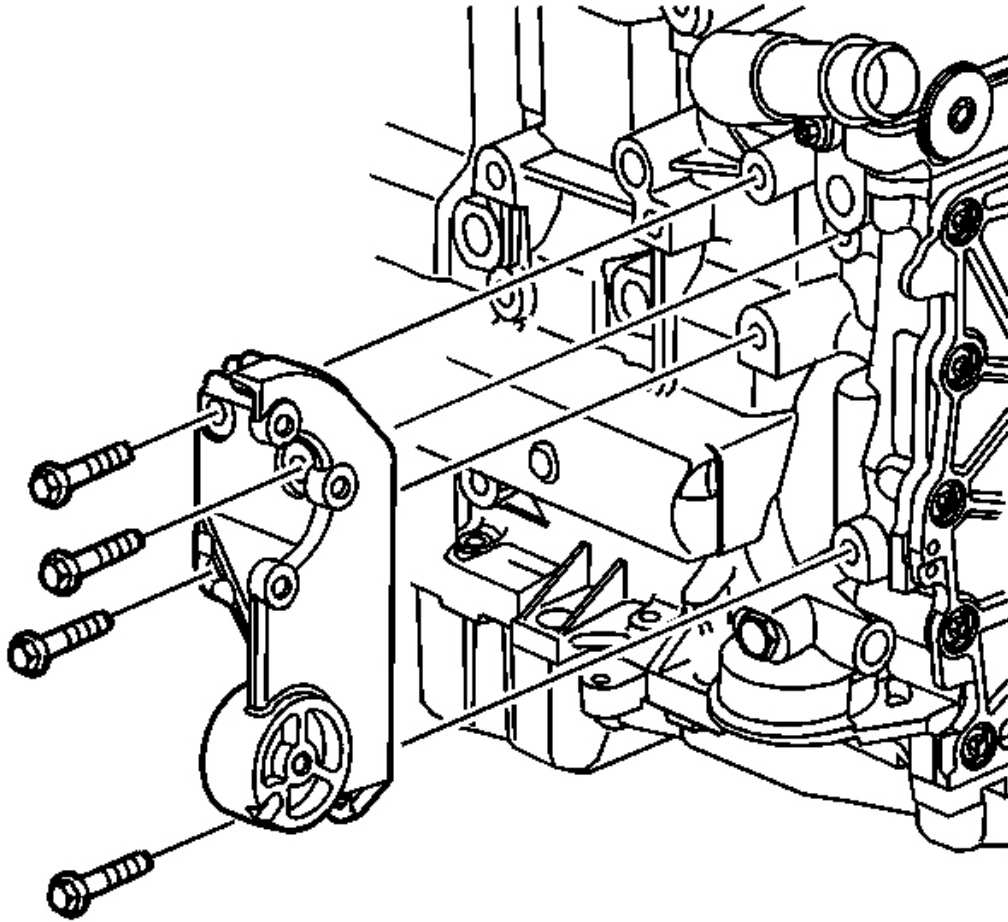


Fig. 302: View Of Power Steering Pump Bracket
Courtesy of GENERAL MOTORS CORP.

1. Remove the power steering pump bracket bolts.
2. Remove the power steering pump bracket.

DRIVE BELT IDLER PULLEY REMOVAL

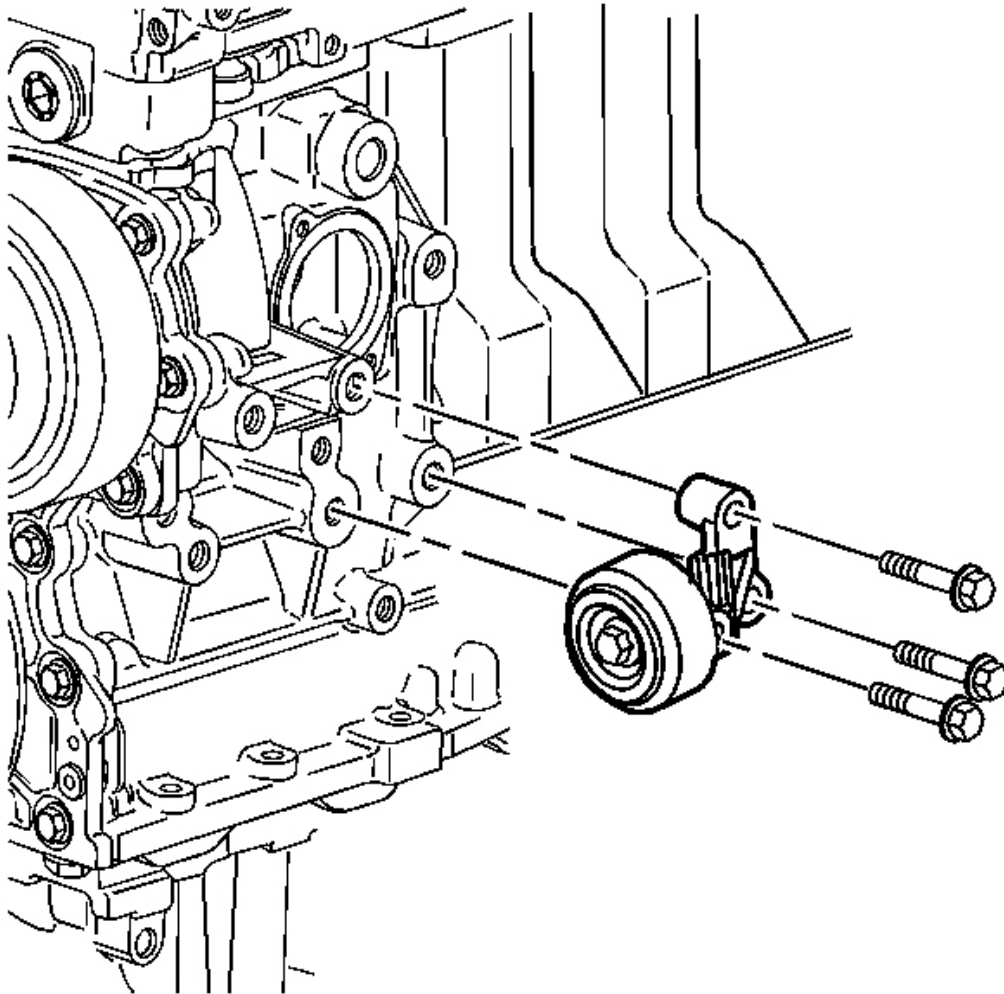


Fig. 303: Drive Belt Idler Pulley
Courtesy of GENERAL MOTORS CORP.

1. Remove the drive belt idler pulley bolts.
2. Remove the drive belt idler pulley.

OIL LEVEL INDICATOR AND TUBE REMOVAL

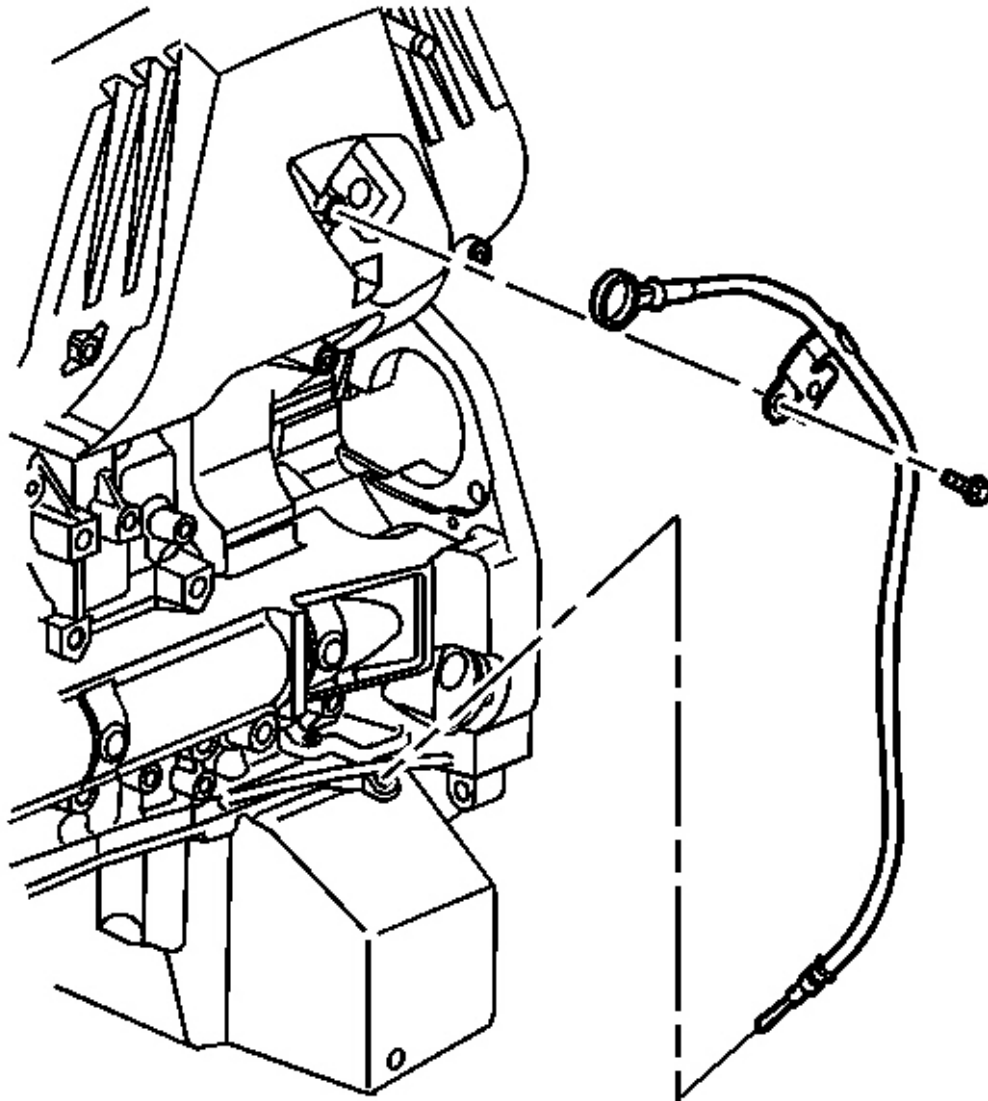


Fig. 304: View Of Oil Level Indicator & Tube
Courtesy of GENERAL MOTORS CORP.

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

EXHAUST MANIFOLD REMOVAL

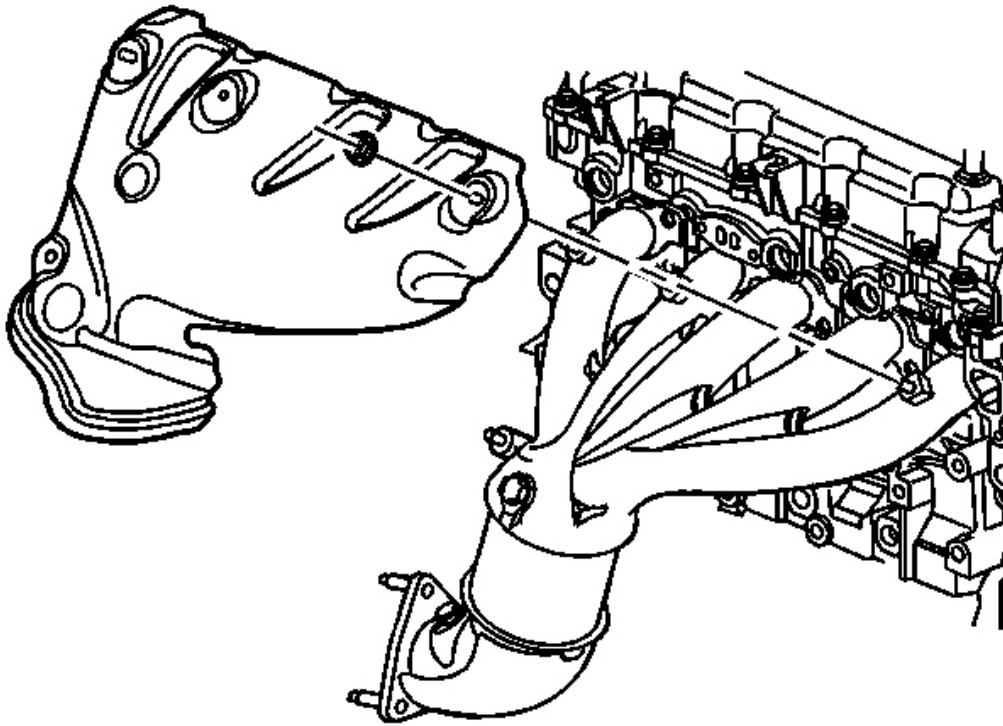


Fig. 305: Exhaust Manifold Heat Shield
Courtesy of GENERAL MOTORS CORP.

1. Remove the exhaust manifold heat shield nuts.
2. Remove the exhaust manifold heat shield.

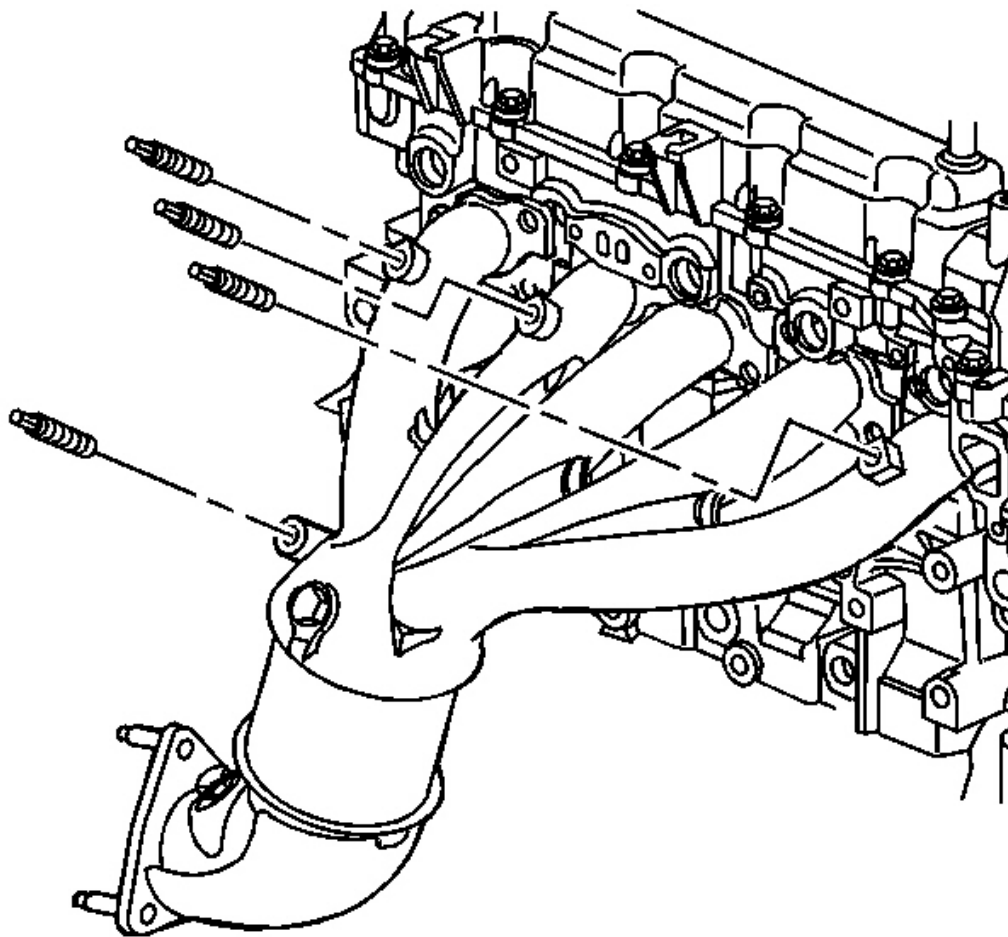


Fig. 306: View Of Exhaust Manifold Studs
Courtesy of GENERAL MOTORS CORP.

3. Remove the exhaust manifold studs (if needed).

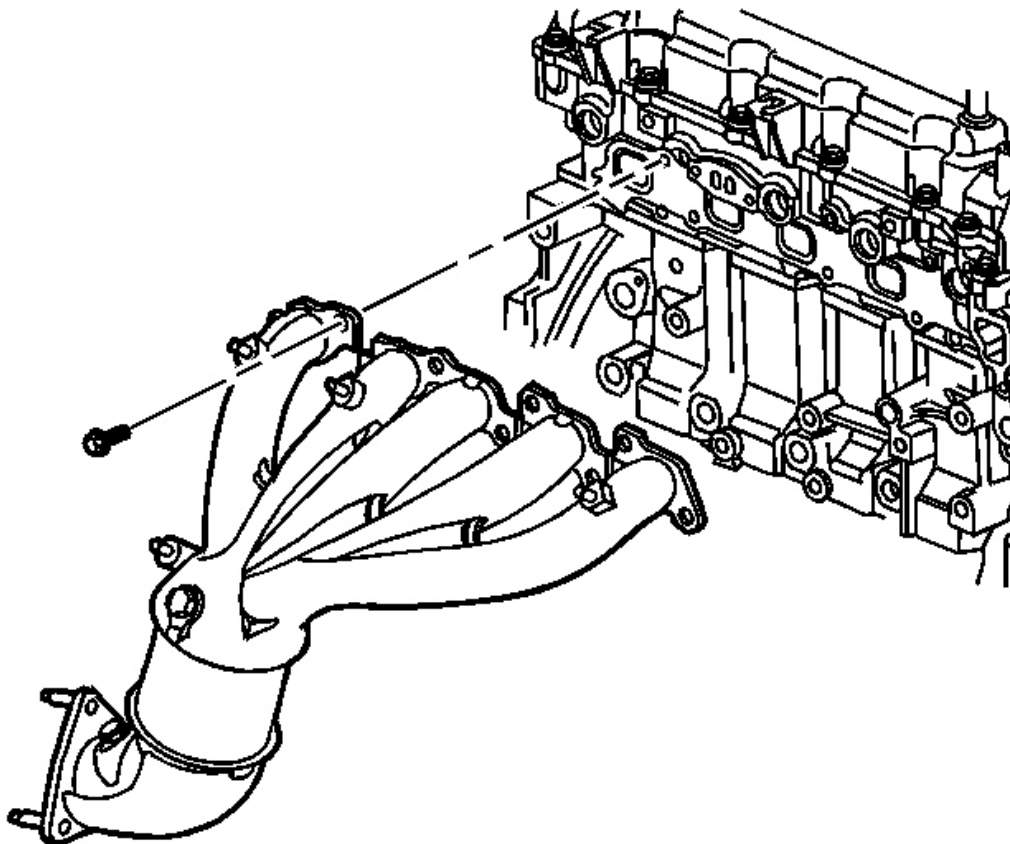


Fig. 307: View Of Exhaust Manifold
Courtesy of GENERAL MOTORS CORP.

4. Remove the exhaust manifold bolts.
5. Remove the exhaust manifold.

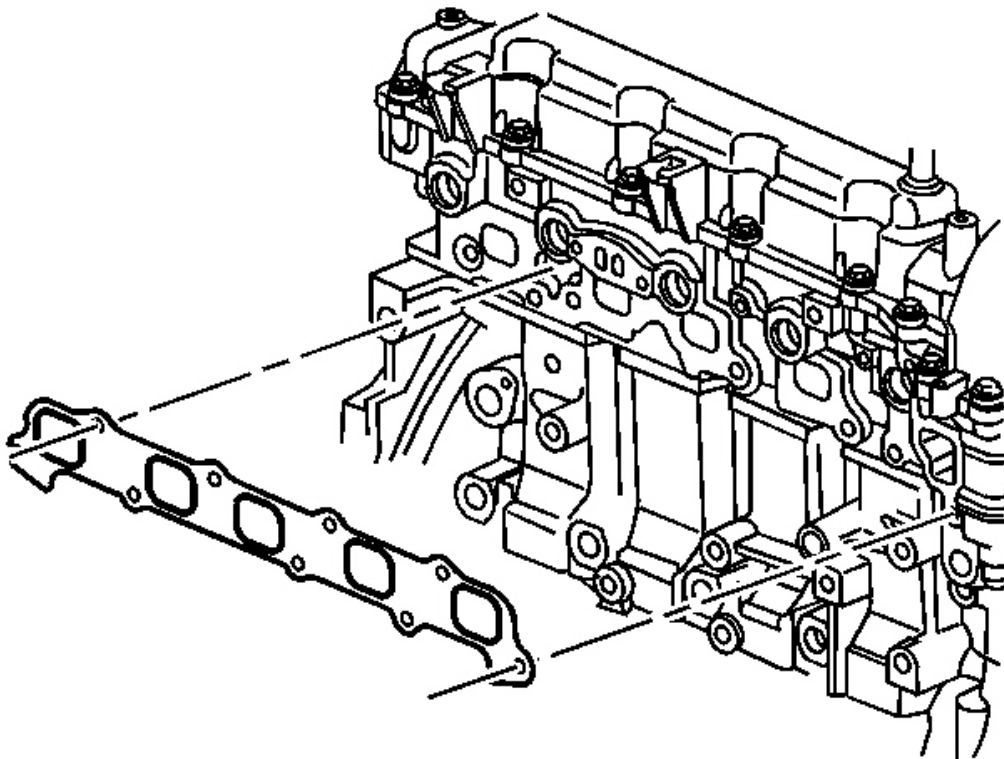


Fig. 308: View Of Exhaust Manifold Gasket
Courtesy of GENERAL MOTORS CORP.

6. Remove and discard the exhaust manifold gasket.

OIL FILTER ADAPTER REMOVAL

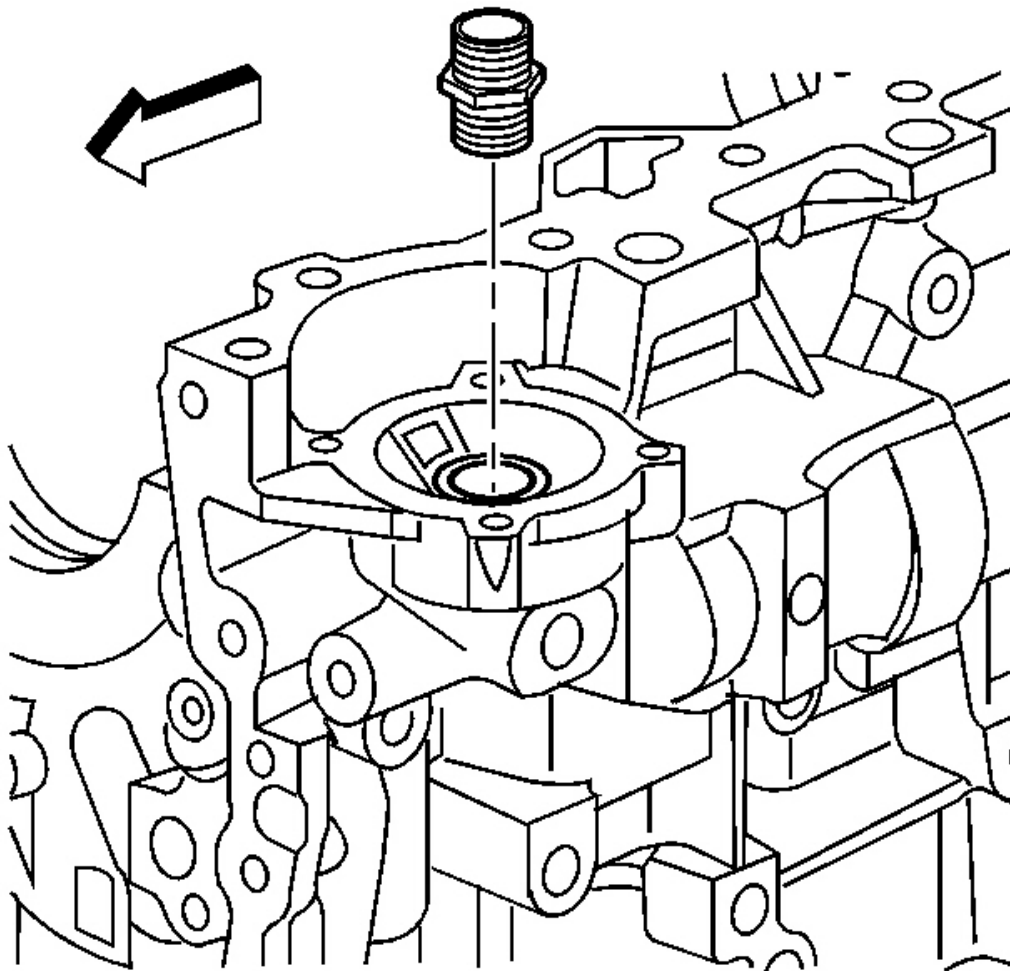


Fig. 309: View Of Oil Filter Adapter
Courtesy of GENERAL MOTORS CORP.

1. Remove the oil filter adapter.

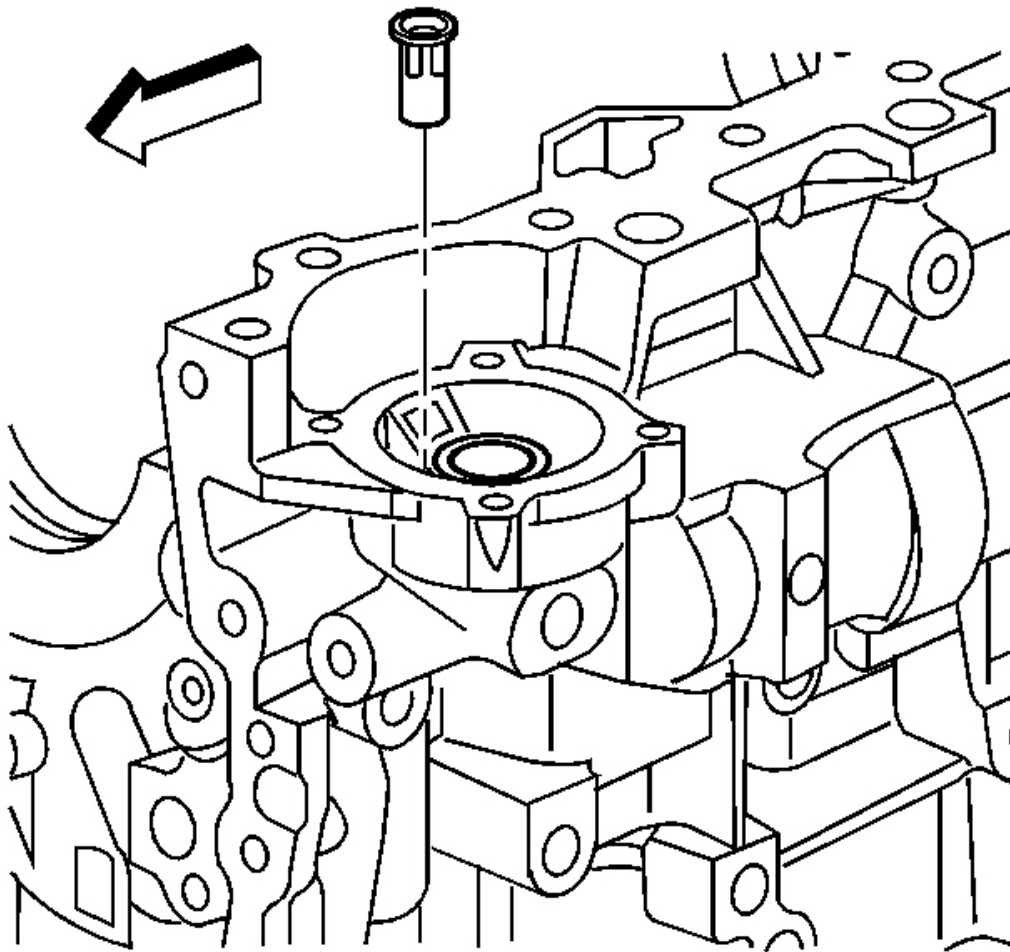


Fig. 310: View Of Oil Filter Bypass Valve
Courtesy of GENERAL MOTORS CORP.

2. Remove the oil filter bypass valve.

HEATER INLET PIPE REMOVAL

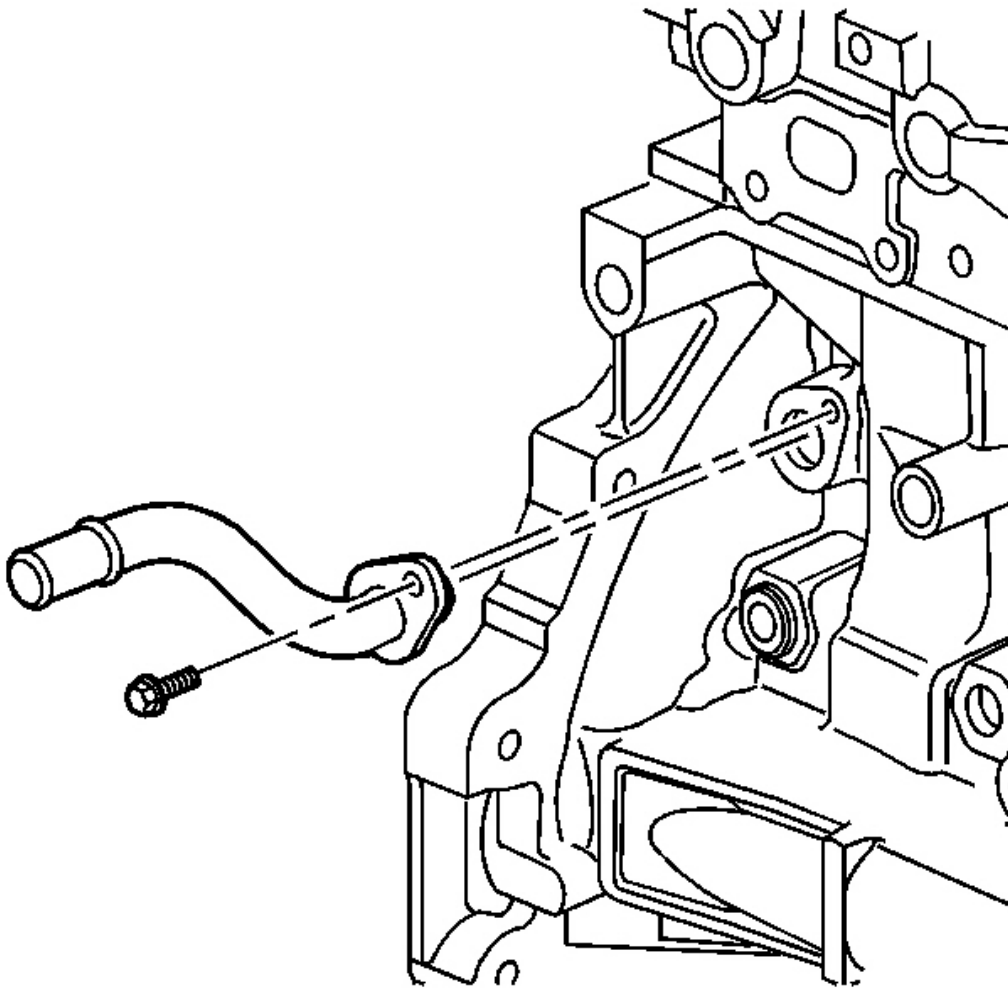


Fig. 311: View Of Heater Inlet Pipe
Courtesy of GENERAL MOTORS CORP.

1. Remove the heater inlet pipe bolt.
2. Remove the heater inlet pipe.

HEATER OUTLET HOSE FITTING REMOVAL

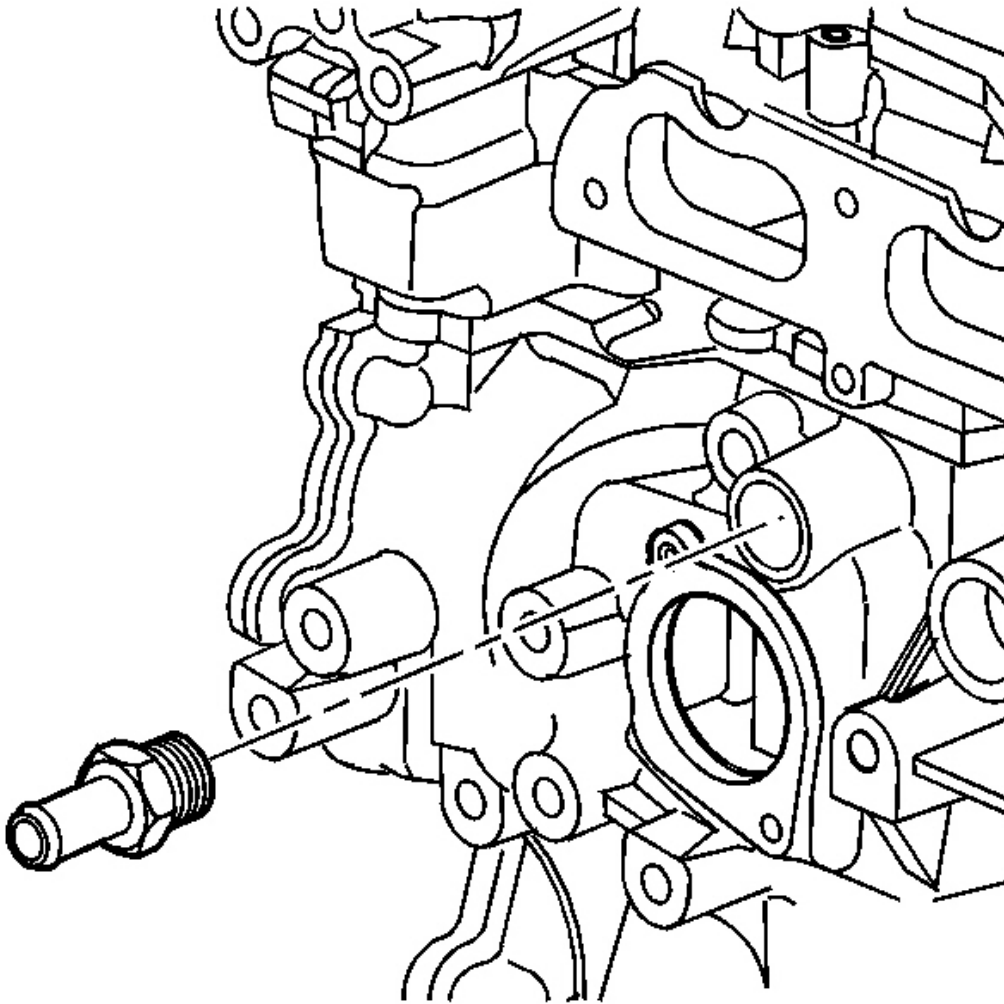


Fig. 312: View Of Heater Outlet Hose Fitting
Courtesy of GENERAL MOTORS CORP.

Remove the heater outlet hose fitting.

WATER OUTLET REMOVAL

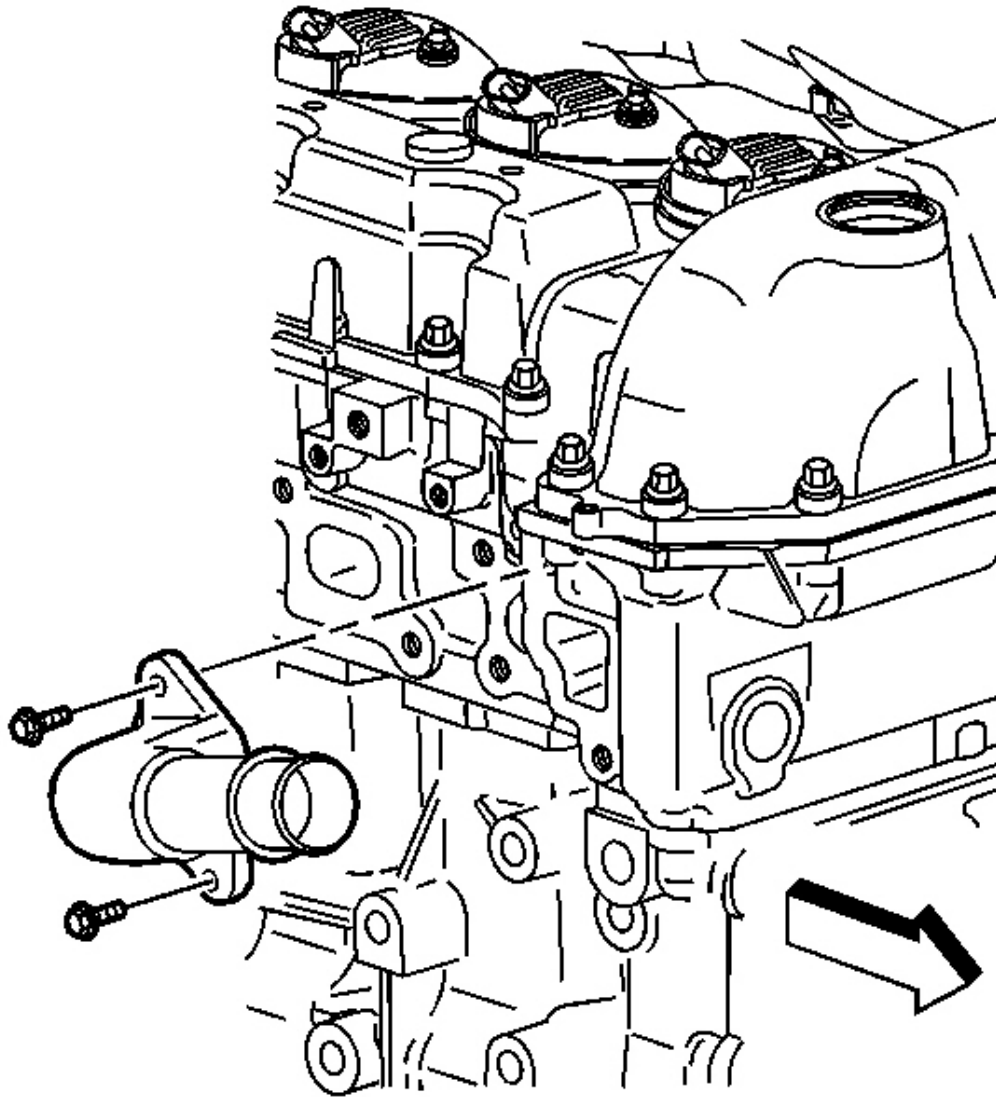


Fig. 313: View Of Water Outlet
Courtesy of GENERAL MOTORS CORP.

1. Remove the water outlet bolts.
2. Remove the water outlet.

WATER PUMP REMOVAL

Tool Required

J 41240 Pulley Holding Tool. See **Special Tools**.

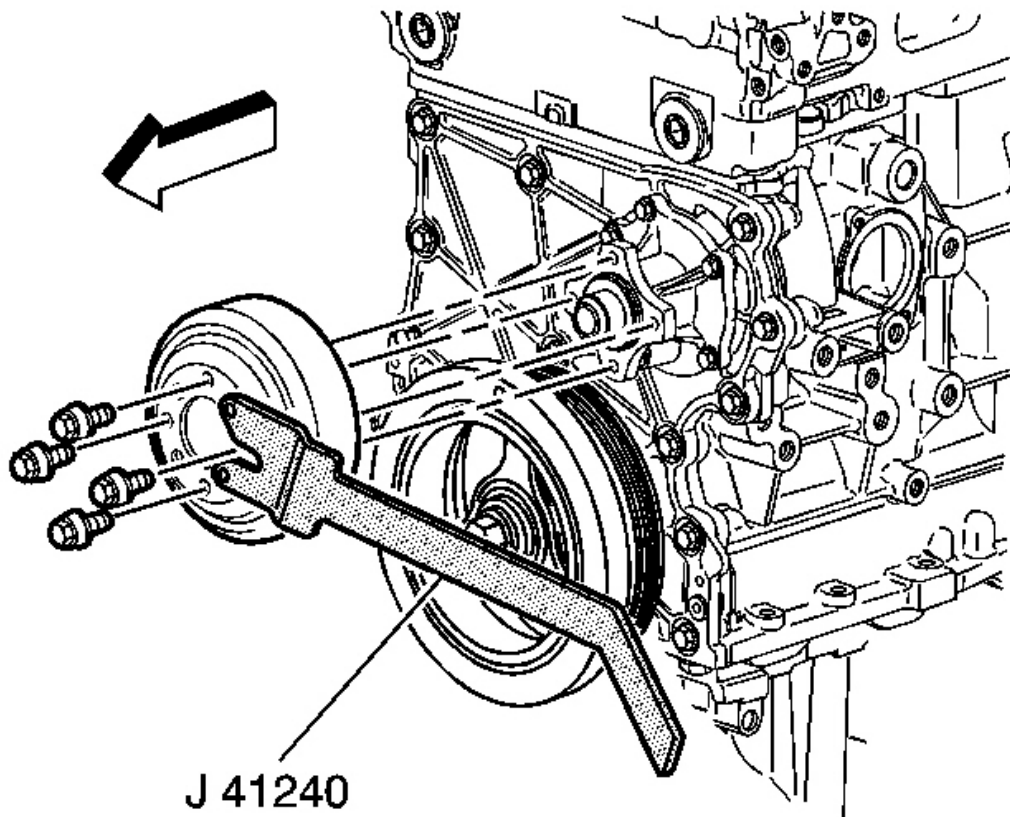


Fig. 314: View Of Water Pump Pulley, Bolts & J 41240
Courtesy of GENERAL MOTORS CORP.

1. Install **J 41240** to hold the pulley. See **Special Tools**.
2. Remove the water pump pulley bolts.
3. Remove **J 41240** . See **Special Tools**.
4. Remove the water pump pulley

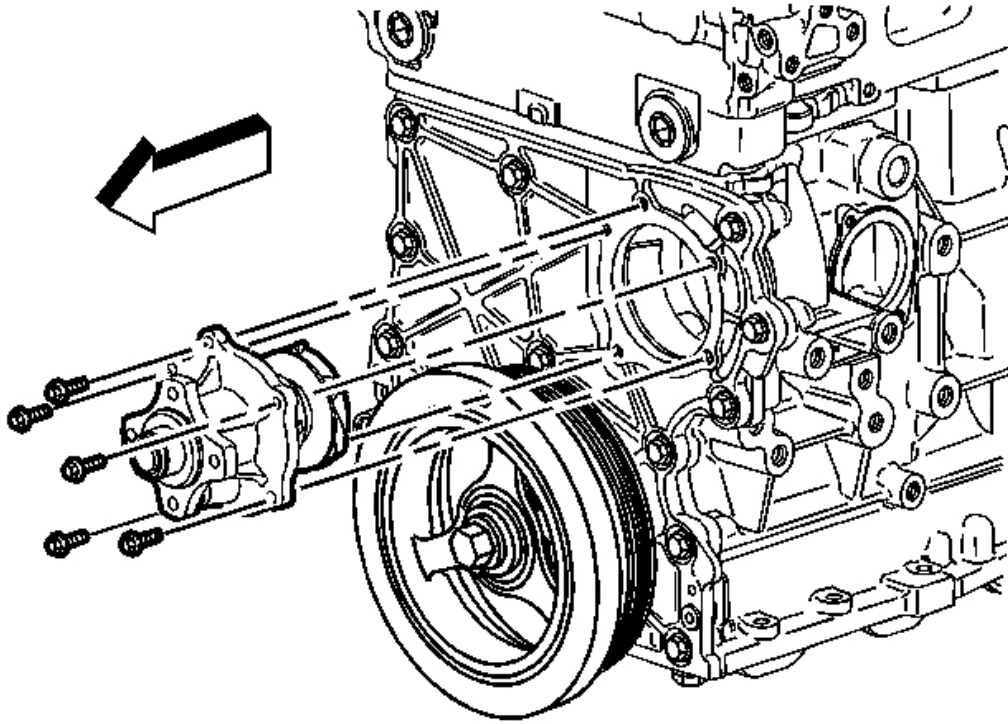


Fig. 315: View Of Water Pump, Gasket & Bolts
Courtesy of GENERAL MOTORS CORP.

5. Remove the water pump bolts.
6. Remove the water pump.
7. Remove and discard the water pump gasket.

THERMOSTAT HOUSING REMOVAL

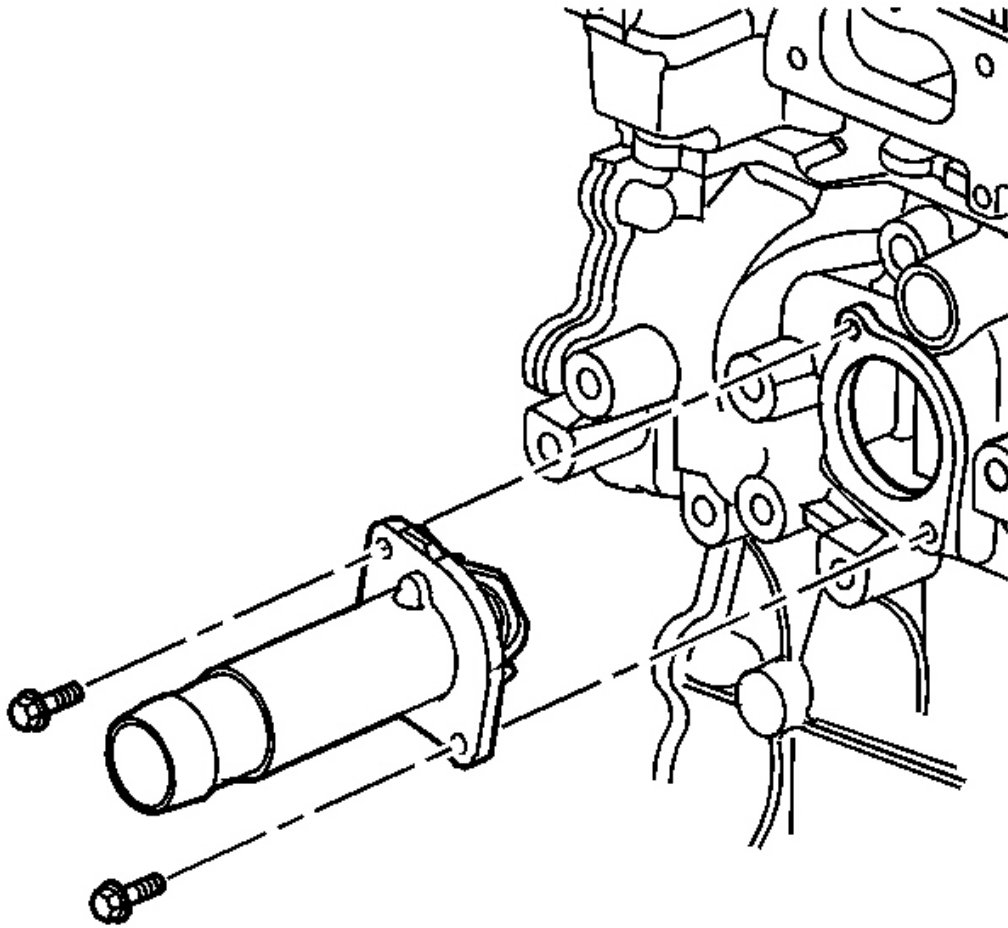


Fig. 316: View Of Thermostat Housing
Courtesy of GENERAL MOTORS CORP.

1. Remove the thermostat housing bolts.
2. Remove the thermostat housing.

INTAKE MANIFOLD REMOVAL

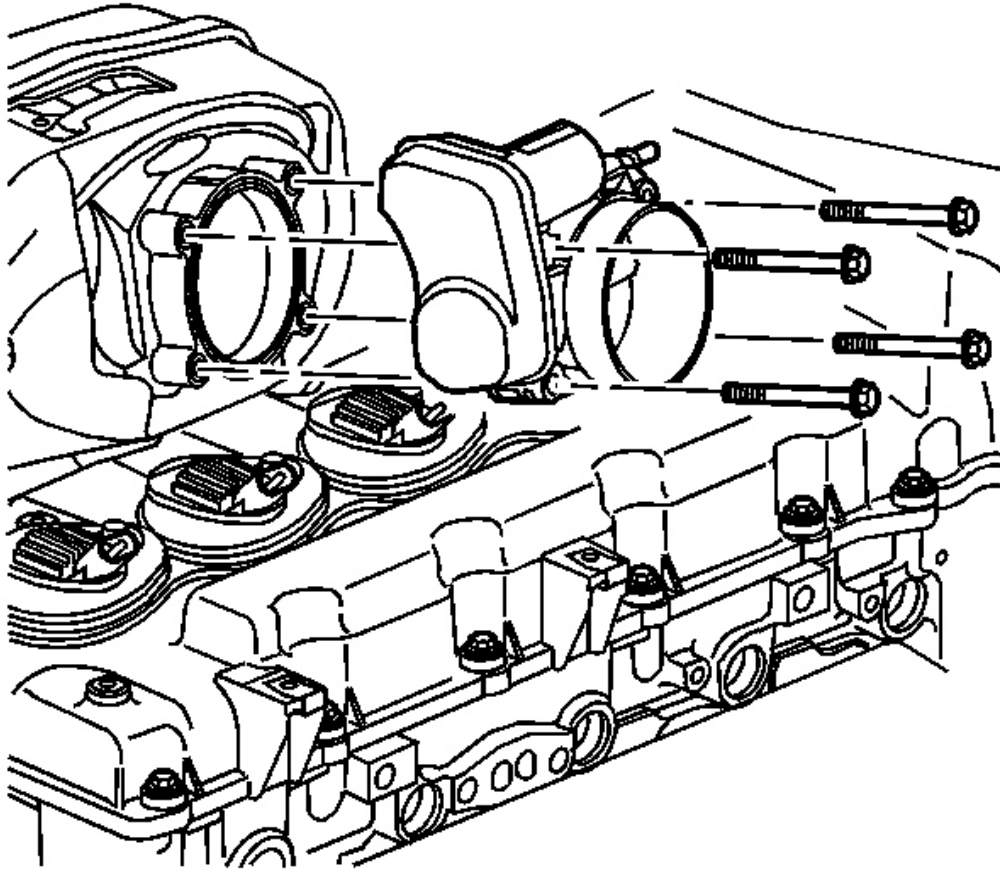


Fig. 317: View Of Throttle Control Module
Courtesy of GENERAL MOTORS CORP.

1. Remove the throttle control module bolts.
2. Remove the throttle control module.
3. Remove and discard the throttle control module gasket.

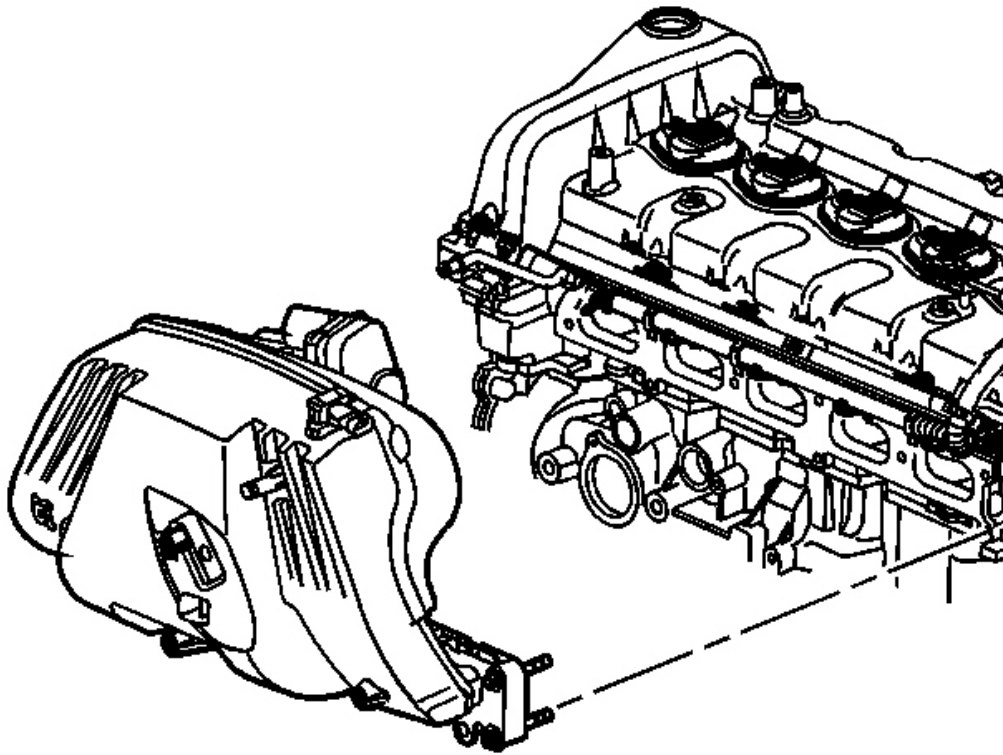


Fig. 318: Intake Manifold
Courtesy of GENERAL MOTORS CORP.

4. Remove the intake manifold and bolts.
5. Remove and discard the intake manifold gasket.

FUEL RAIL AND INJECTORS REMOVAL

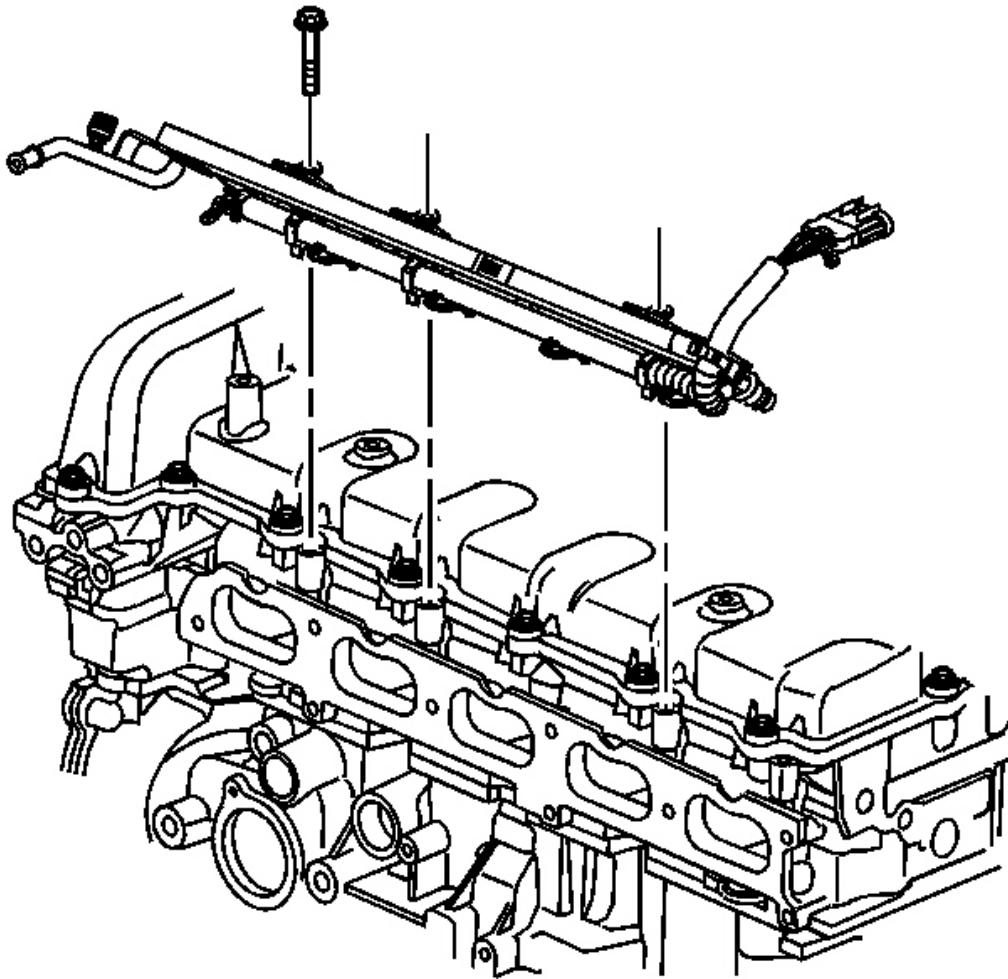


Fig. 319: Fuel Injector Rail

Courtesy of GENERAL MOTORS CORP.

1. Remove the fuel injector rail bolts.
2. Remove the fuel injector rail.

CAMSHAFT POSITION ACTUATOR VALVE REMOVAL

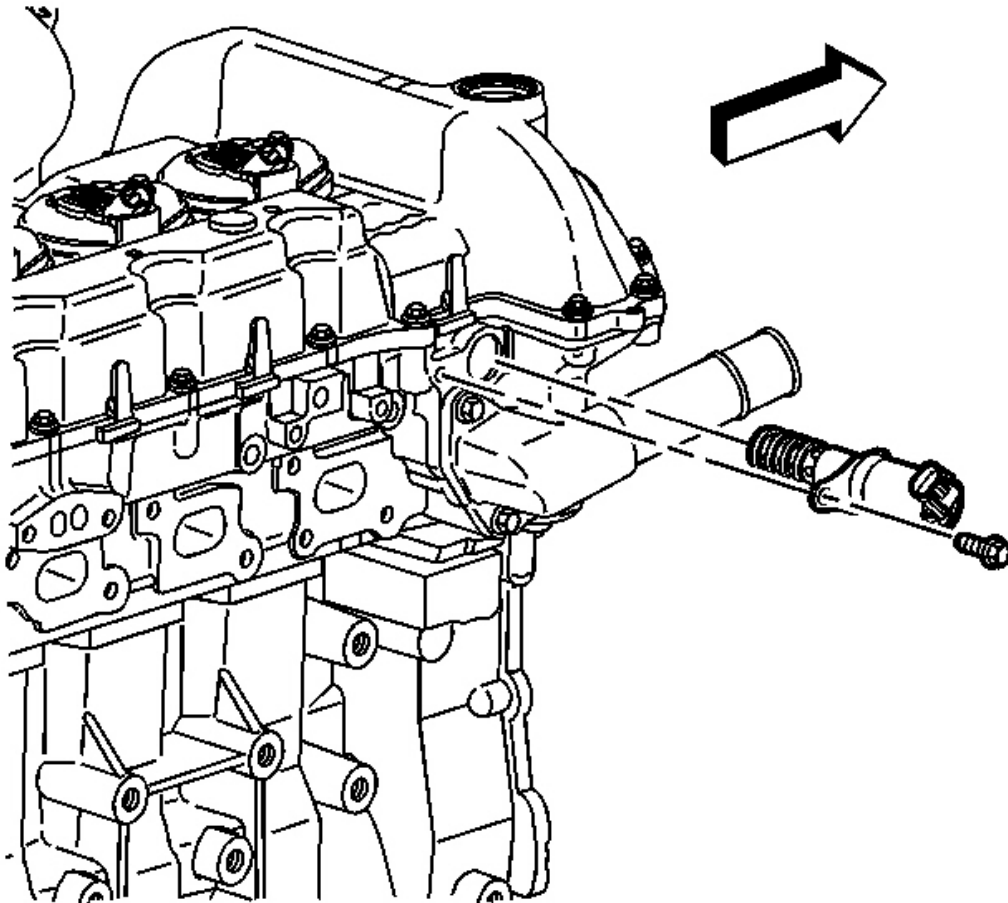


Fig. 320: View Of Camshaft Position Actuator Valve & Bolt
Courtesy of GENERAL MOTORS CORP.

1. Remove the camshaft position actuator valve bolt.
2. Remove the camshaft position actuator valve.

CAMSHAFT COVER REMOVAL

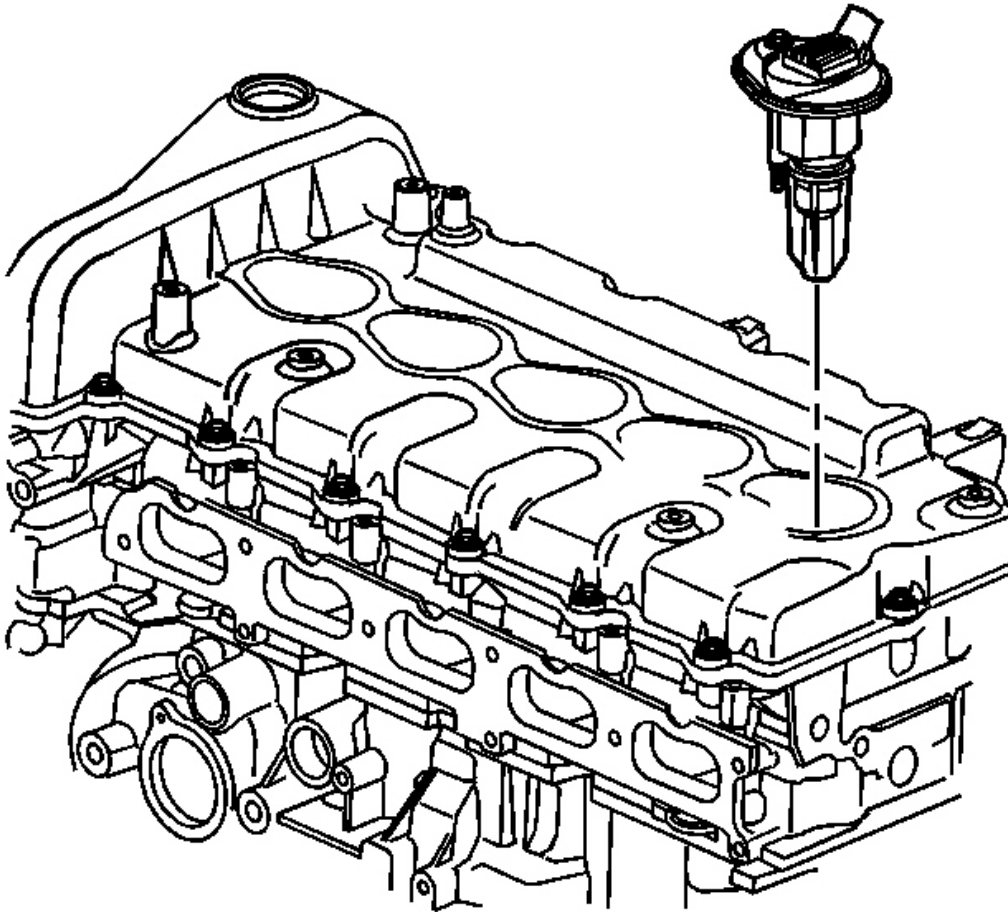


Fig. 321: View Of Ignition Control Module
Courtesy of GENERAL MOTORS CORP.

1. Remove the ignition control modules and bolts.

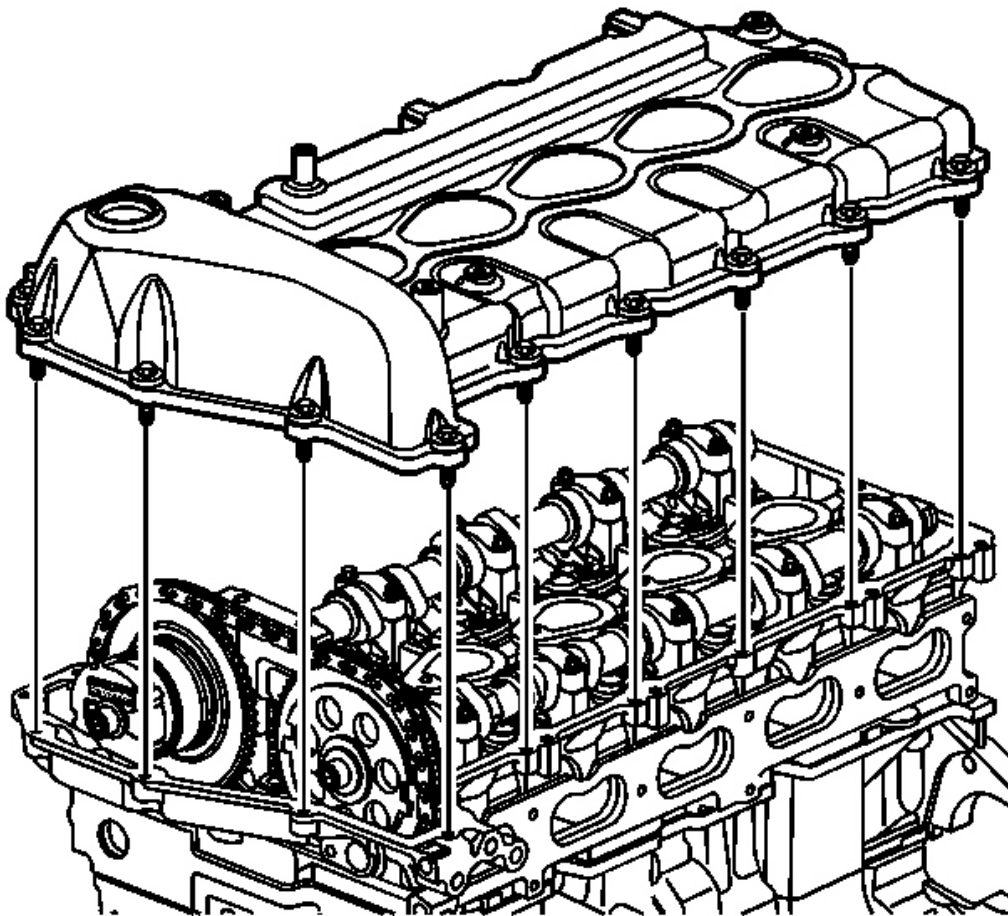


Fig. 322: View Of Camshaft Cover
Courtesy of GENERAL MOTORS CORP.

2. Remove the camshaft cover and bolts.
3. Remove the discard the camshaft cover seal.

OIL PAN REMOVAL

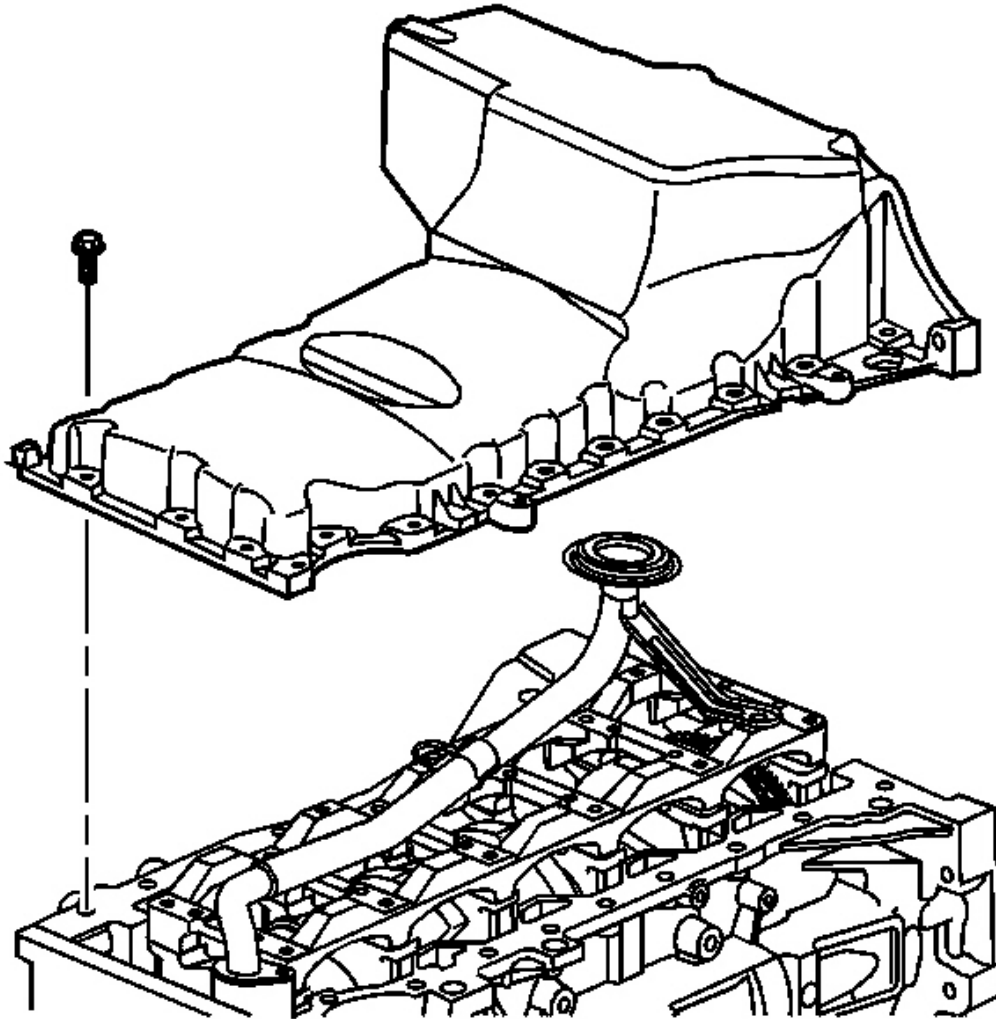


Fig. 323: View Of Oil Pan

Courtesy of GENERAL MOTORS CORP.

1. Remove the oil pan bolts.
2. Install 2 of the oil pan bolts into the threaded holes (jack bolts) to break the seal of oil pan.
3. Remove the oil pan.

OIL PUMP PIPE AND SCREEN ASSEMBLY REMOVAL

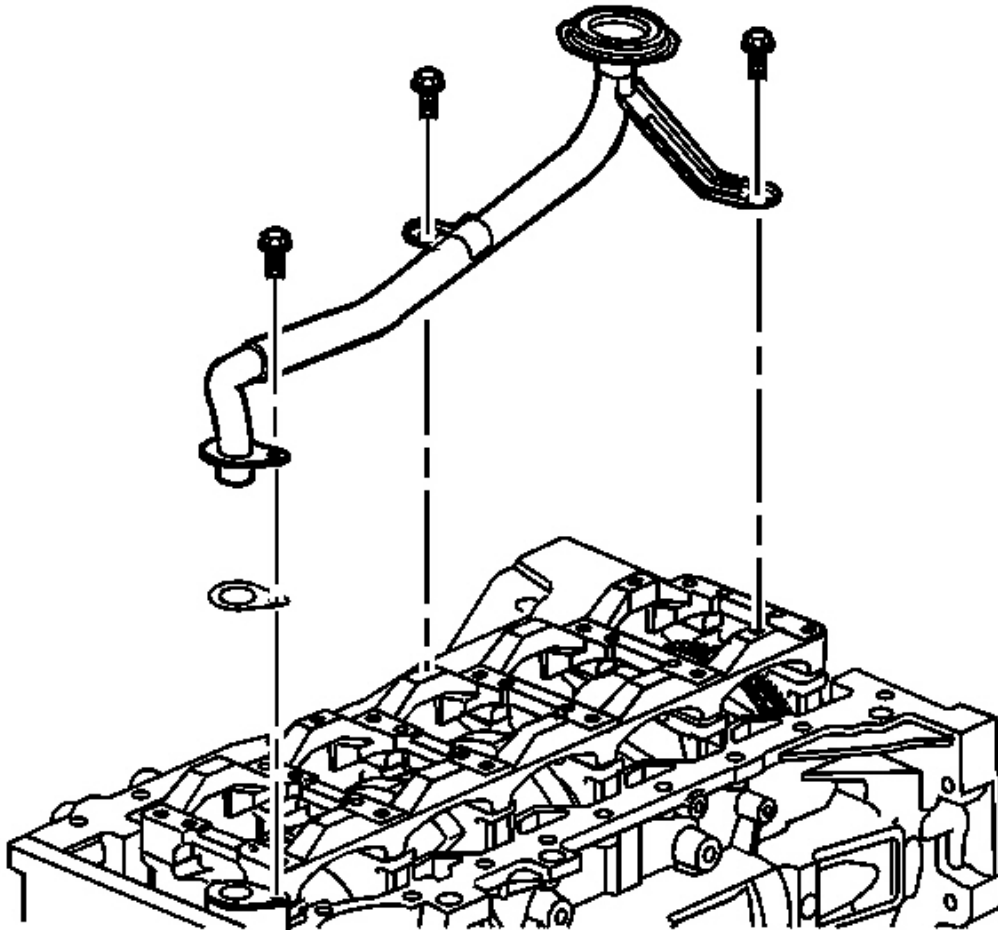


Fig. 324: View Of Oil Pump Pipe
Courtesy of GENERAL MOTORS CORP.

1. Remove the oil pump pipe bolts.
2. Remove the oil pump pipe.
3. Remove and discard the oil pump pipe gasket.

CRANKSHAFT BALANCER REMOVAL

Tools Required:

J 41816-2 Crankshaft End Protector. See Special Tools.

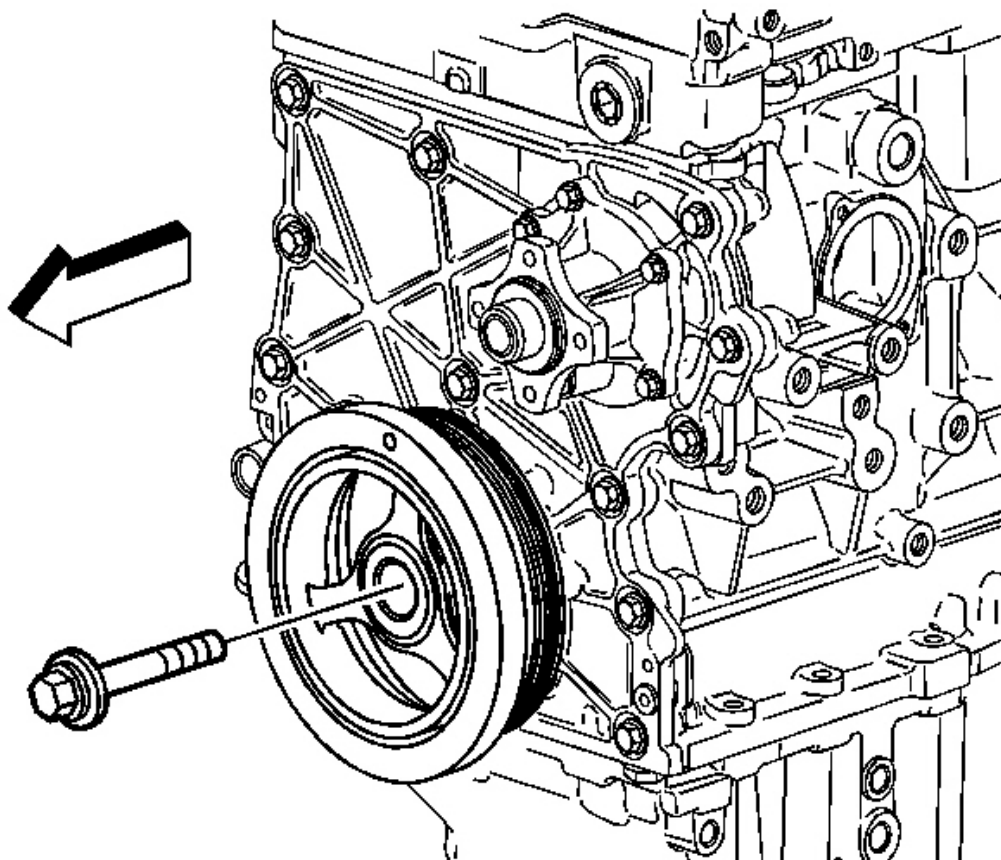


Fig. 325: View Of Crankshaft Balancer Bolt
Courtesy of GENERAL MOTORS CORP.

1. Remove and discard the crankshaft balancer bolt.

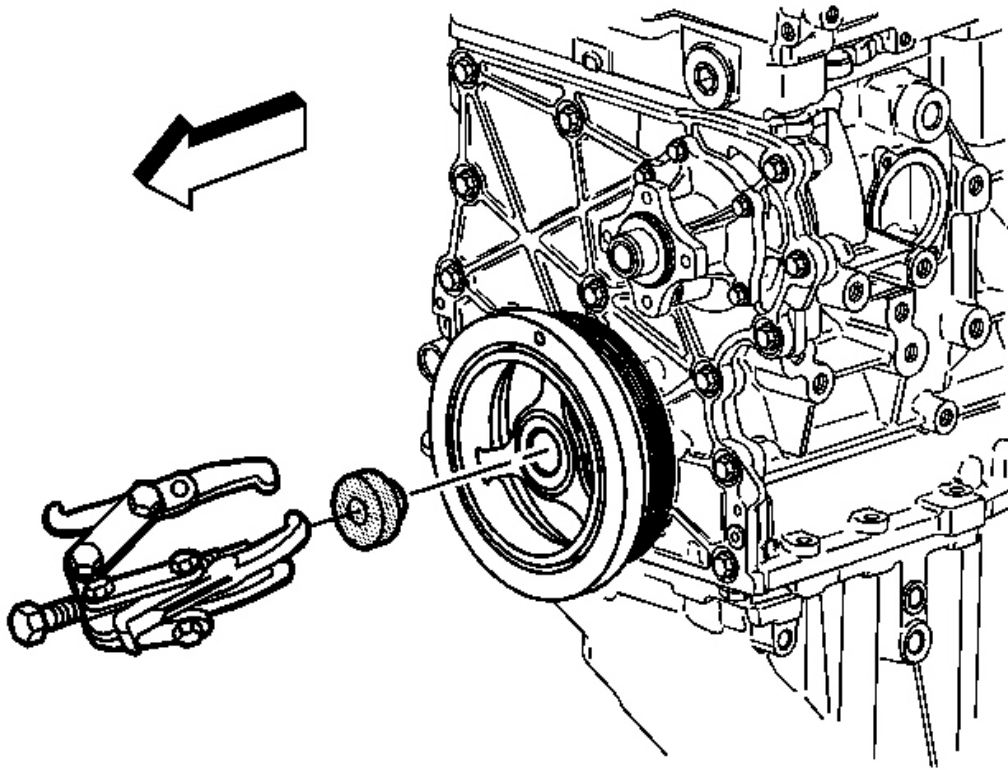


Fig. 326: View Of Crankshaft Balancer
Courtesy of GENERAL MOTORS CORP.

2. Install **J 41816-2** into the end of the crankshaft. See **Special Tools**.

IMPORTANT: Do not pull on outer edge of the crankshaft balancer.

IMPORTANT: The friction washer may come off with the crankshaft balancer.

3. Use a three jaw puller to remove the crankshaft balancer.
4. Remove **J 41816-2** . See **Special Tools**.

CRANKSHAFT FRONT OIL SEAL REMOVAL

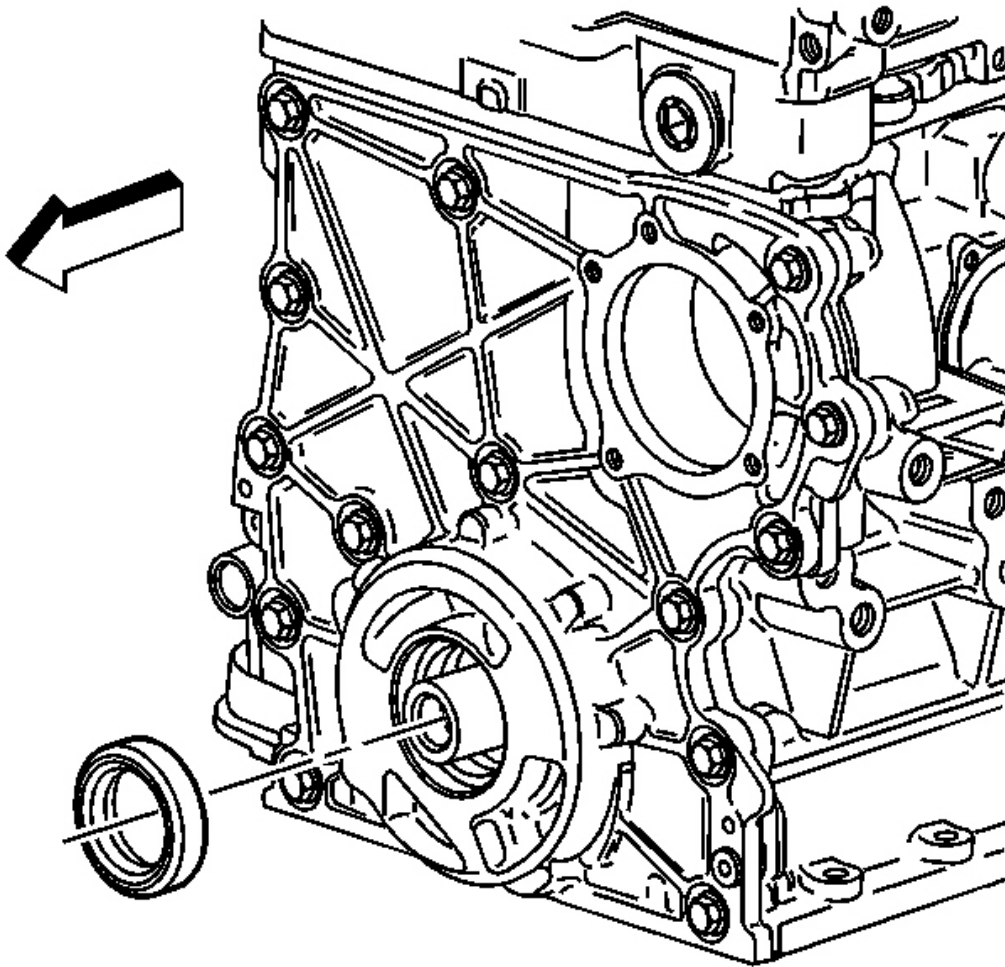


Fig. 327: View Of Crankshaft Front Oil Seal
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Do not damage the engine front cover or the crankshaft.

Pry out and discard the crankshaft front oil seal using a suitable tool.

ENGINE FRONT COVER REMOVAL

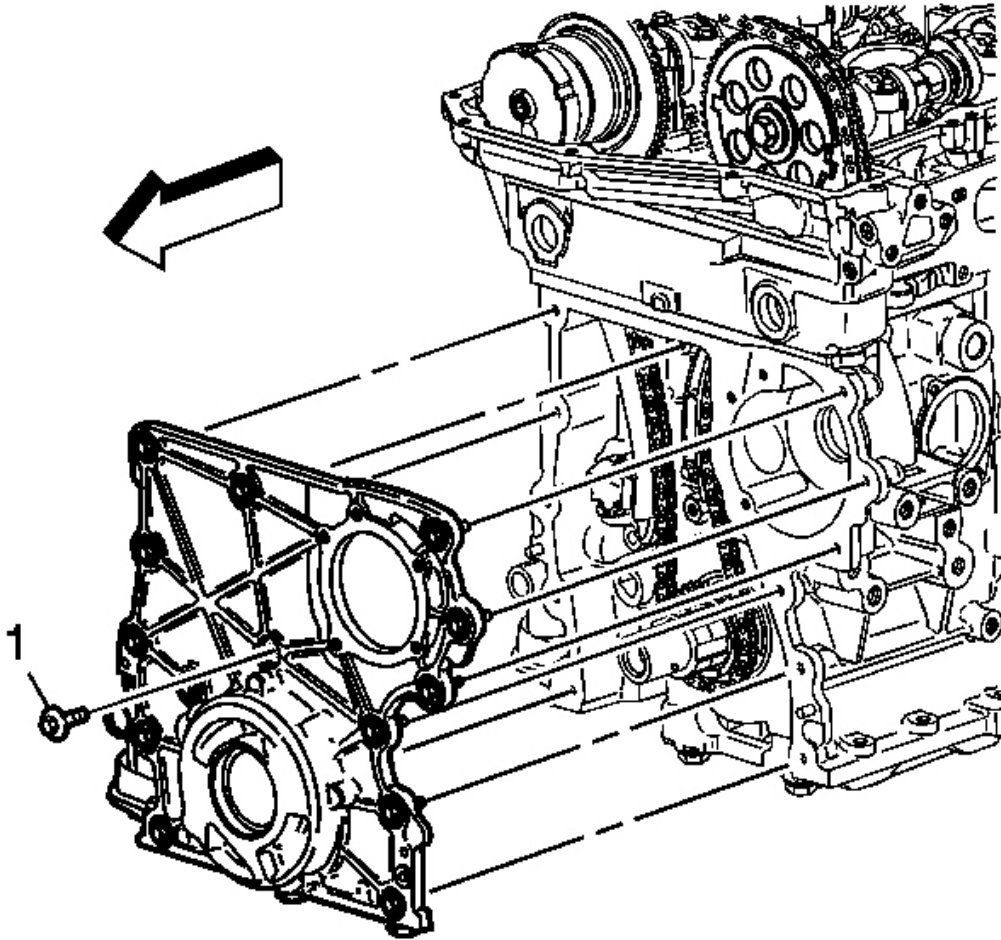


Fig. 328: View Of 7 mm Center Bolt
Courtesy of GENERAL MOTORS CORP.

1. Remove the 7 mm center bolt (1) first.
2. Loosen the engine front cover bolts.
3. Remove the engine front cover and bolts.

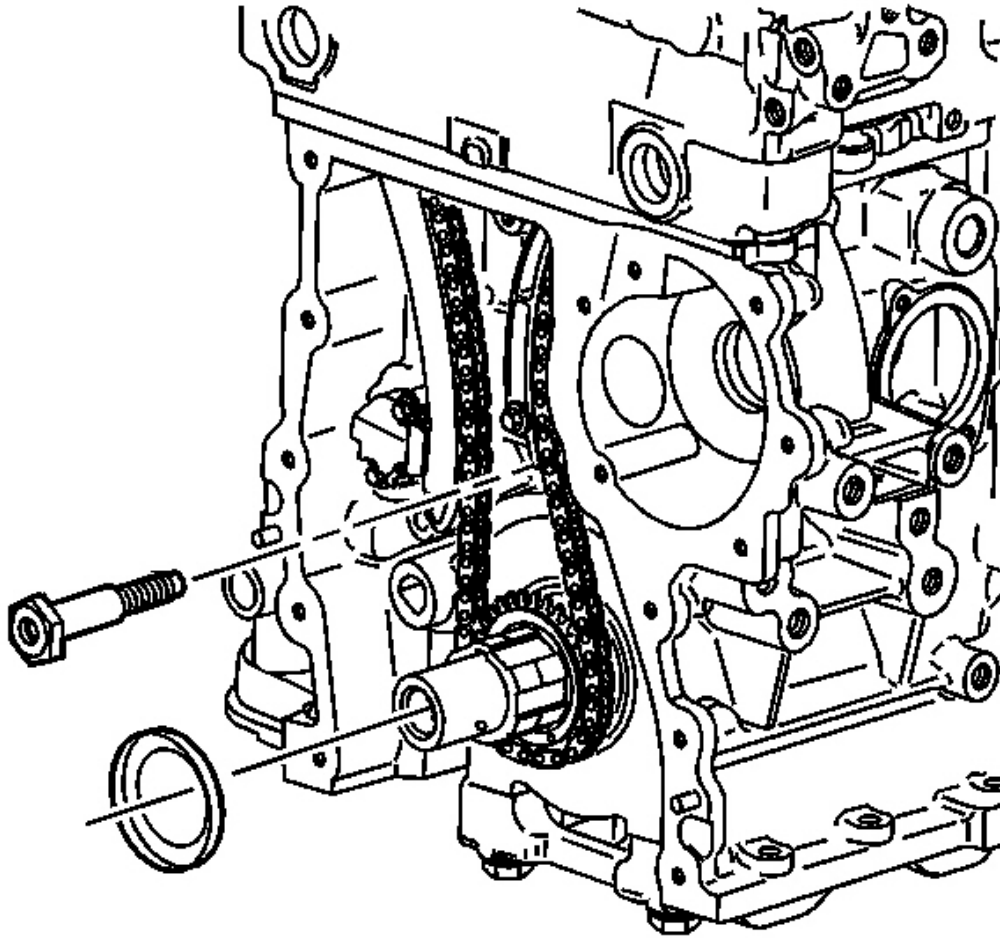


Fig. 329: View Of Spacer Bolt
Courtesy of GENERAL MOTORS CORP.

4. Remove the spacer bolt.

IMPORTANT: The friction washer may have come off with the crankshaft balancer.

5. Remove the crankshaft balancer friction washer from the crankshaft snout.

OIL PUMP REMOVAL

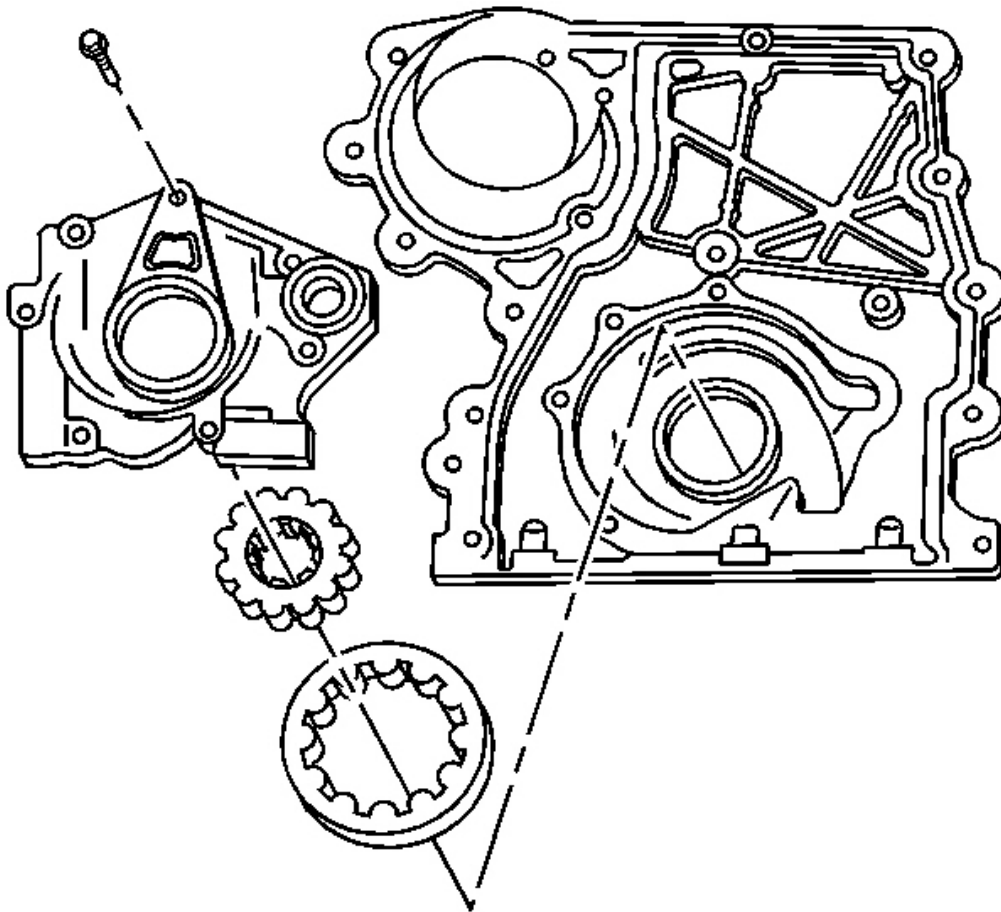


Fig. 330: Exploded View Of Oil Pump
Courtesy of GENERAL MOTORS CORP.

1. Remove the oil pump cover bolts.
2. Remove the oil pump cover.
3. Mark the inner and outer gears in relation to the oil pump housing.
4. Remove the inner and outer oil pump gears.
5. Remove the oil pump pressure relief valve plug.
6. Remove the oil pump pressure relief valve and spring.

TIMING CHAIN AND SPROCKETS REMOVAL

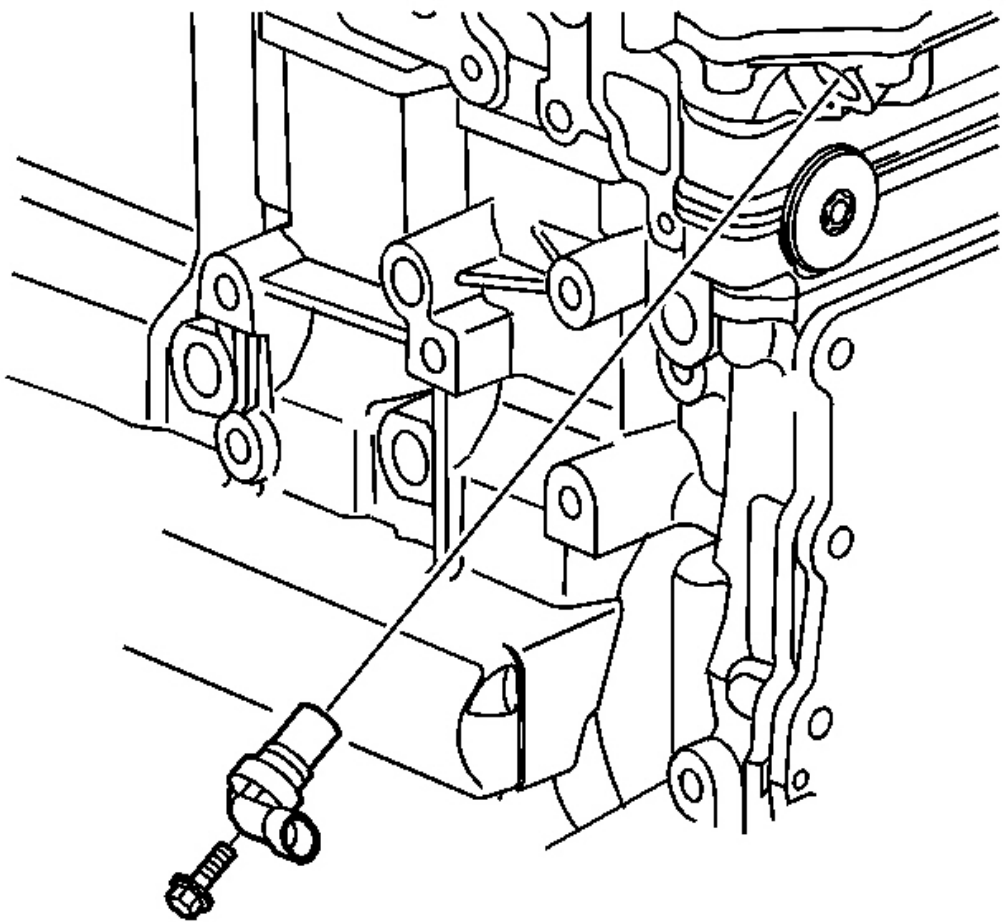


Fig. 331: View Of Exhaust Camshaft Sensor
Courtesy of GENERAL MOTORS CORP.

1. Remove the exhaust camshaft sensor bolt.
2. Remove the exhaust camshaft sensor.
3. Remove the intake camshaft sensor bolt.
4. Remove the intake camshaft sensor.

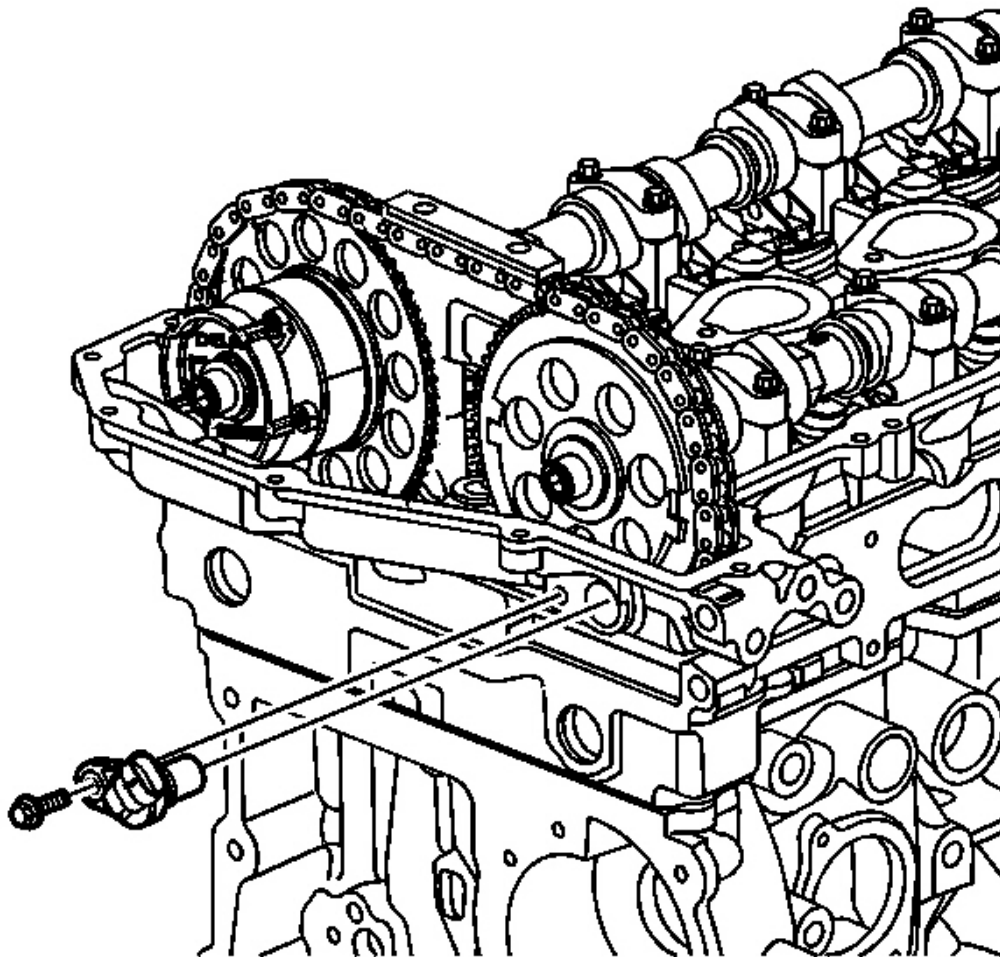


Fig. 332: Intake Camshaft Sensor
Courtesy of GENERAL MOTORS CORP.

5. Remove the top chain guide bolts.
6. Remove the top chain guide.

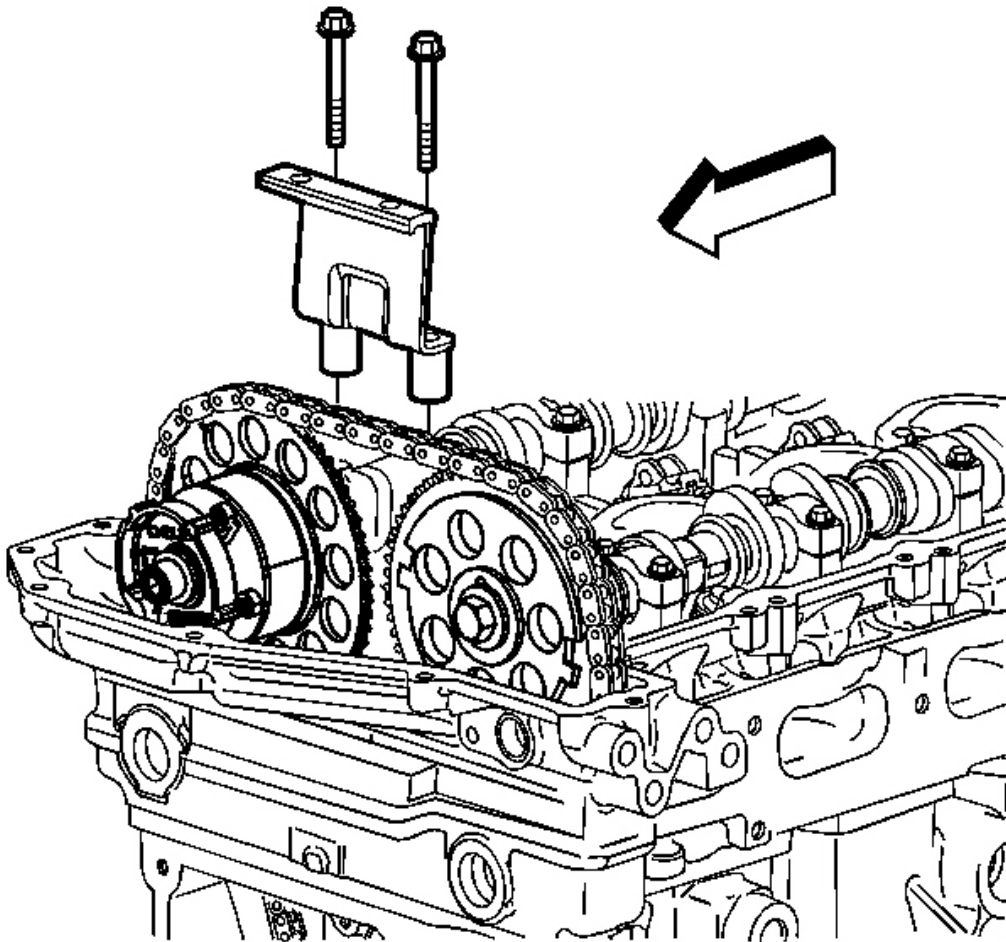


Fig. 333: Top Chain Guide
Courtesy of GENERAL MOTORS CORP.

7. Remove and discard the exhaust camshaft position actuator bolt.
8. Remove the exhaust camshaft position actuator.

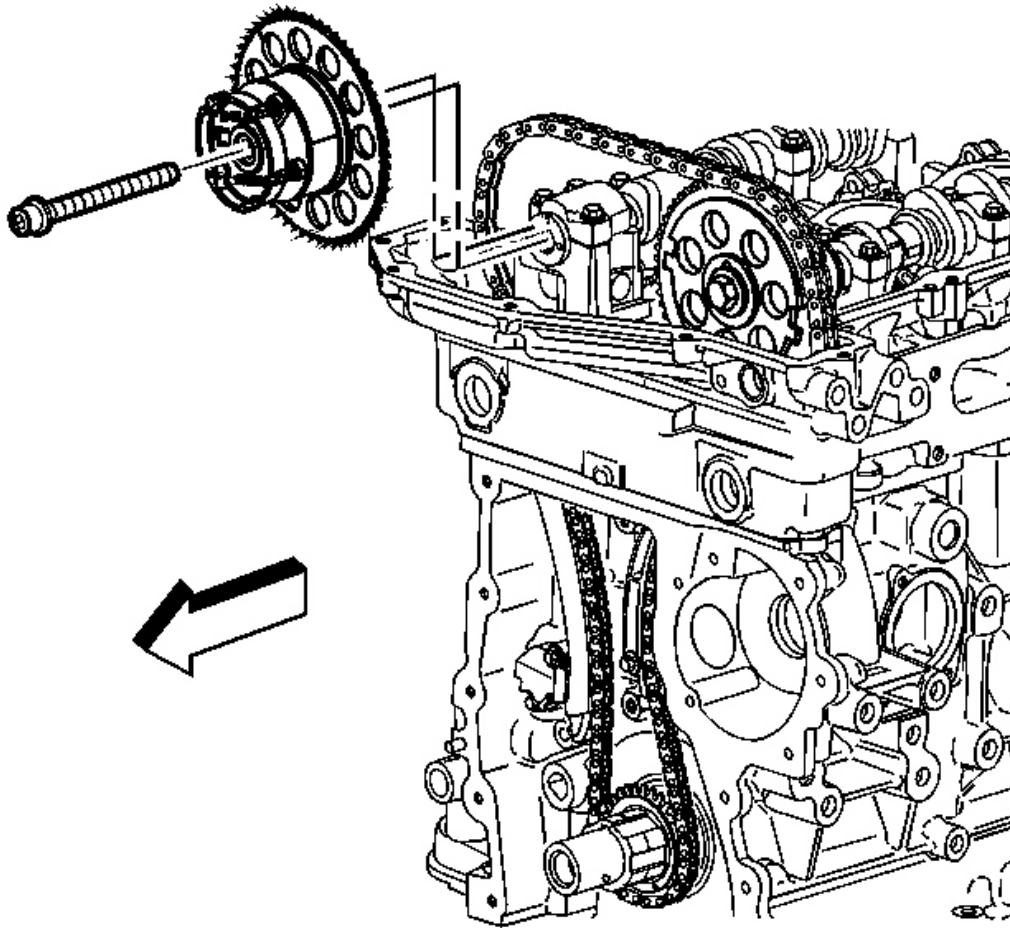


Fig. 334: Exhaust Camshaft Position Actuator
Courtesy of GENERAL MOTORS CORP.

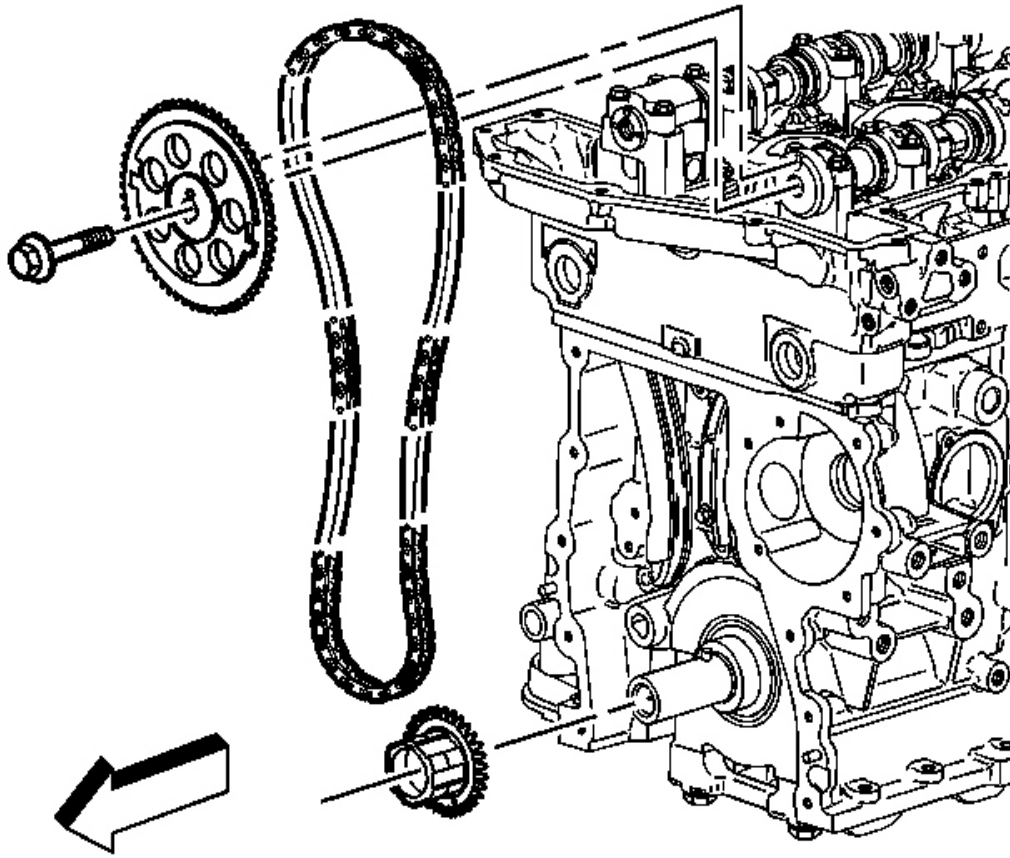


Fig. 335: View Of Timing Chain & Sprockets
Courtesy of GENERAL MOTORS CORP.

9. Remove the intake camshaft sprocket bolt.
10. Remove the intake camshaft sprocket.
11. Remove the timing chain.
12. Remove the crankshaft sprocket.

CRANKSHAFT REAR OIL SEAL AND HOUSING REMOVAL

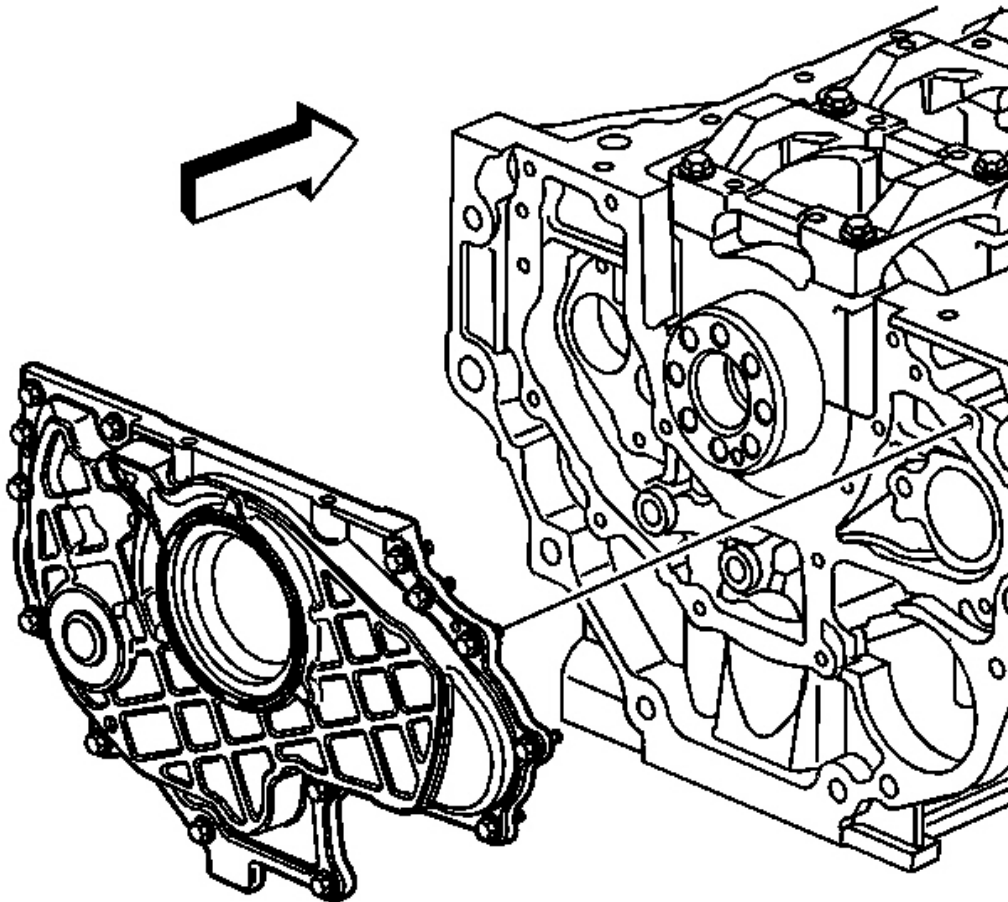


Fig. 336: View Of Crankshaft Rear Oil Seal Housing
Courtesy of GENERAL MOTORS CORP.

1. Remove the crankshaft rear oil seal housing and bolts.
2. Install 2 bolts (Jack Screws) into the threaded holes to break the seal of the housing.
3. Remove the crankshaft rear oil seal housing.

CRANKSHAFT REAR OIL SEAL REMOVAL

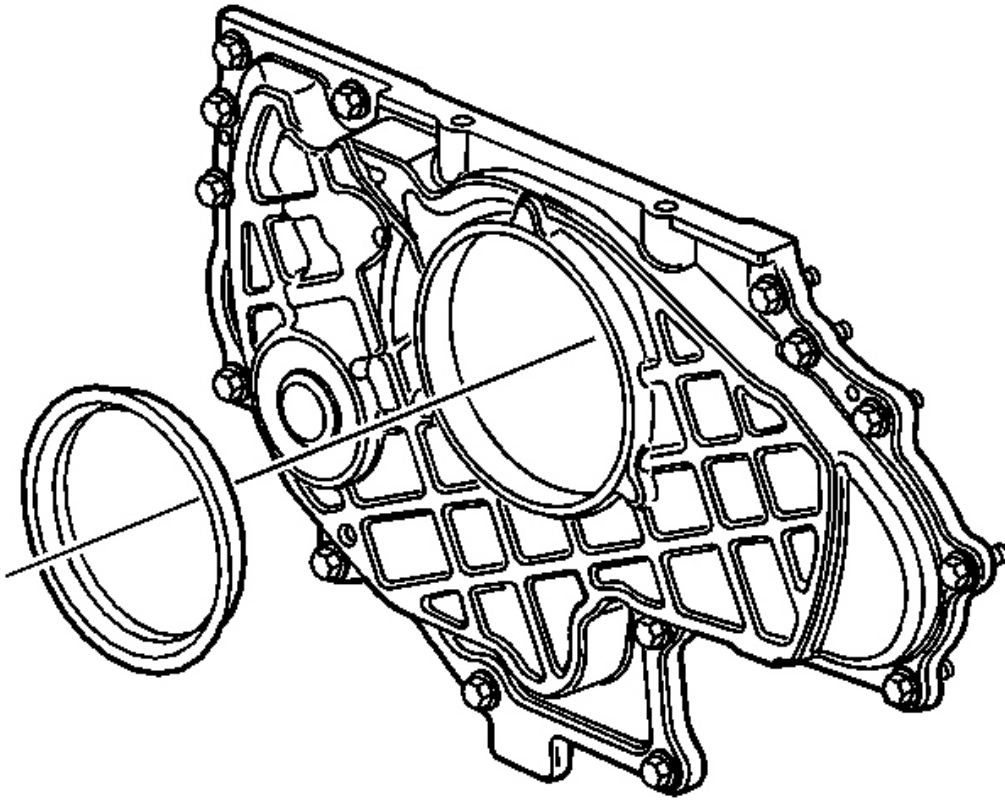


Fig. 337: View Of Crankshaft Rear Oil Seal
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Do not damage the crankshaft or seal bore. Pry out the crankshaft rear oil seal out using a suitable tool.

Remove the crankshaft rear oil seal and discard.

BALANCE SHAFT REMOVAL

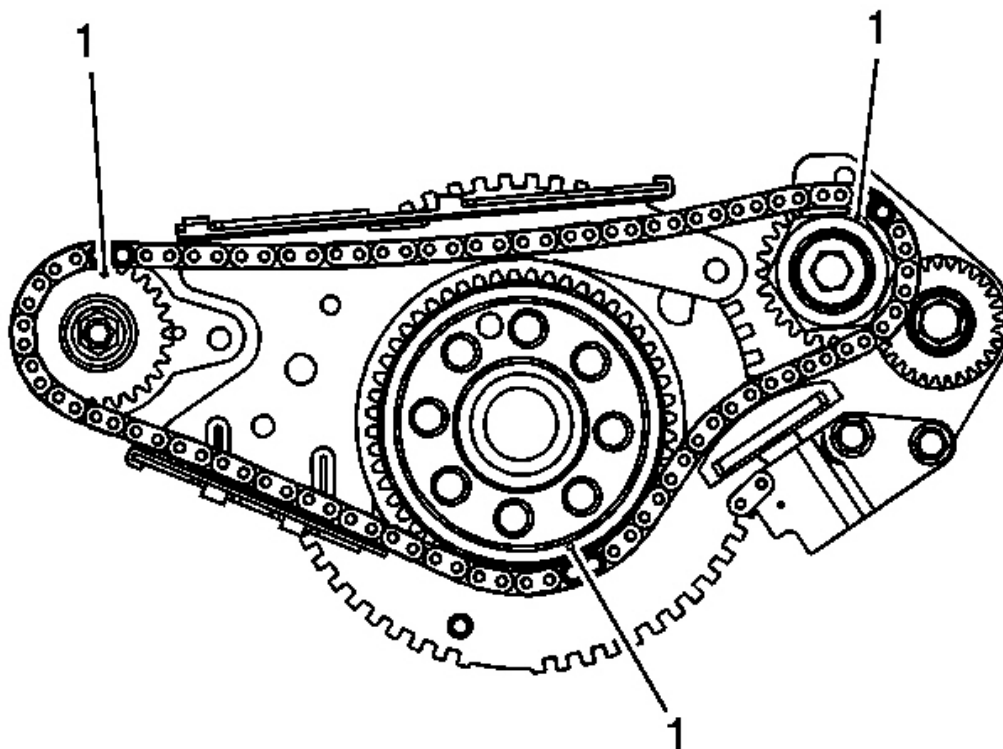


Fig. 338: Sprocket Timing Marks
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Do not disassemble the balance shaft assemblies. Remove and install the balance shafts as complete assemblies.

1. Rotate the crankshaft until the left hand balance shaft sprocket timing mark is at 12:00. The right hand balance shaft sprocket timing mark should be at 2:30. The crankshaft sprocket timing mark should be at 4:30. Make sure the 3 timing marks on the sprockets line up with a dark link on the chain (1). Every 11-crankshaft rotations, 3 of the 5 dark links on the timing chain will line up with the timing marks.

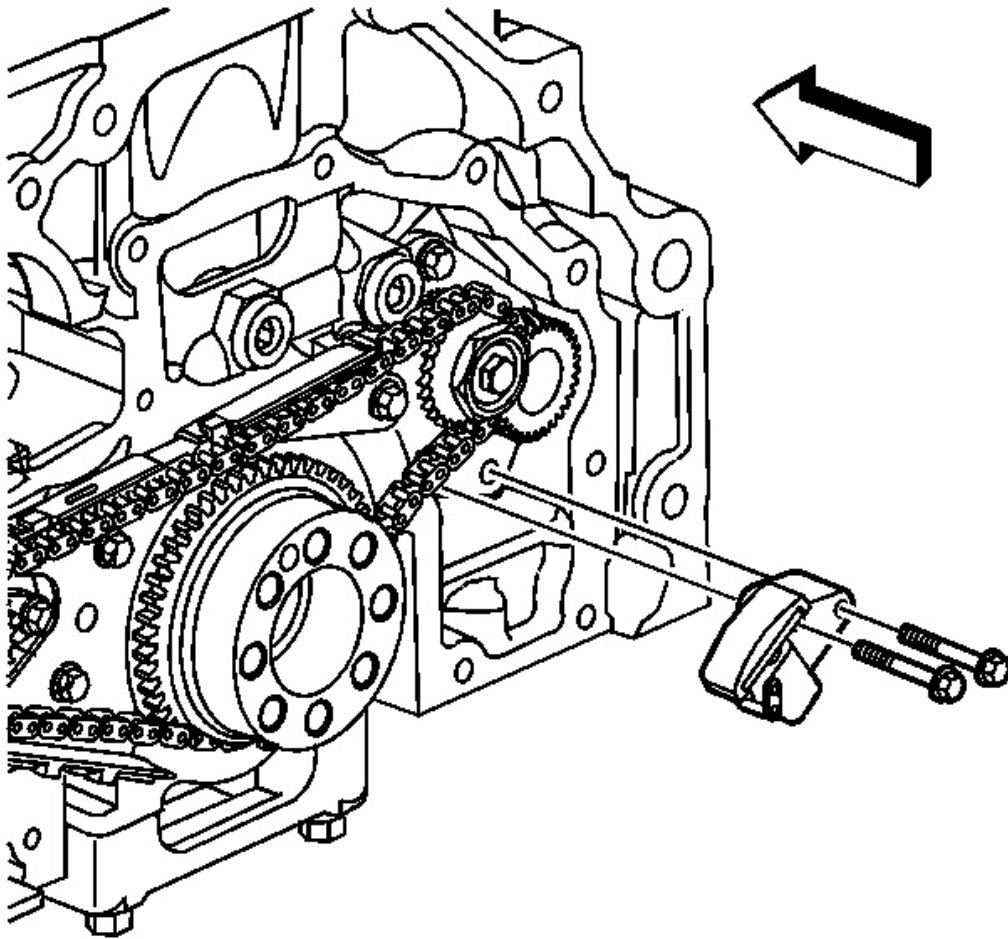


Fig. 339: View Of Balance Shaft Chain Tensioner
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: It may be necessary to retract the tensioner plunger by rotating the link plate clockwise. Insert a small tool into the link plate hole in order to prevent the tensioner from ratcheting to full extension.

2. Remove the balance shaft chain tensioner and bolts.

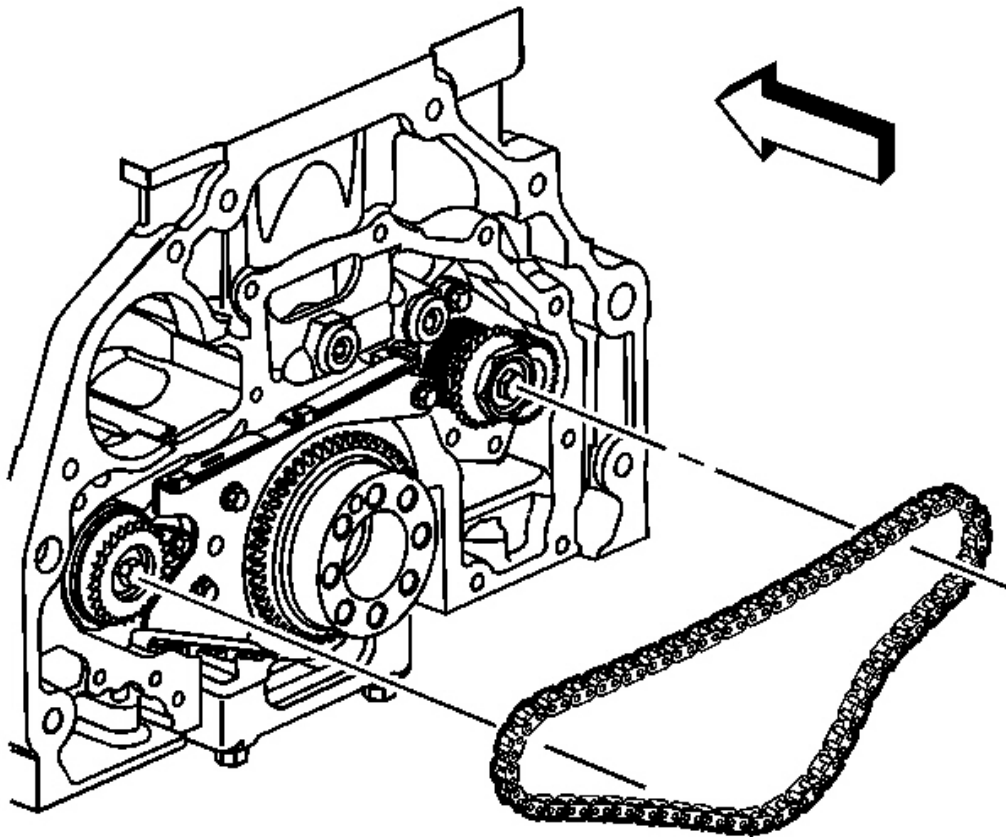


Fig. 340: View Of Balance Shaft Drive Chain
Courtesy of GENERAL MOTORS CORP.

3. Remove the chain from the crankshaft sprocket.

IMPORTANT: It may be necessary to remove the right balance shaft bolts and rotate the retainer plate counter-clockwise in order to gain chain slack.

4. Remove the chain from the balancer sprockets.

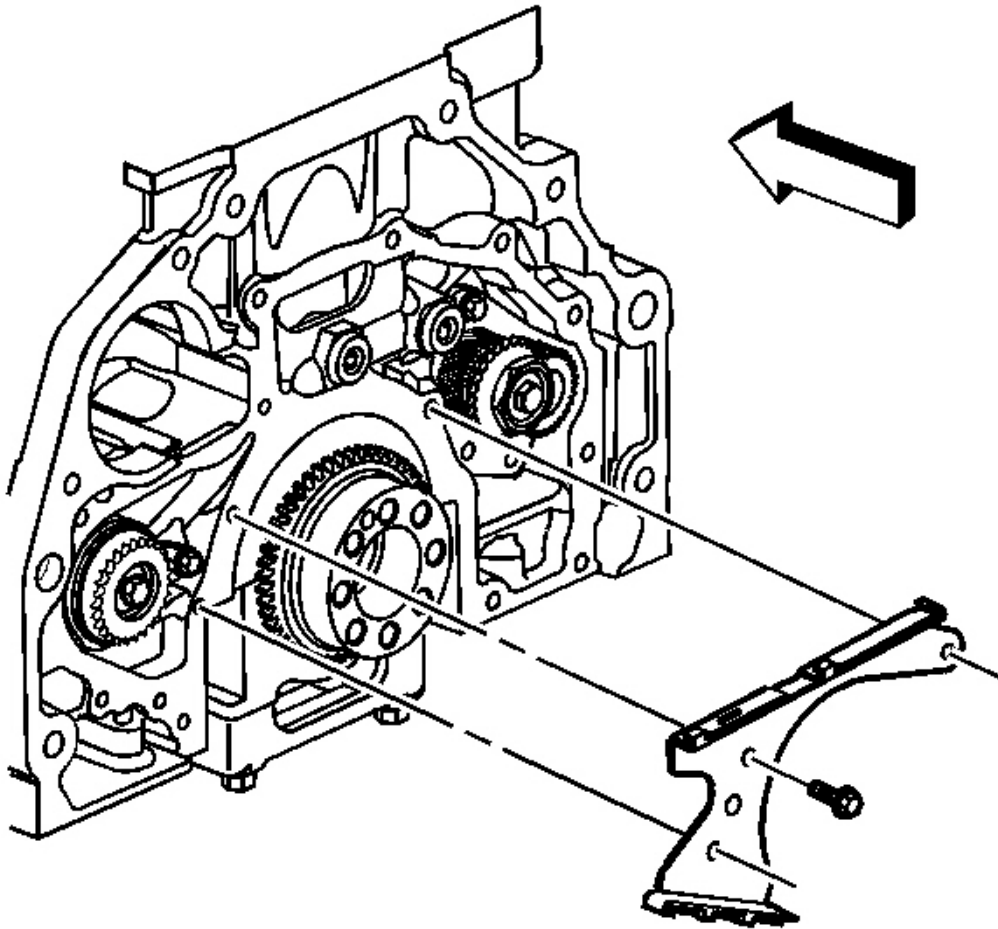


Fig. 341: View Of Balance Shaft Chain Guide
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Rotate the balance shafts to check for free rotation. If the balance shafts do not turn free, inspect the balance shaft bearings and bearing surface for damage.

5. Remove the balance shaft chain guide bolts.
6. Remove the balance shaft chain guide.

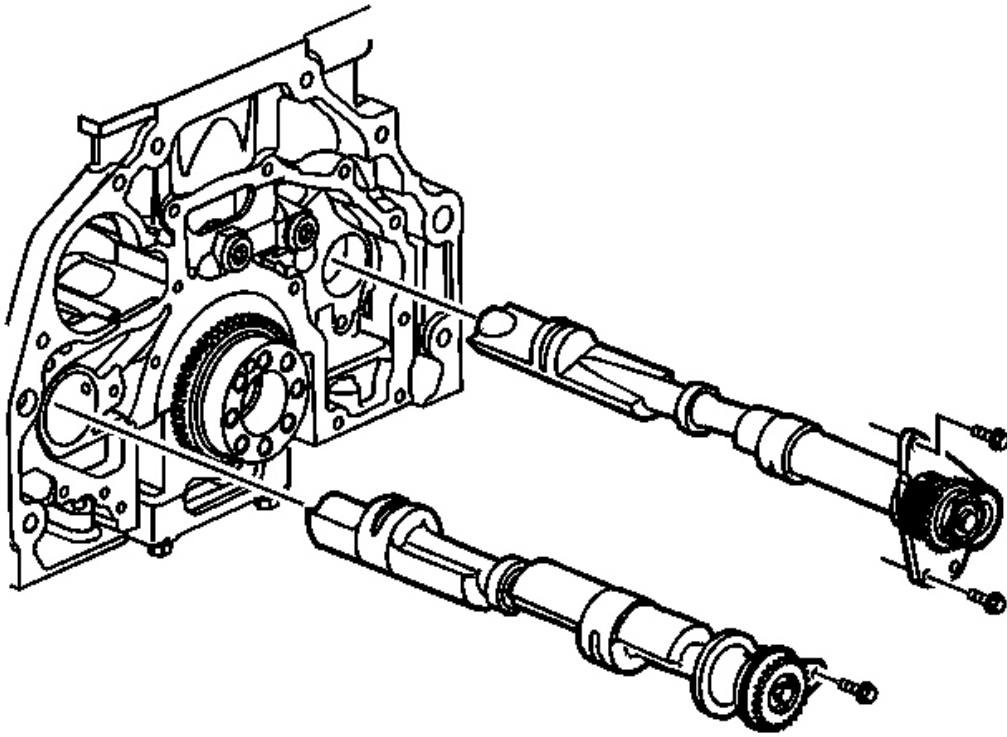


Fig. 342: View Of Balance Shafts
Courtesy of GENERAL MOTORS CORP.

7. Remove the balance shaft assembly retaining bolts.
8. Remove the balance shaft assemblies.

TIMING CHAIN TENSIONER REMOVAL

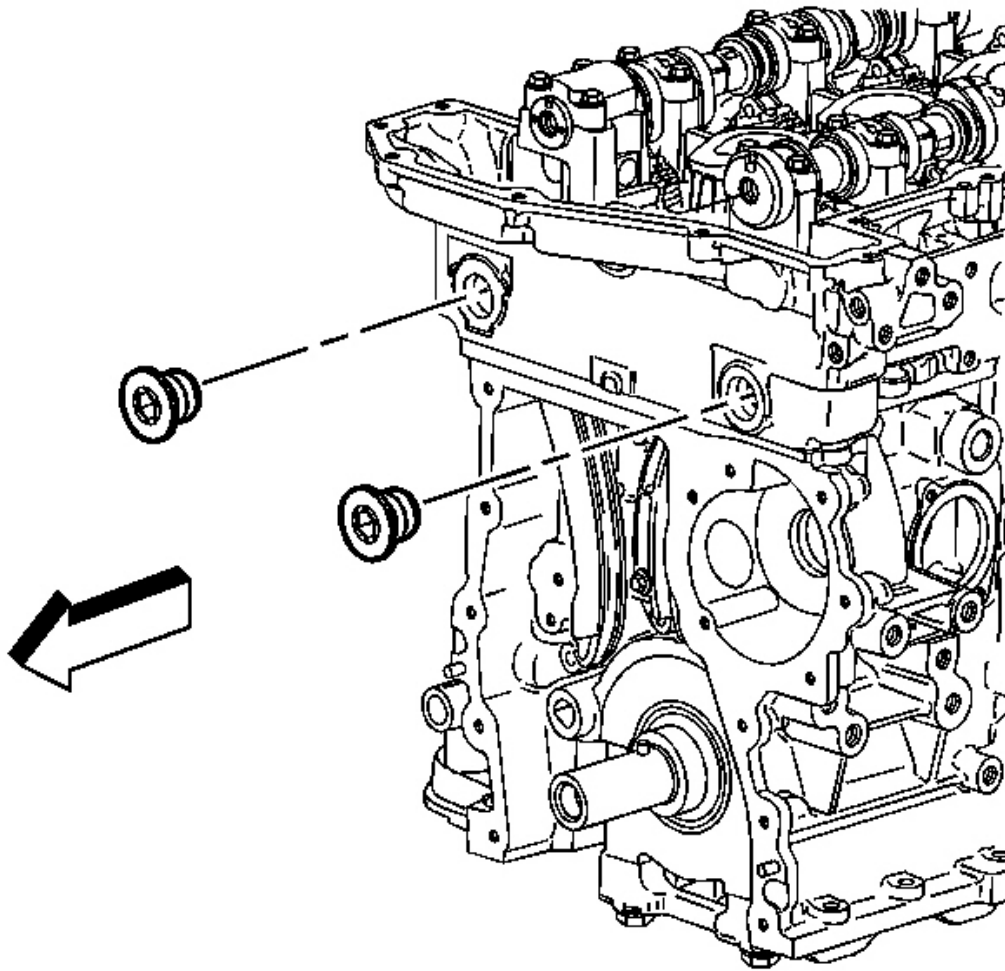


Fig. 343: View Of Cylinder Head Access Hole Plugs
Courtesy of GENERAL MOTORS CORP.

1. Remove the cylinder head access hole plugs.

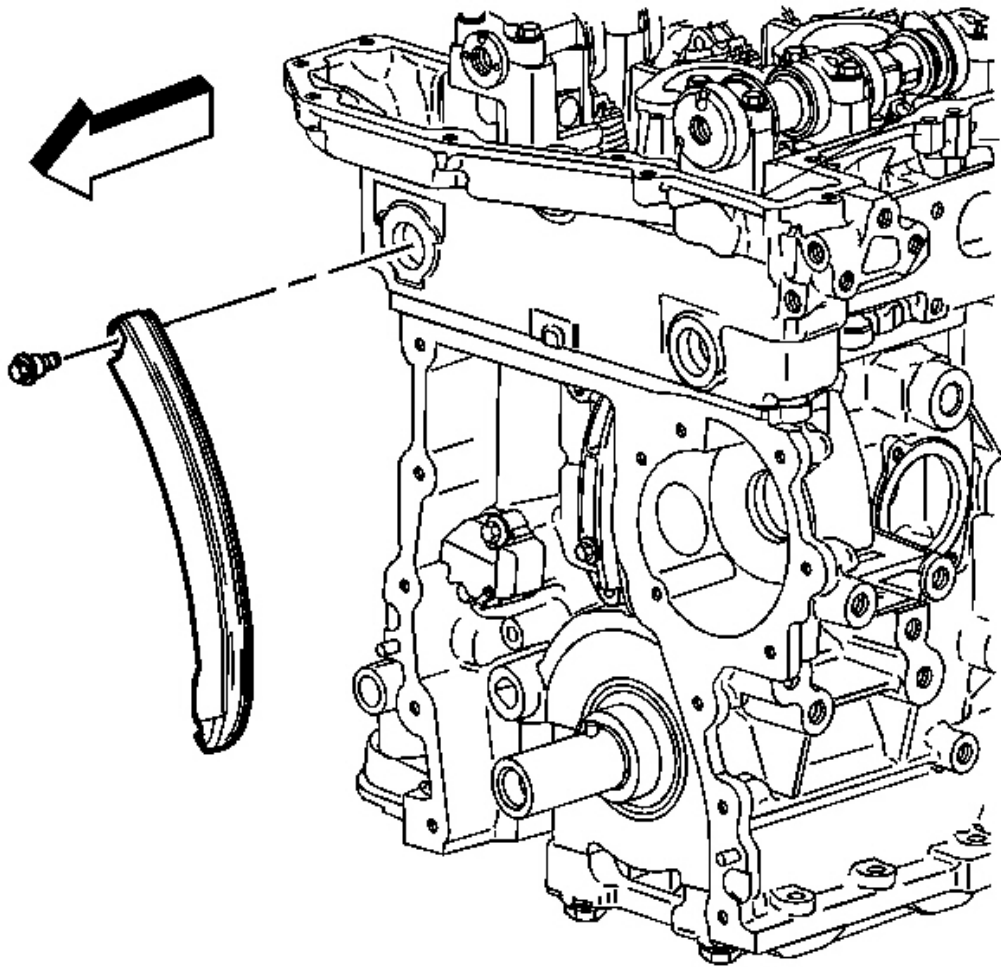


Fig. 344: View Of Timing Chain Tensioner Shoe & Bolt
Courtesy of GENERAL MOTORS CORP.

2. Remove the timing chain tensioner shoe bolt.
3. Remove the timing chain tensioner shoe.

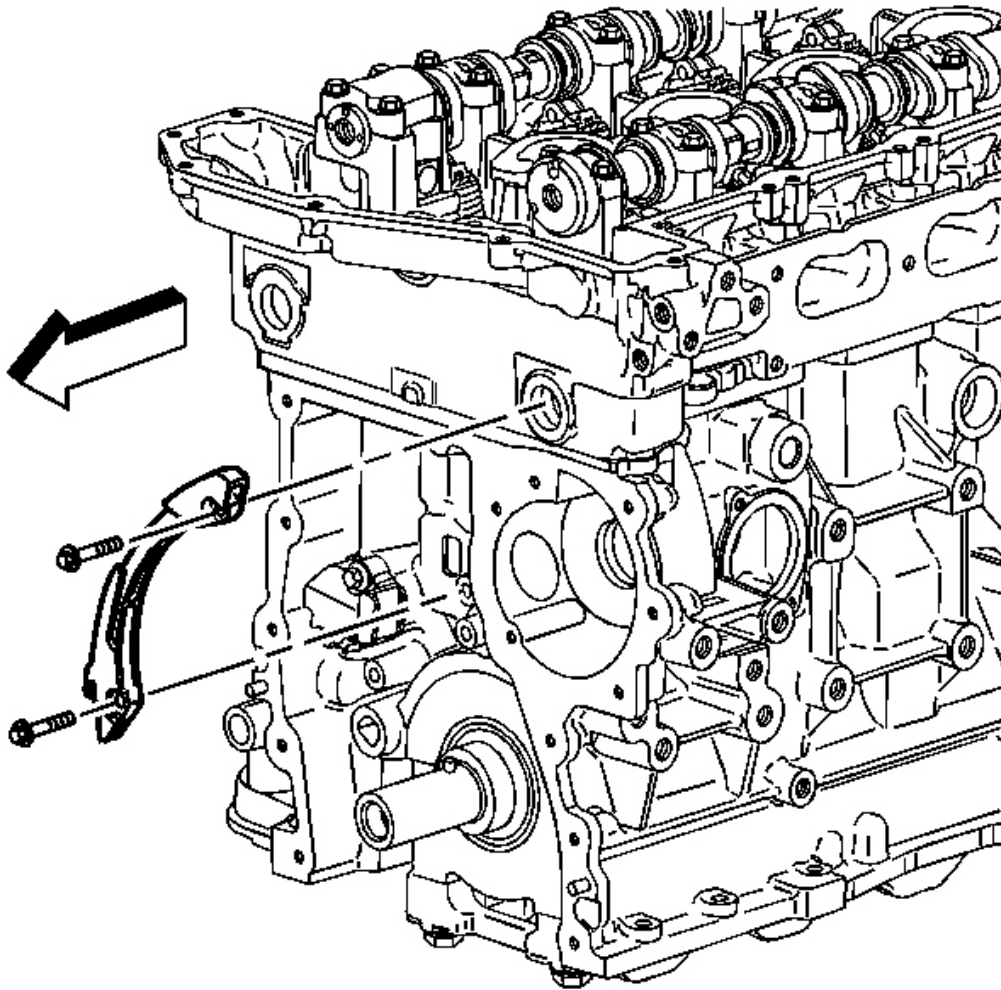


Fig. 345: View Of Timing Chain Guide & Bolts
Courtesy of GENERAL MOTORS CORP.

4. Remove and discard the timing chain tensioner guide bolts.
5. Remove the timing chain tensioner guide.

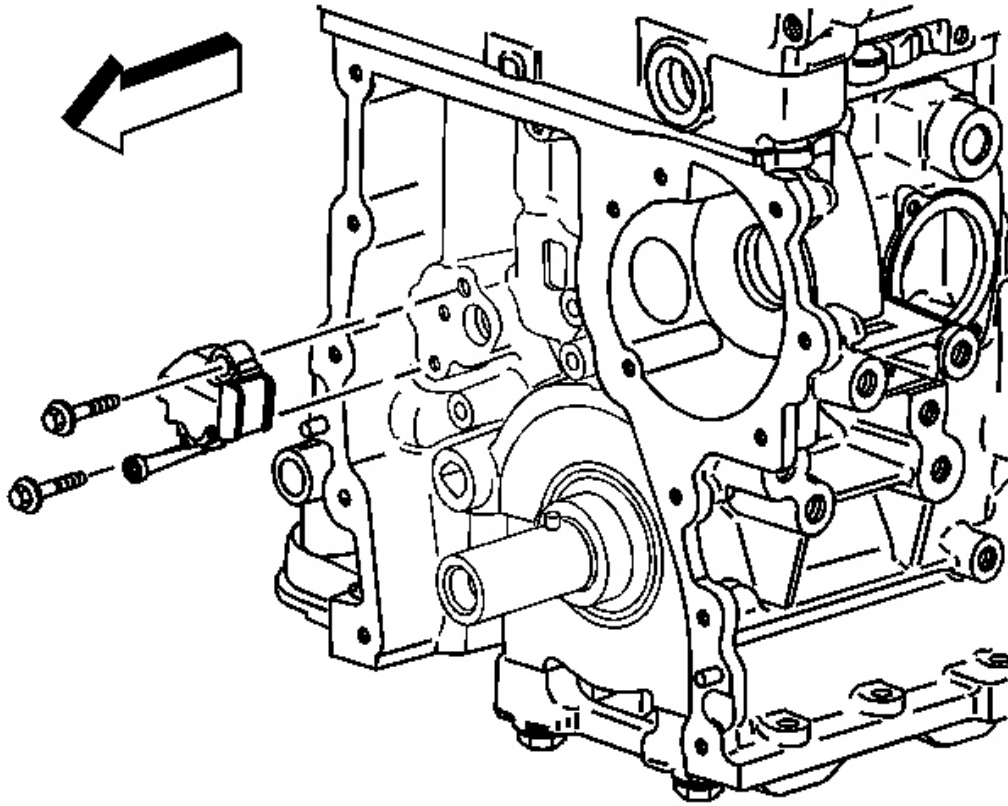


Fig. 346: View Of Timing Chain Tensioner & Bolts
Courtesy of GENERAL MOTORS CORP.

6. Remove the timing chain tensioner bolts.
7. Remove the timing chain tensioner.

ENGINE LIFT BRACKET REMOVAL

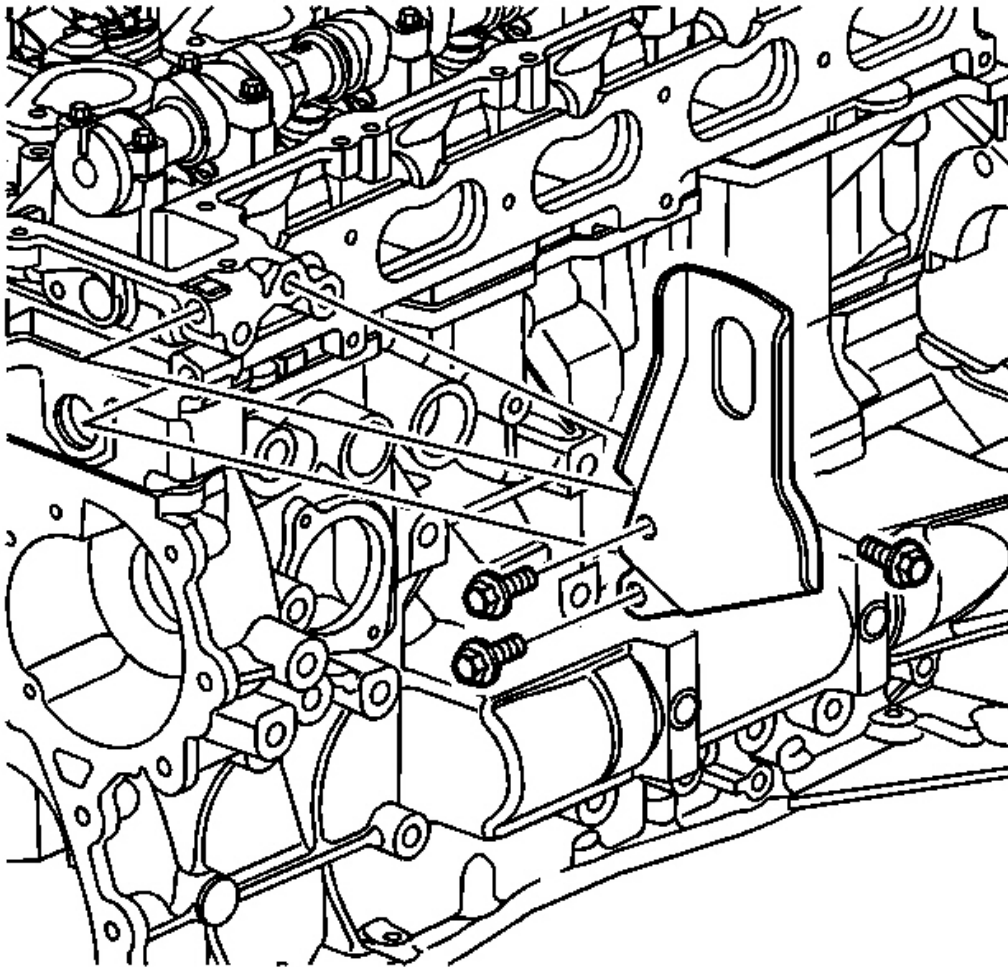


Fig. 347: Removing Engine Lift Bracket
Courtesy of GENERAL MOTORS CORP.

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

CAMSHAFT REMOVAL

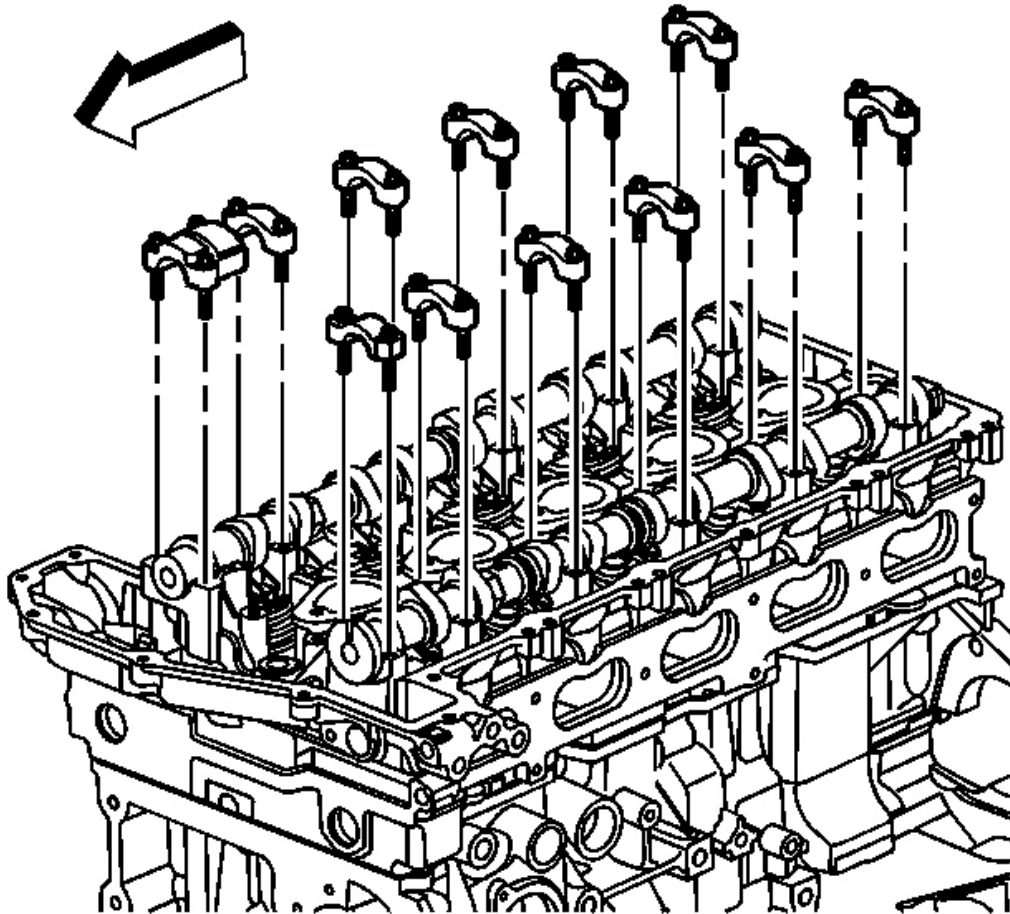


Fig. 348: View Of Camshaft Caps
Courtesy of GENERAL MOTORS CORP.

1. Remove the camshaft cap bolts.

IMPORTANT: Place the camshaft caps in a rack to ensure the caps are installed in the same location from which they were removed.

2. Remove the camshaft caps.

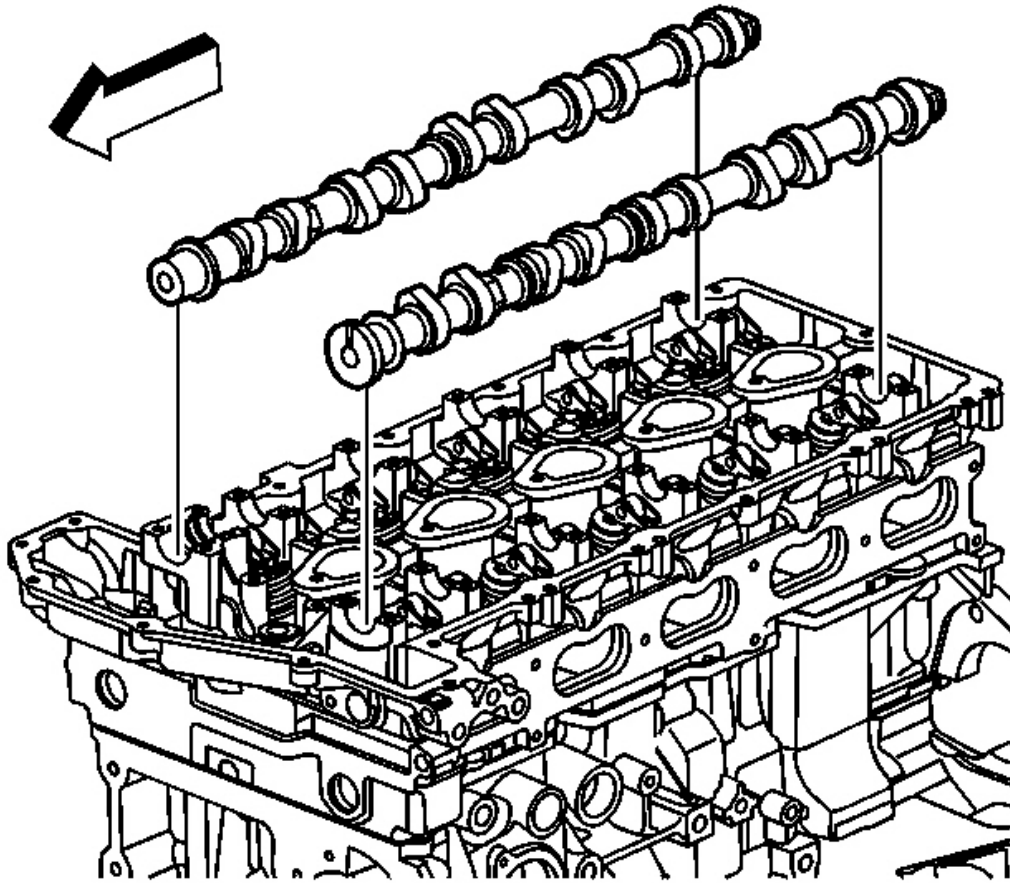


Fig. 349: View Of Camshafts
Courtesy of GENERAL MOTORS CORP.

3. Remove the camshafts.

VALVE ROCKER ARM AND VALVE LASH ADJUSTER REMOVAL

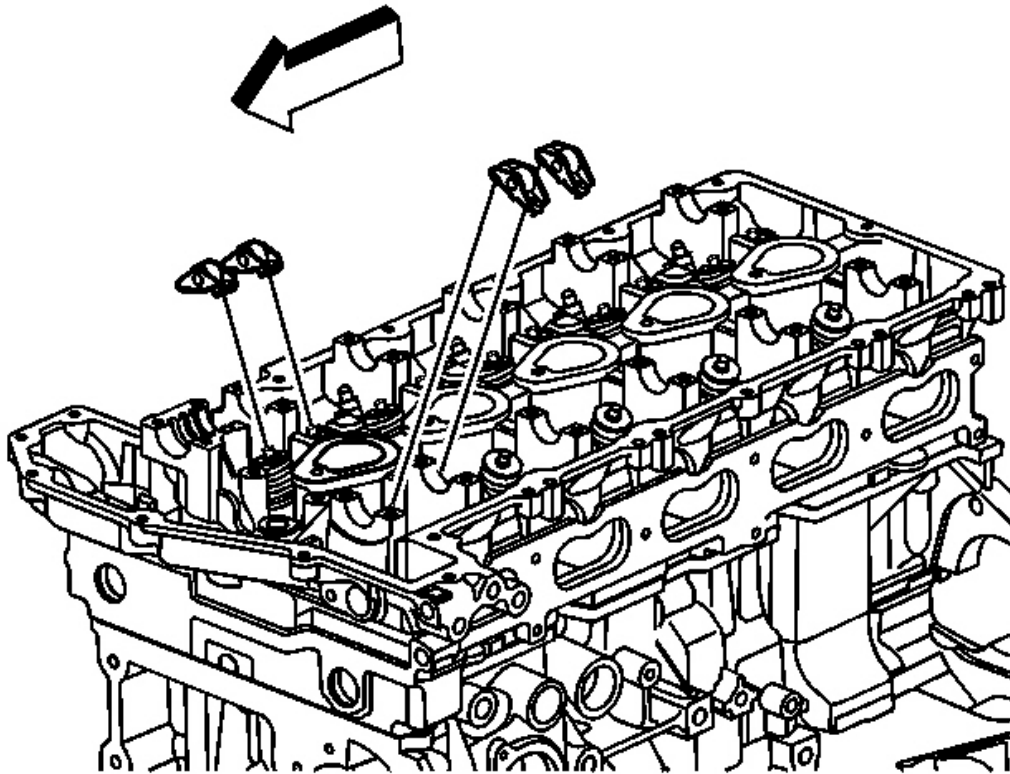


Fig. 350: View Of Valve Rocker Arms
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Once removed, place the valve rocker arms and valve lash adjusters in an organized order so the components can be installed into the original locations.

1. Remove the valve rocker arms.

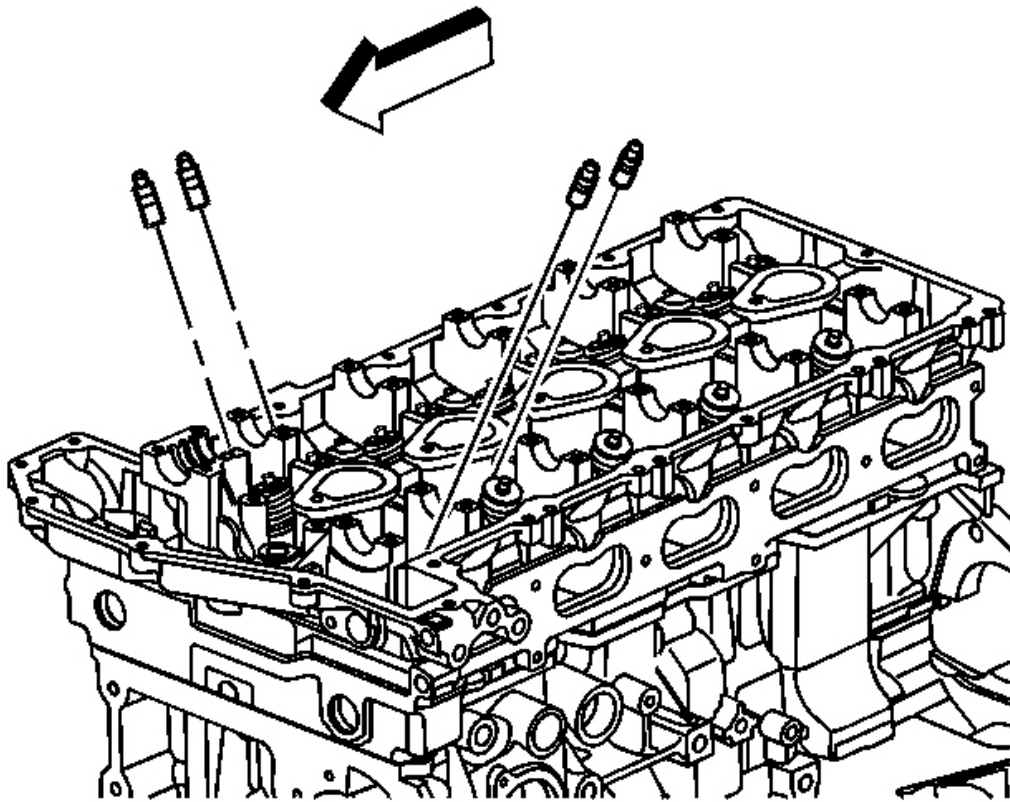


Fig. 351: View Of Valve Lash Adjusters
Courtesy of GENERAL MOTORS CORP.

2. Remove the valve lash adjusters.

CYLINDER HEAD REMOVAL

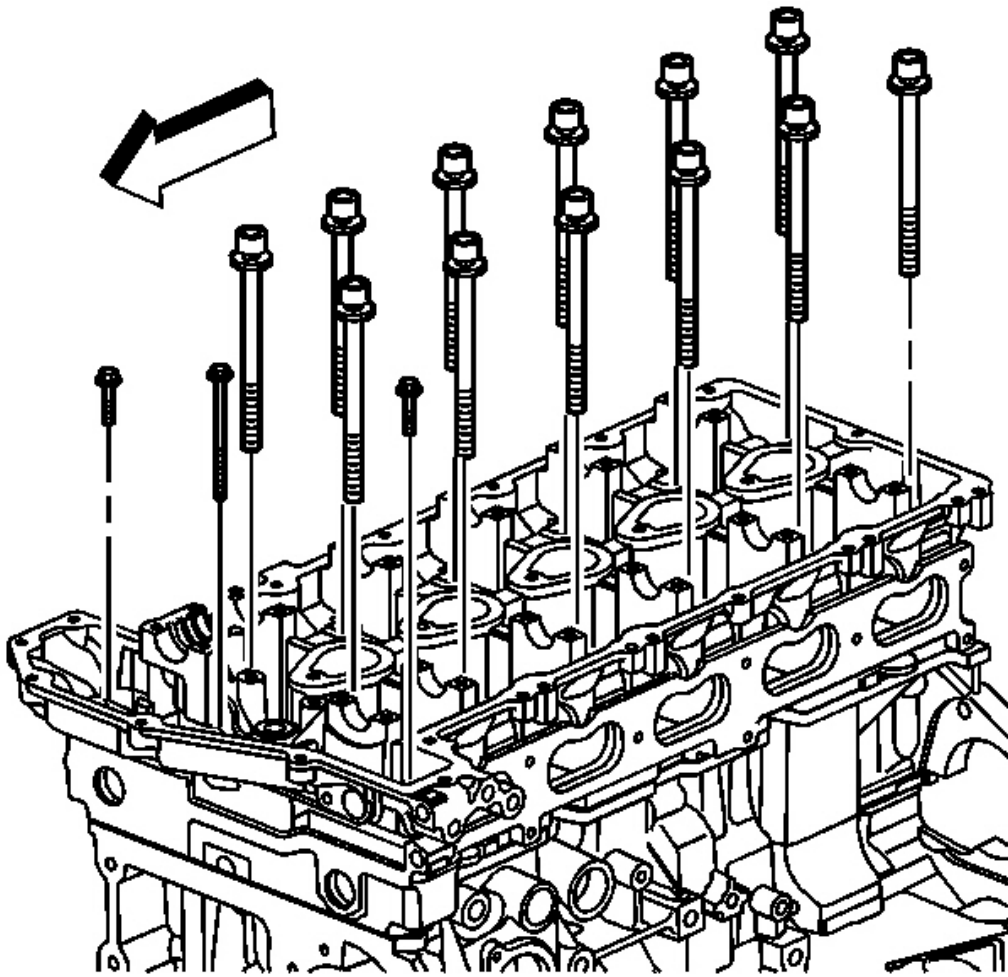


Fig. 352: View Of Cylinder Head Bolts
Courtesy of GENERAL MOTORS CORP.

1. Remove and discard the cylinder head bolts.

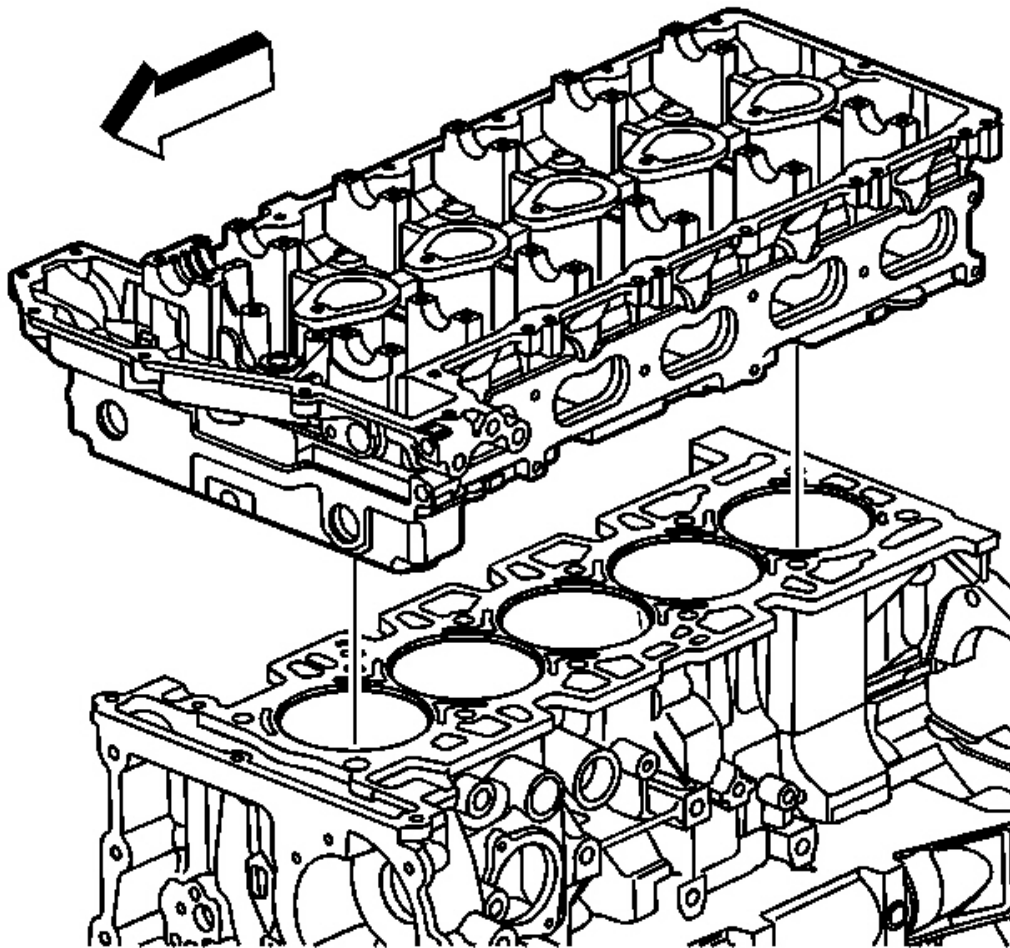


Fig. 353: View Of Cylinder Head
Courtesy of GENERAL MOTORS CORP.

2. Remove the cylinder head.

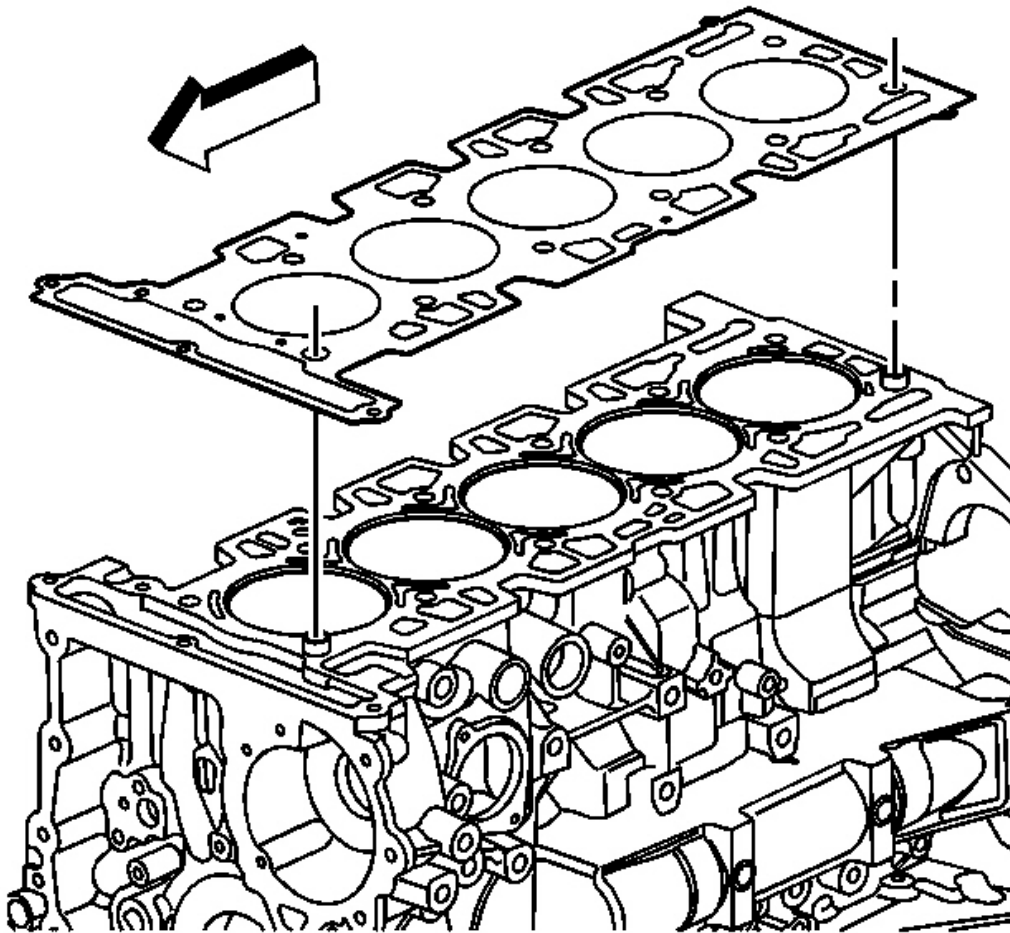


Fig. 354: View Of Cylinder Head Gasket
Courtesy of GENERAL MOTORS CORP.

3. Remove the cylinder head gasket.

PISTON, CONNECTING ROD, AND BEARING REMOVAL

Tools Required

J 41556 Connecting Rod Guides. See **Special Tools**.

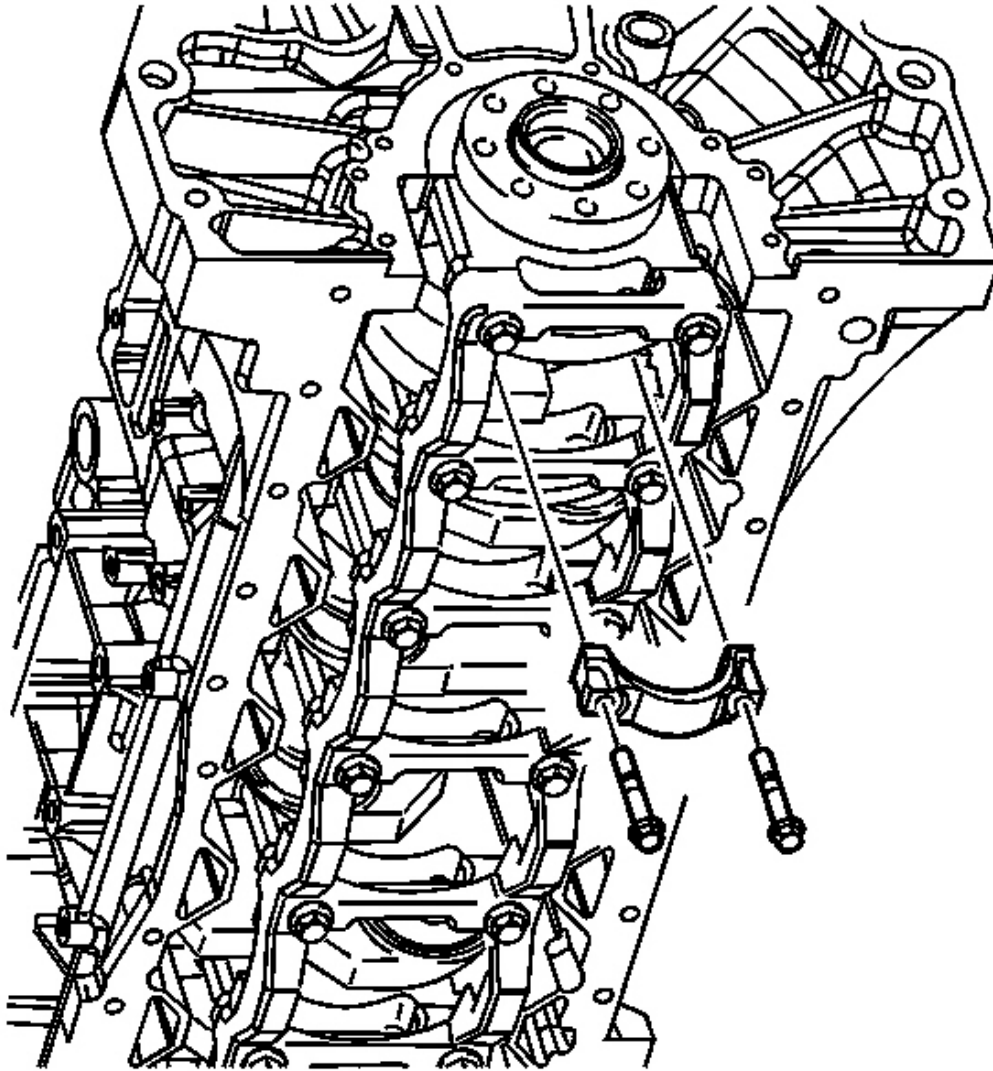


Fig. 355: View Of Connecting Rod, Cap & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Mark the piston with the number of the cylinder from which the piston is being removed. Also mark the orientation.
2. Mark the connecting rod and the connecting rod cap with the cylinder position. Also mark the orientation. This will ensure the caps and connecting rods are re-assembled properly.
3. Remove the connecting rod bolts.

4. Remove the connecting rod cap and bearing half.

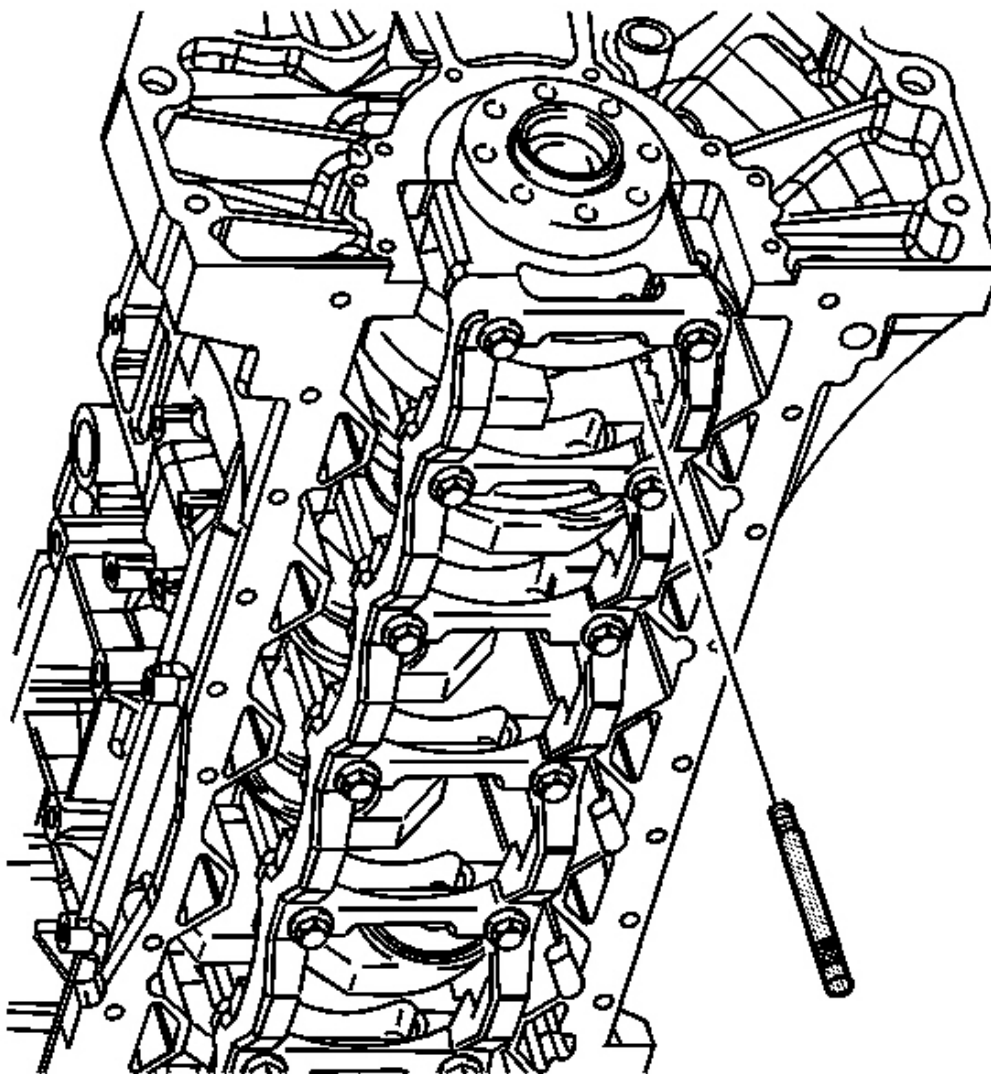


Fig. 356: View Of J 41556
Courtesy of GENERAL MOTORS CORP.

5. Install **J 41556** on the connecting rod. See Special Tools.

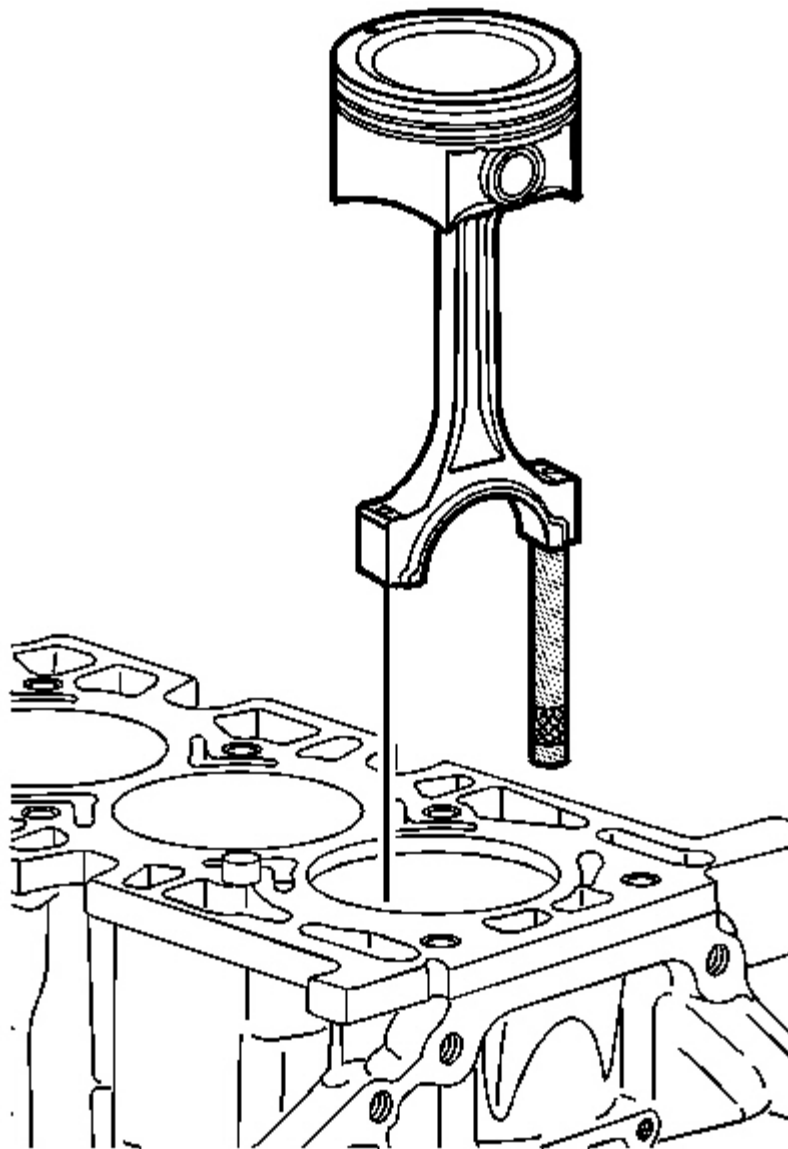


Fig. 357: View Of Connecting Rod, Piston Assembly & J 41556
Courtesy of GENERAL MOTORS CORP.

6. Remove the connecting rod and piston assembly. Push out the assembly.
7. Remove **J 41556** . See **Special Tools**.

CRANKSHAFT AND BEARINGS REMOVAL

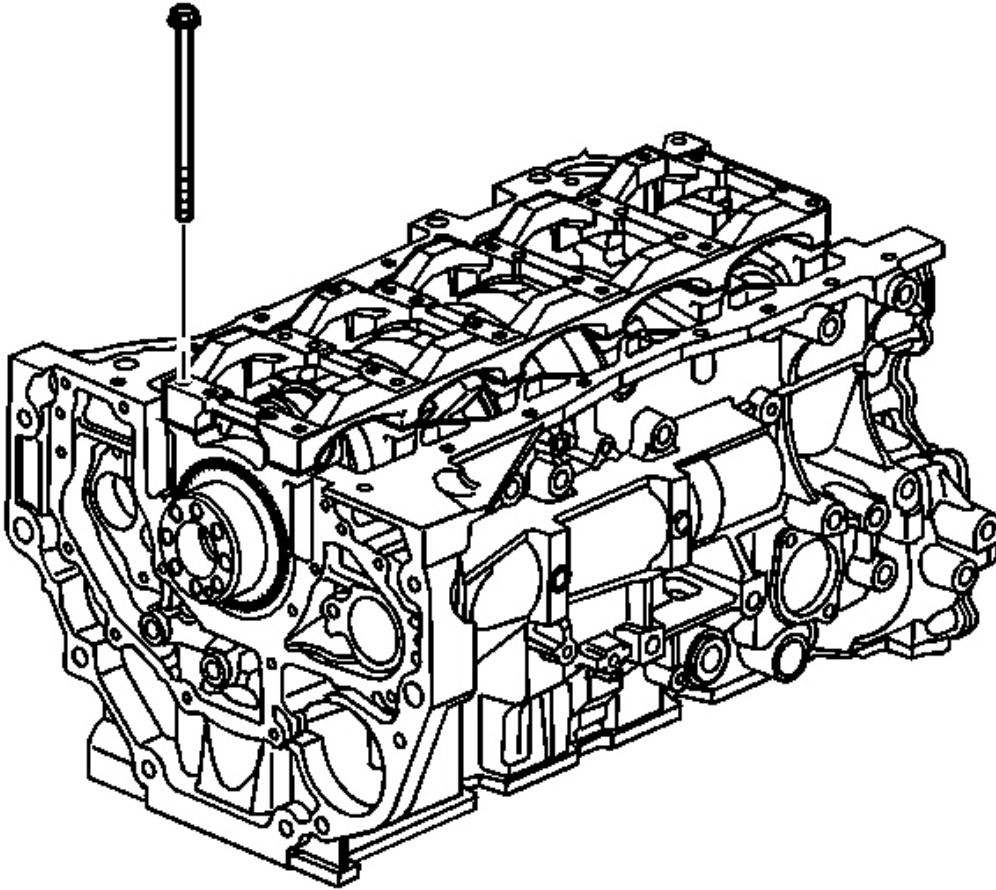


Fig. 358: View Of Crankshaft Main Bearing Cap Bolt
Courtesy of GENERAL MOTORS CORP.

1. Remove and discard the crankshaft main bearing cap bolts.

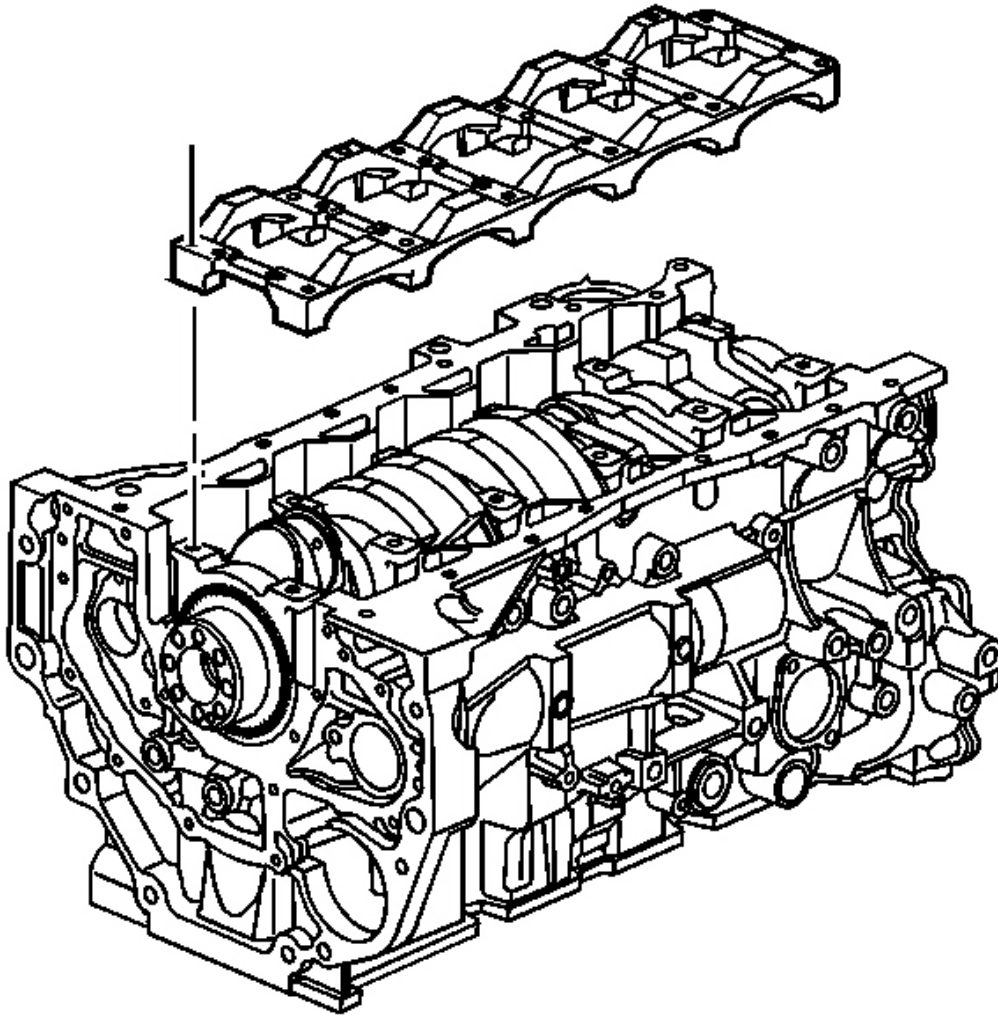


Fig. 359: View Of Crankshaft Main Bearing Cap Stiffener
Courtesy of GENERAL MOTORS CORP.

2. Remove the crankshaft main bearing cap stiffener.

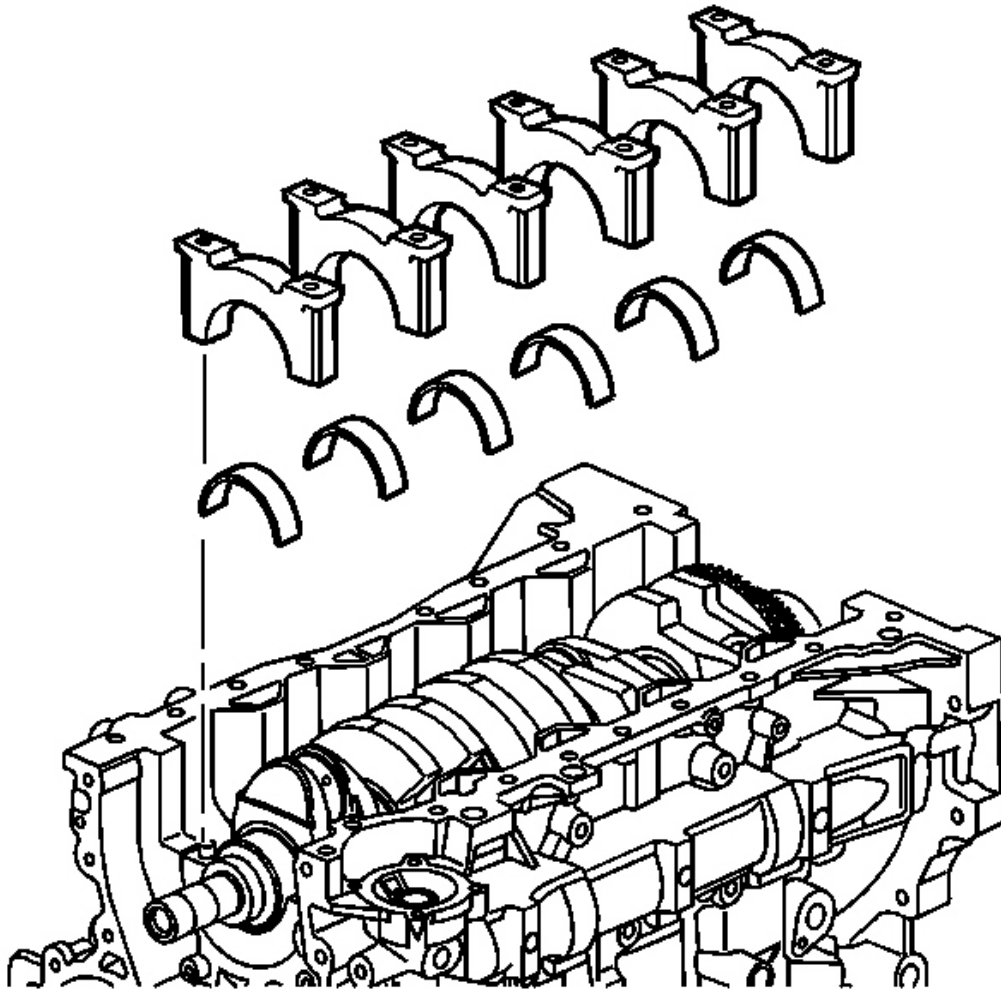


Fig. 360: View Of Crankshaft Main Bearing Caps & Lower Bearings
Courtesy of GENERAL MOTORS CORP.

3. Remove the crankshaft main bearing caps and lower bearings.

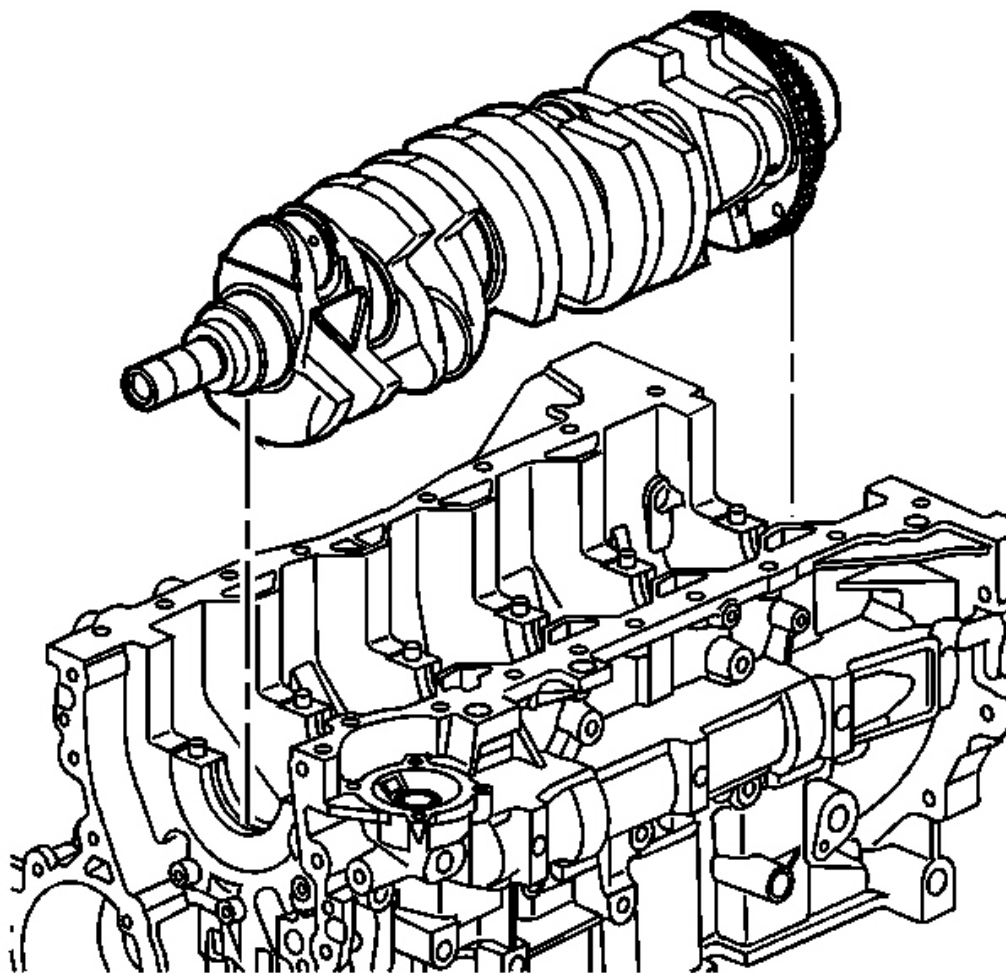


Fig. 361: View Of Crankshaft
Courtesy of GENERAL MOTORS CORP.

4. Remove the crankshaft.

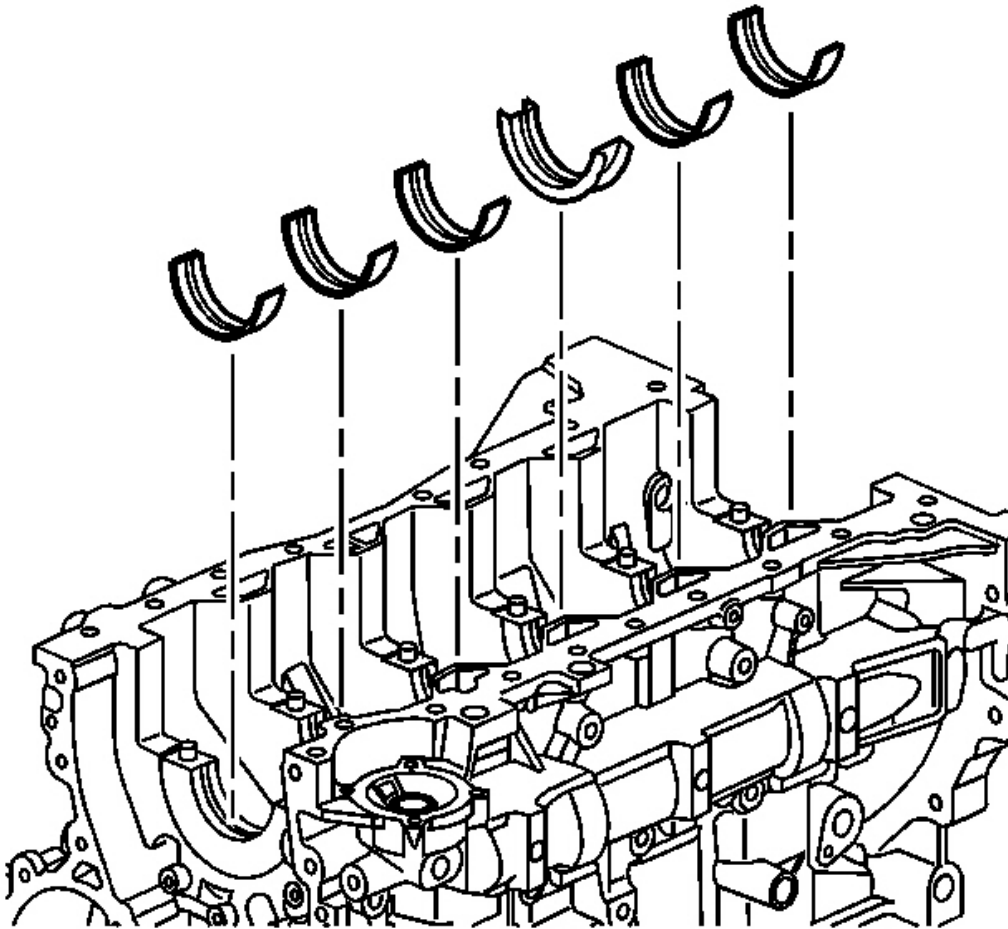


Fig. 362: View Of Upper Crankshaft Main Bearing Halves
Courtesy of GENERAL MOTORS CORP.

5. Remove the upper crankshaft main bearing halves.

CLUTCH PILOT BEARING REMOVAL

Tools Required

J 43276 Clutch Pilot Bearing Removal Tool. See **Special Tools**.

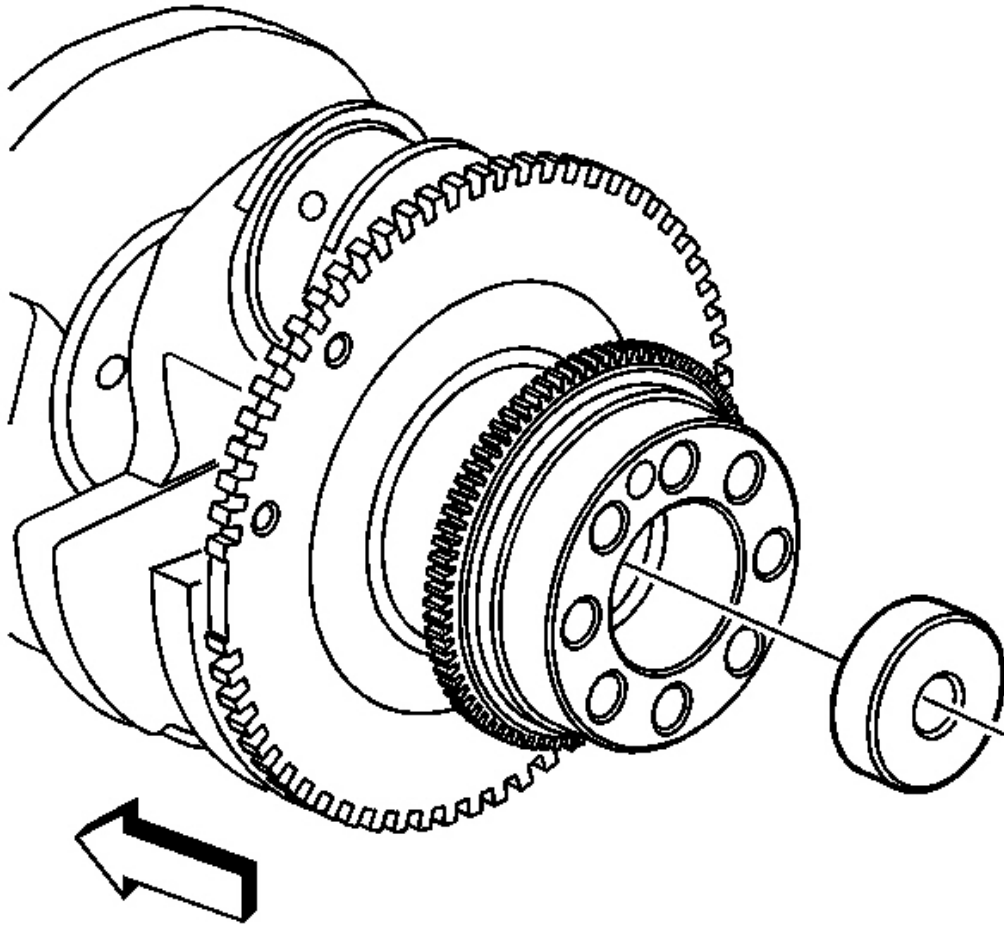


Fig. 363: View Of Clutch Pilot Bearing
Courtesy of GENERAL MOTORS CORP.

1. Install **J 43276** into the pilot bearing. See **Special Tools**.
2. Remove the pilot bearing from the crankshaft.
3. Remove **J 43276** . See **Special Tools**.

AUTOMATIC TRANSMISSION FLYWHEEL LOCATOR REMOVAL

Tools Required

J 45849-1 Flywheel Locator Removal Tool. See **Special Tools**.

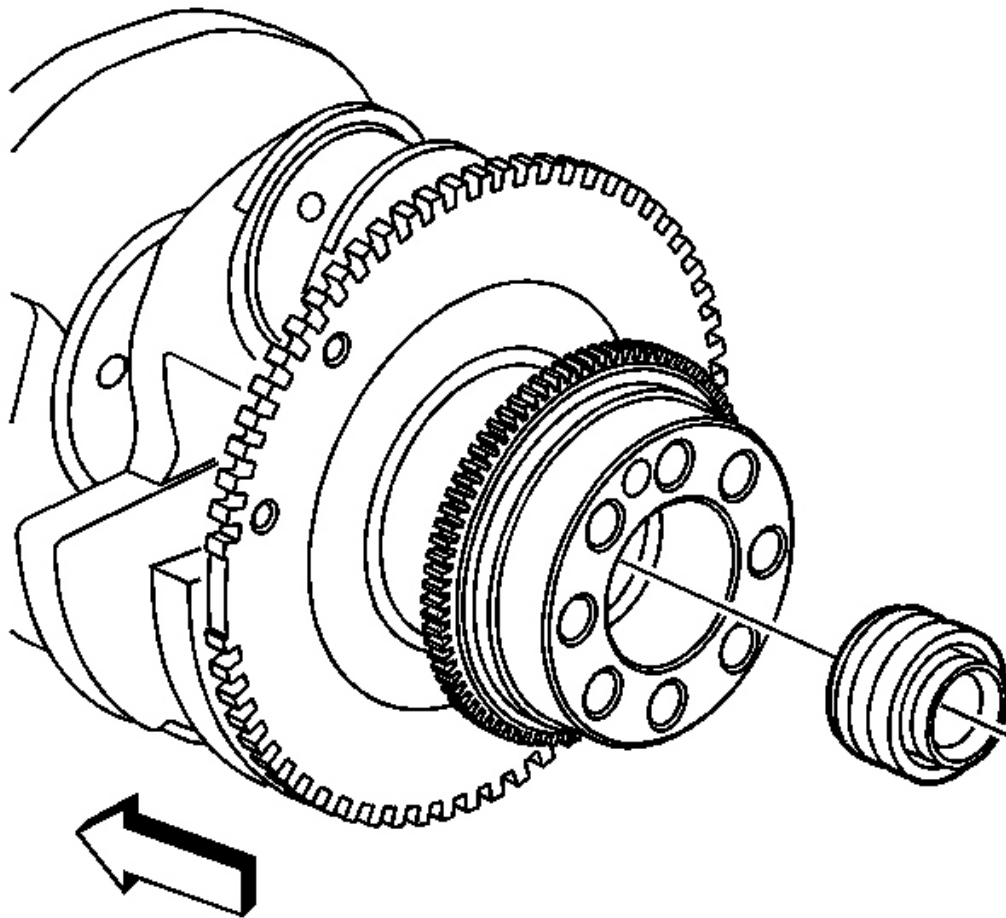


Fig. 364: View Of Flywheel Locator
Courtesy of GENERAL MOTORS CORP.

1. Install **J 45849-1** into the flywheel locator. See **Special Tools**.
2. Remove the flywheel locator from the crankshaft.
3. Remove **J 45849-1** . See **Special Tools**.

BALANCE SHAFT BEARING REMOVAL

Tools Required

J 44225 Balance Shaft Bearing Remover/Installer

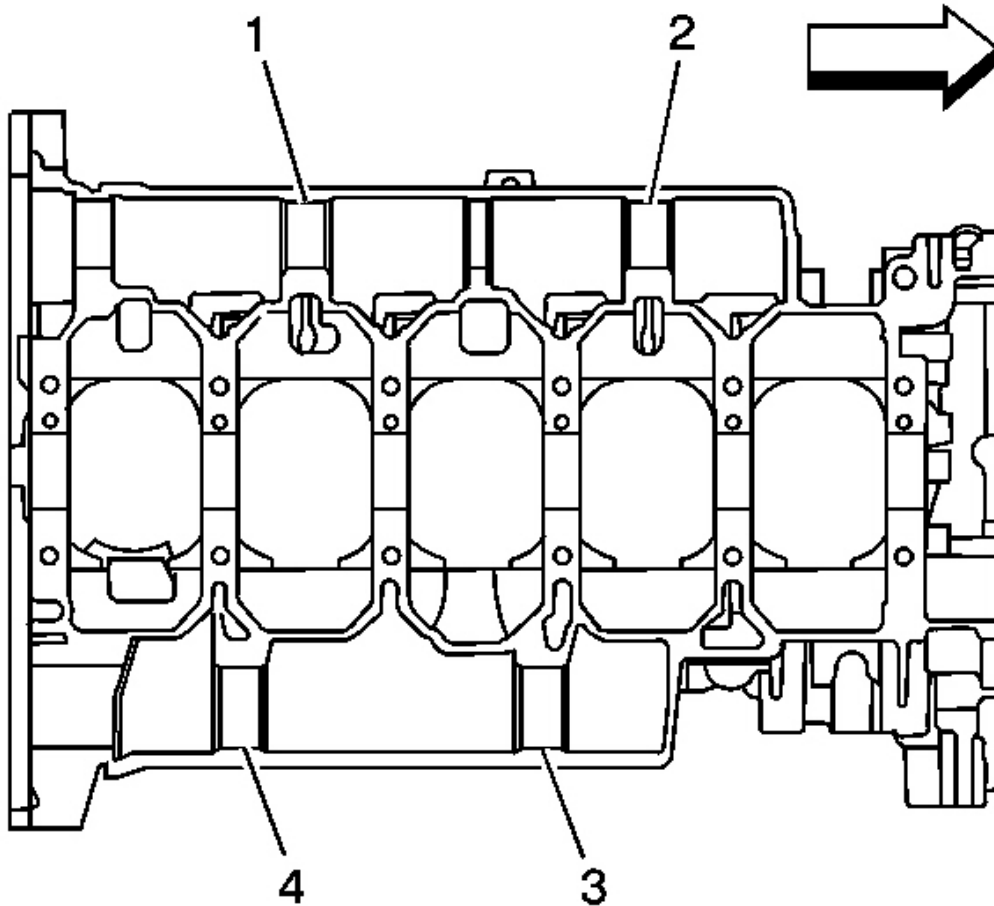


Fig. 365: View Of Balance Shaft Journals
Courtesy of GENERAL MOTORS CORP.

1. Position the cylinder block so the cylinder head deck face is down and identify the following:
 - The left balance shaft bearings are in the shorter length balance shaft journal (3) and (4).
 - The right balance shaft - outer diameter is grooved, bearings are in the longer length balance shaft journal (1) and (2).

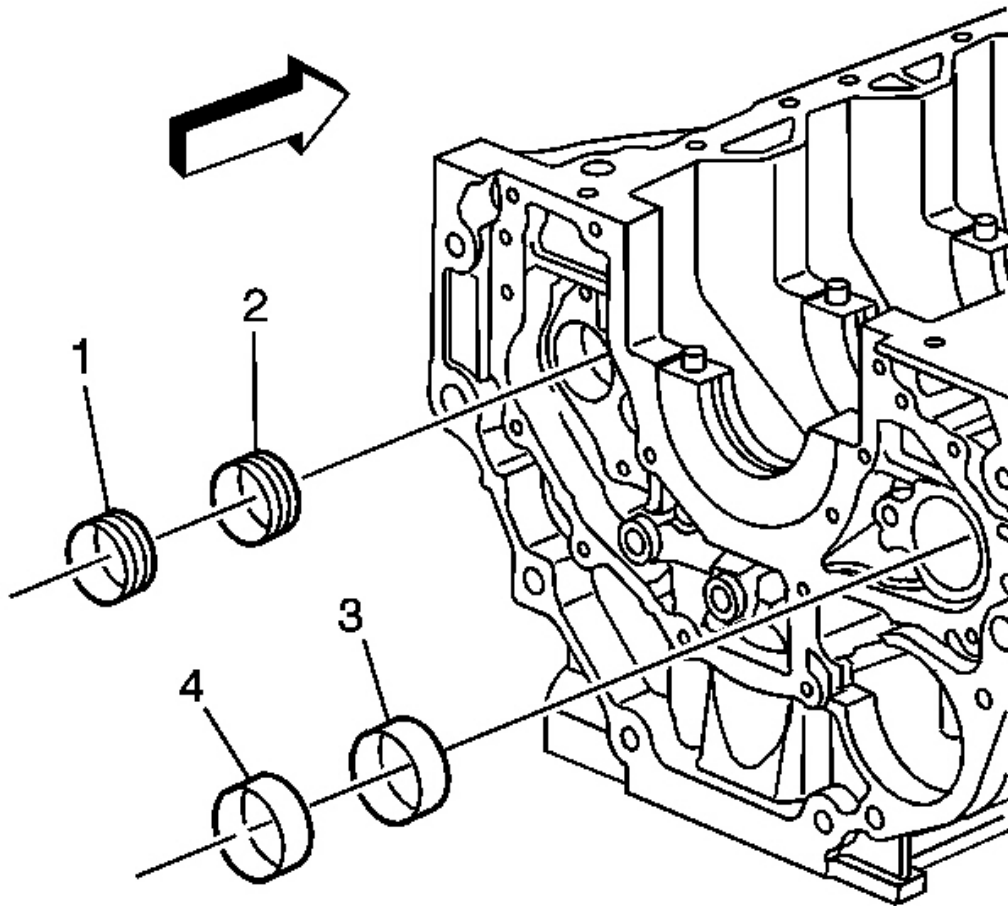


Fig. 366: Identifying Front & Rear Bearings
Courtesy of GENERAL MOTORS CORP.

2. Identify the following:

- Bearings (2) and (3) are the front bearings and bearings (1) and (4) are the rear bearings.
- The rear bearings (1) and (4) have a slightly larger diameter than the front bearings (2) and (3). This allows for easier removal and installation of the front bearings. The rear bearings also have notches on them.

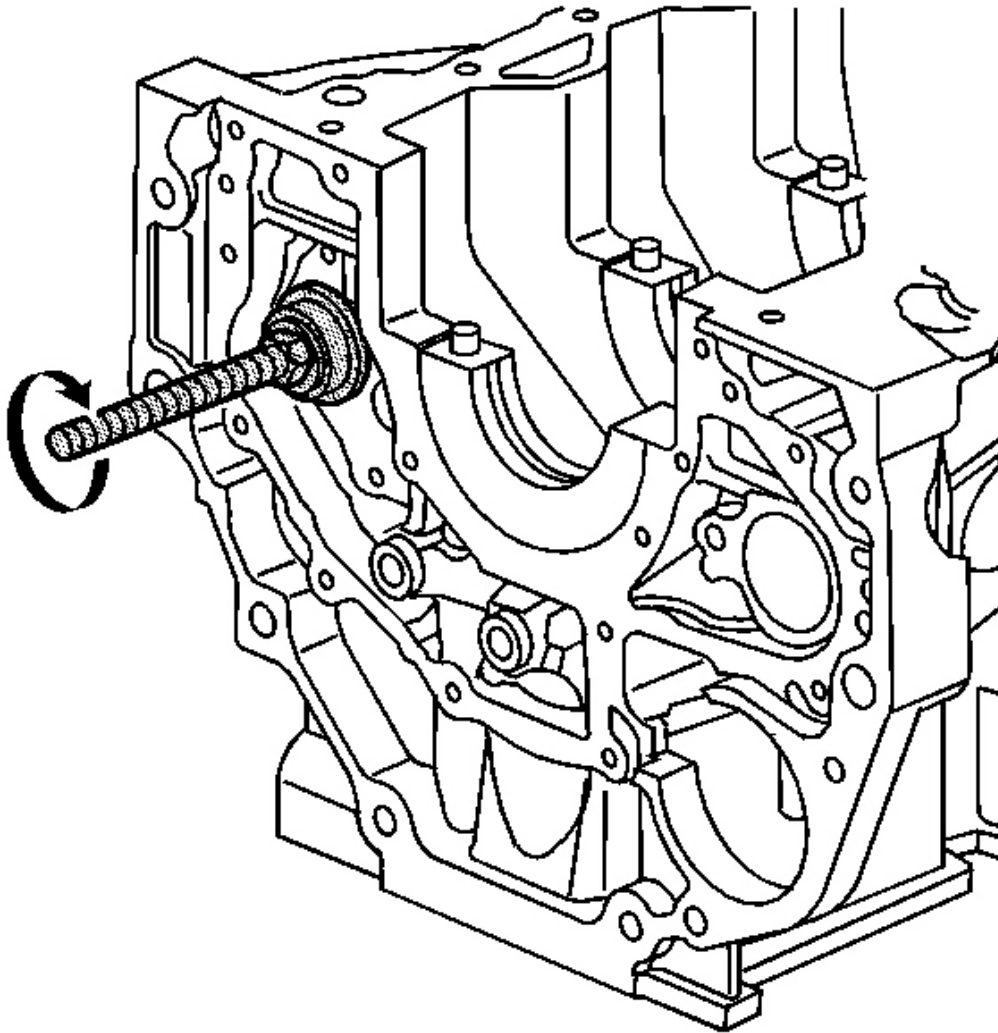


Fig. 367: Installing 44225 Into Right Balance Shaft Bearing Bore
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: It may help to stand the block on end to aid in positioning the swivel end of J 44225 .

3. Install **J 44225** into the right balance shaft bearing bore.
4. Position the swivel end inside lip of **J 44225** against the frontside of the rear bearing.
5. Turn the nut clockwise to remove the bearing.

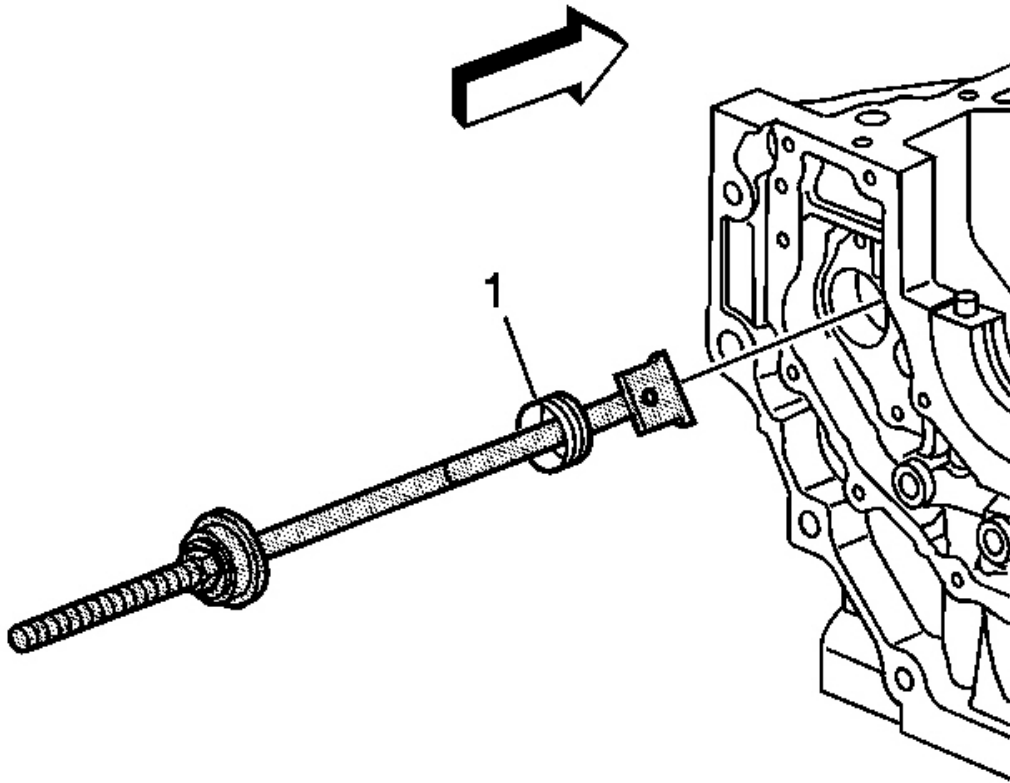


Fig. 368: View Of Right Bearing
Courtesy of GENERAL MOTORS CORP.

6. Remove and discard the right rear bearing (1).

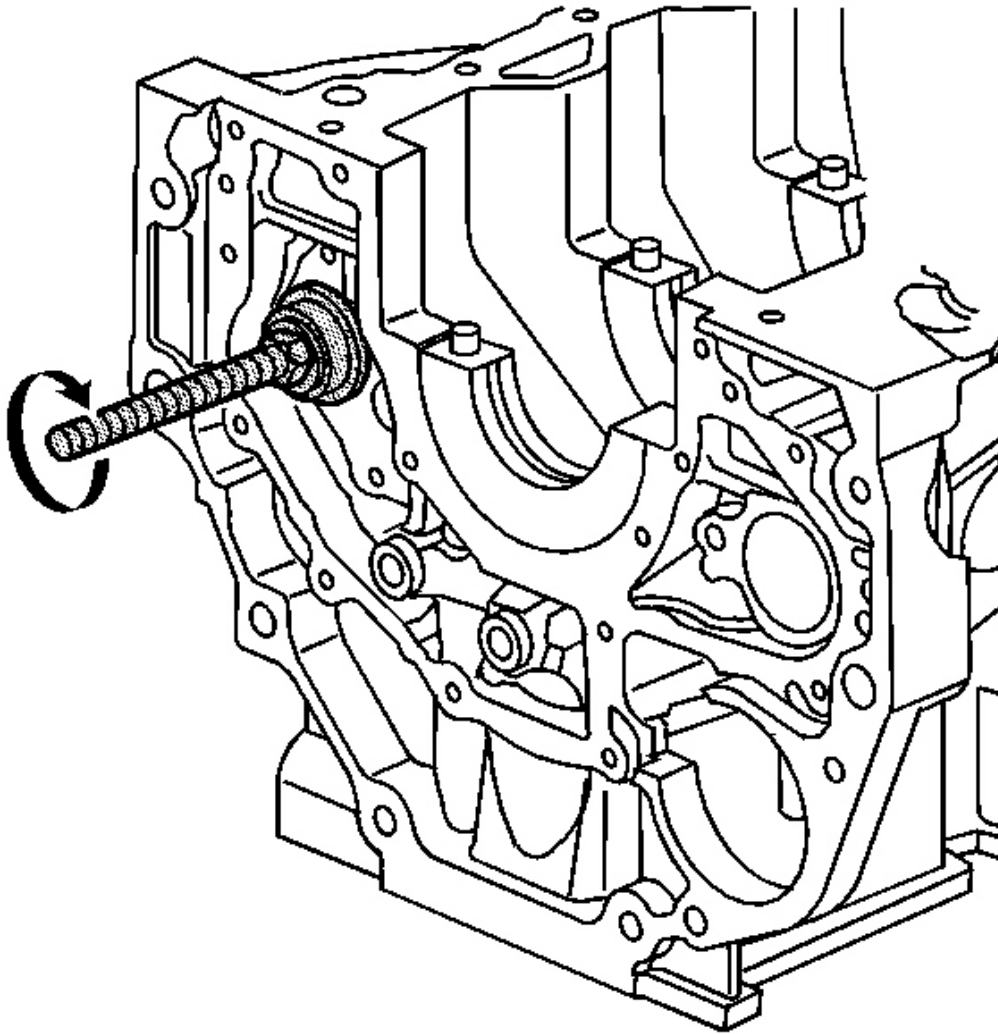


Fig. 369: Installing 44225 Into Right Balance Shaft Bearing Bore
Courtesy of GENERAL MOTORS CORP.

7. Install **J 44225** into the right balance shaft bearing bore.
8. Position the swivel end inside lip of **J 44225** against the frontside of the front bearing.
9. Turn the nut clockwise to remove the bearing.

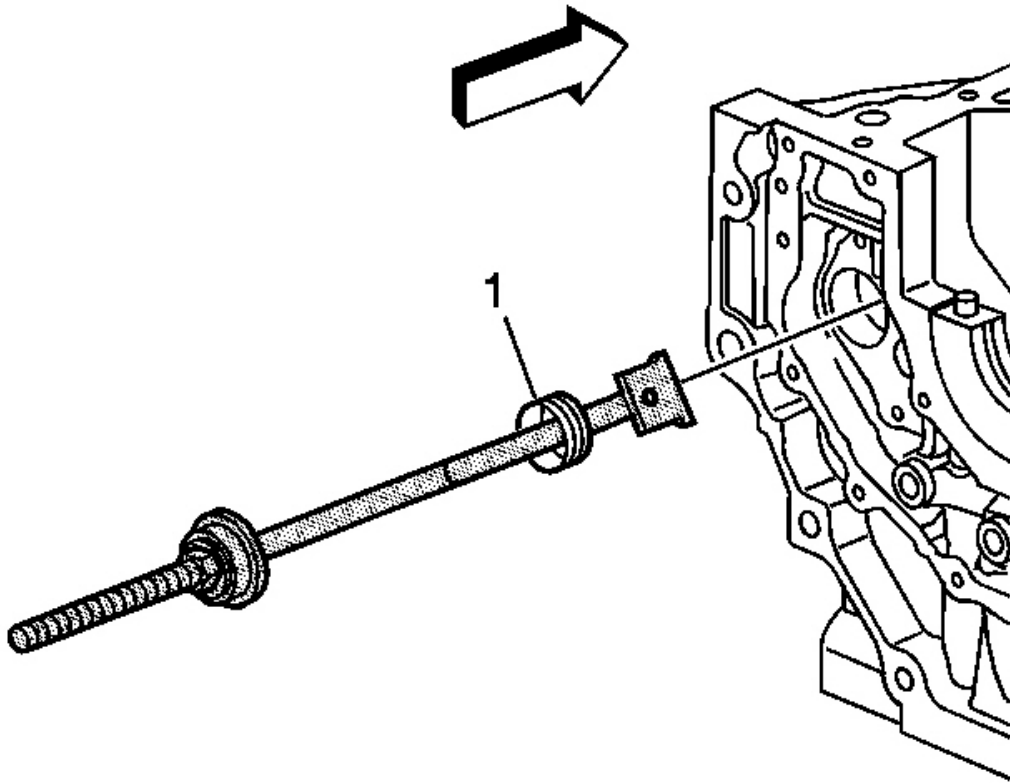


Fig. 370: View Of Right Bearing
Courtesy of GENERAL MOTORS CORP.

10. Remove and discard the right front bearing (1).

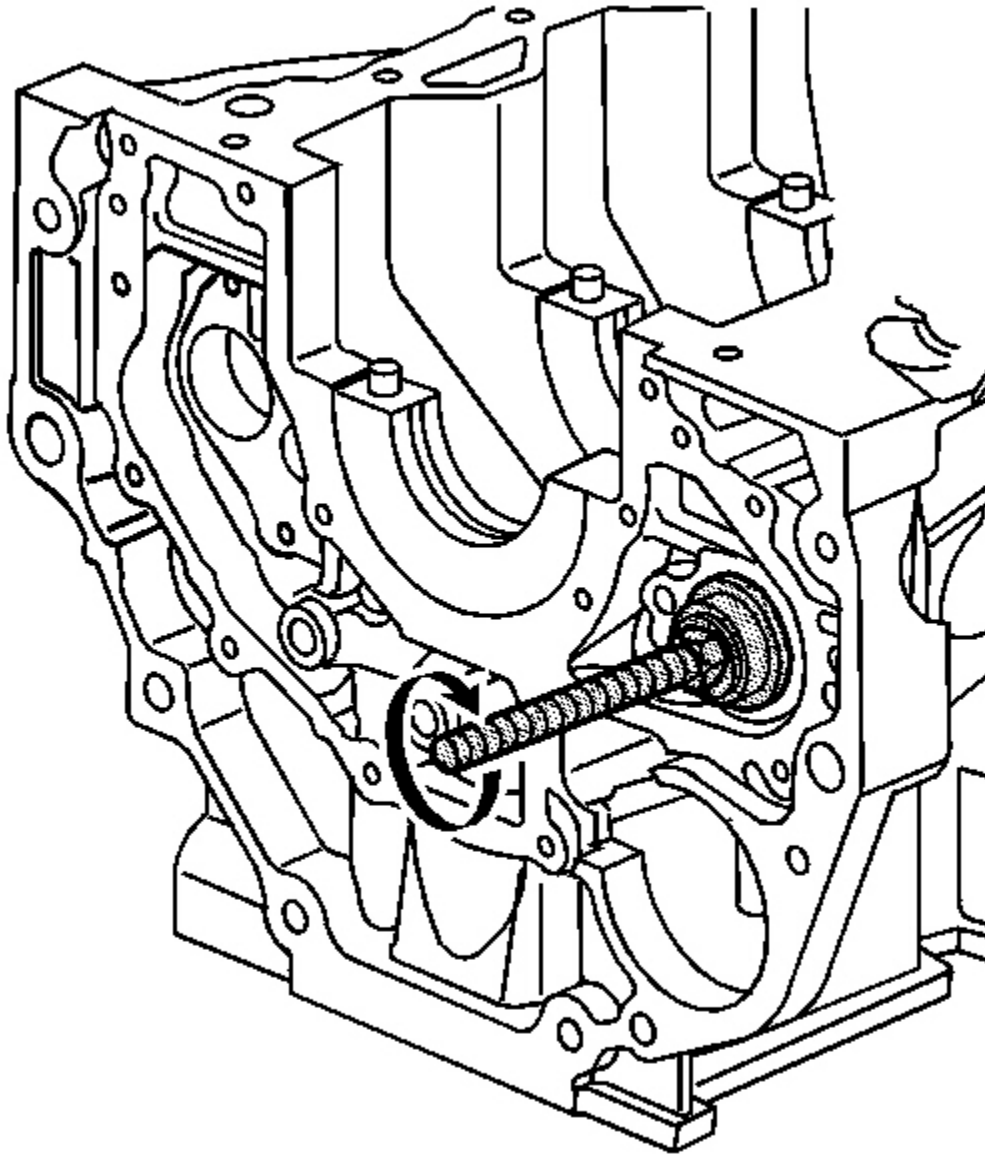


Fig. 371: Installing J 4425 Into Left Balance Shaft Bearing Bore
Courtesy of GENERAL MOTORS CORP.

11. Install **J 44225** into the left balance shaft bearing bore.
12. Position the swivel end inside lip of **J 44225** against the frontside of the rear bearing.

13. Turn the nut clockwise to remove the bearing.

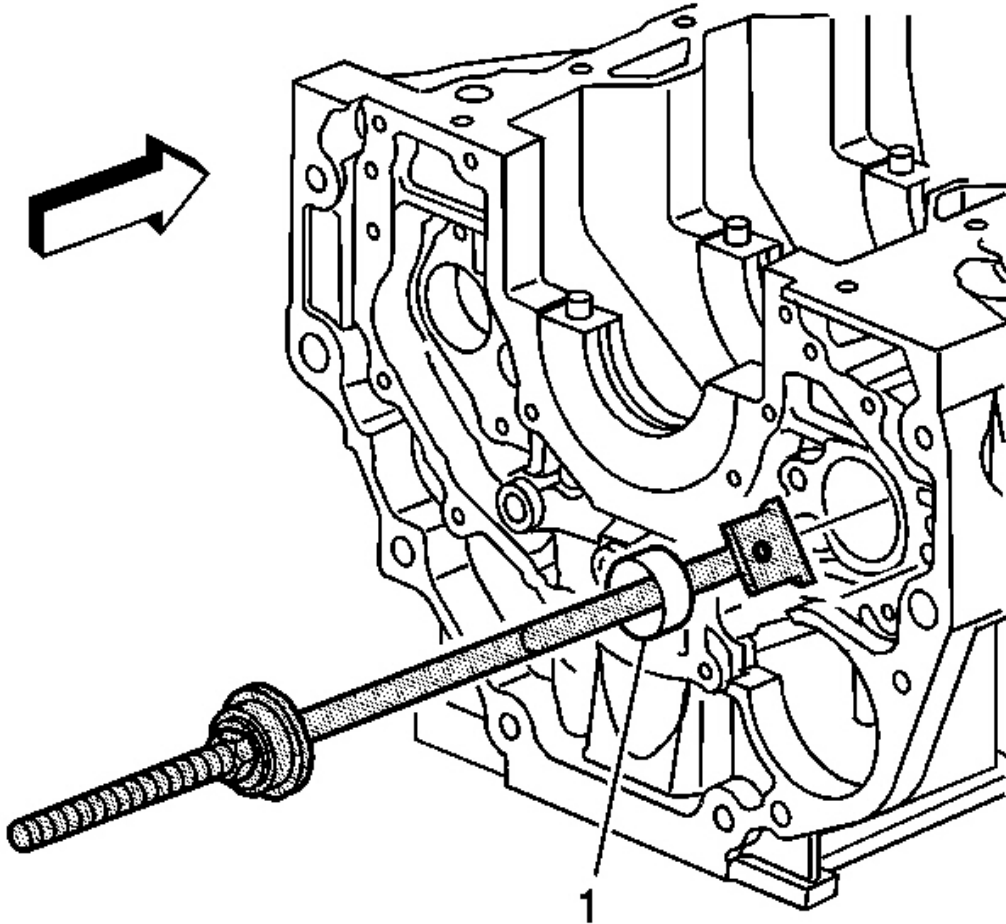


Fig. 372: View Of Left Bearing
Courtesy of GENERAL MOTORS CORP.

14. Remove and discard the left rear bearing (1).

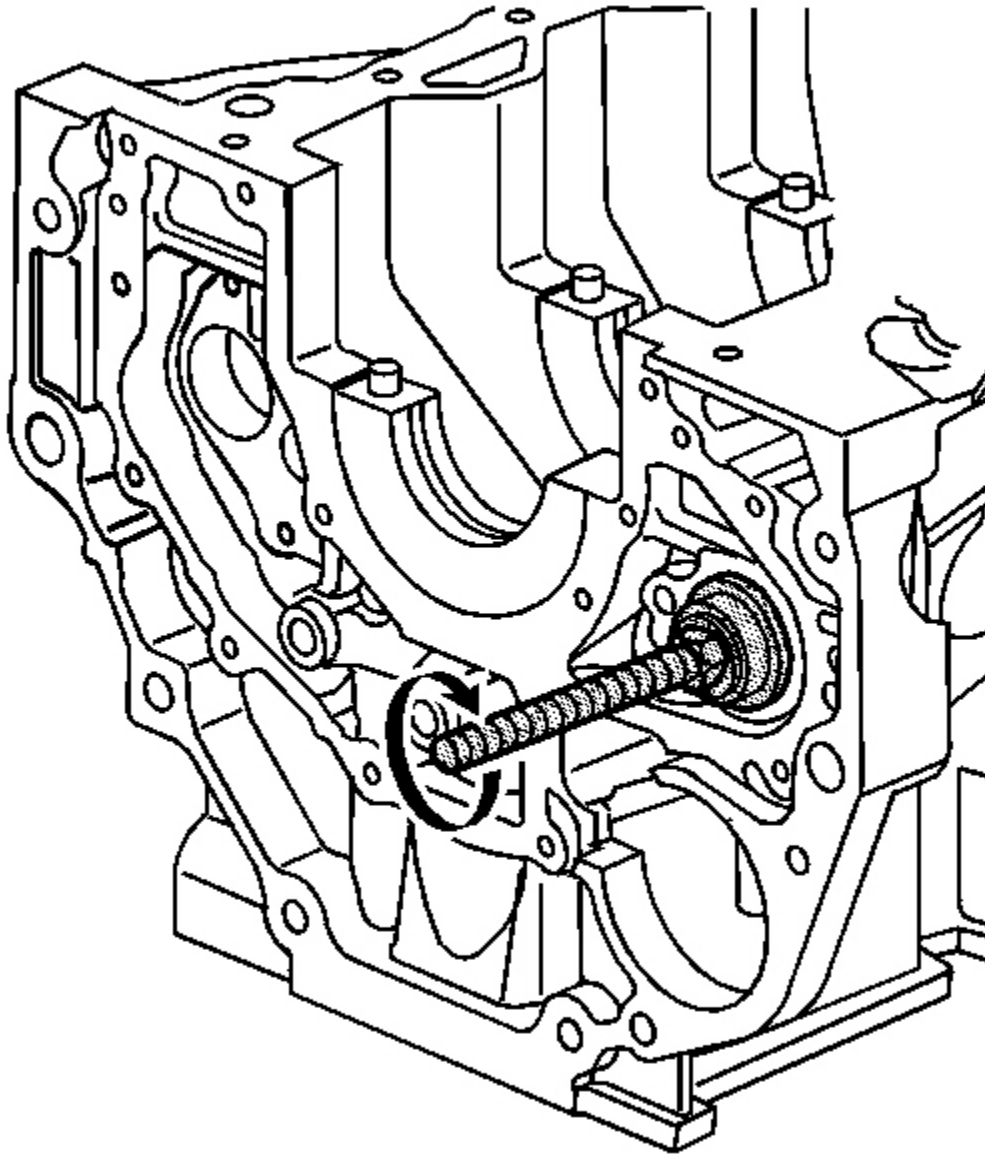


Fig. 373: Installing J 4425 Into Left Balance Shaft Bearing Bore
Courtesy of GENERAL MOTORS CORP.

15. Install **J 44225** into the left balance shaft bearing bore.
16. Position the swivel end inside lip of **J 44225** against the frontside of the front bearing.

17. Turn the nut clockwise to remove the bearing.

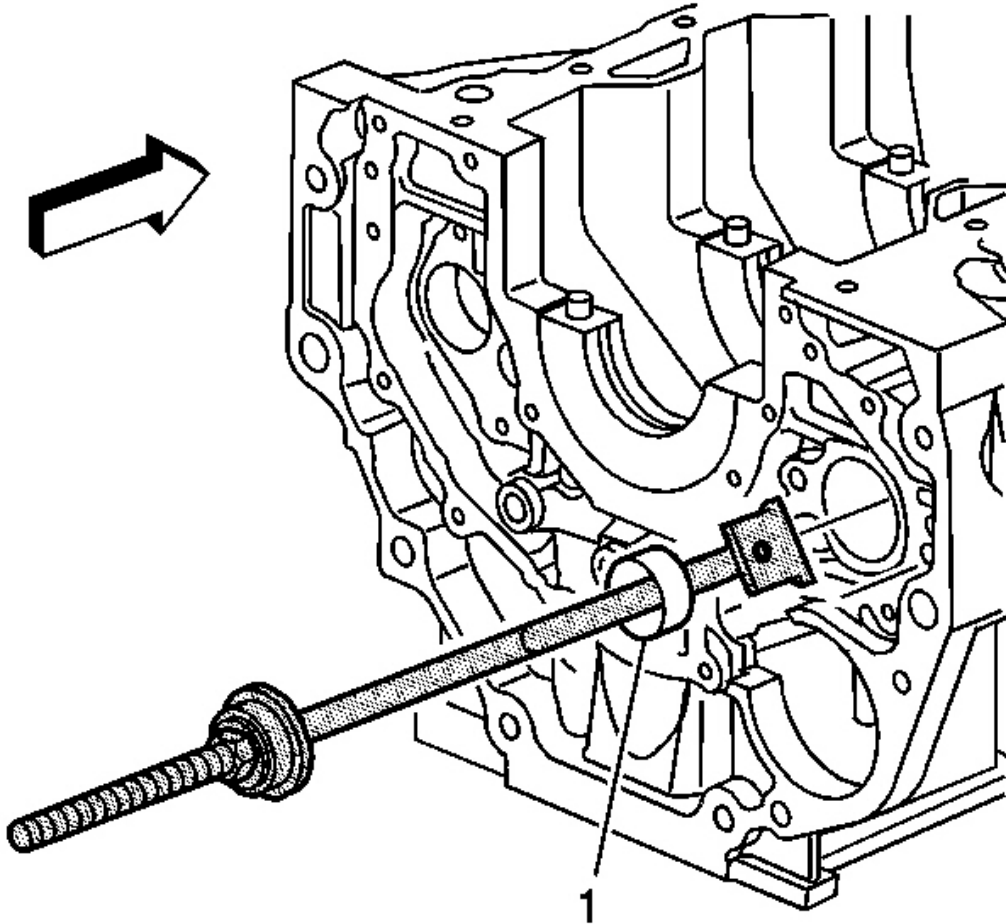


Fig. 374: View Of Left Bearing
Courtesy of GENERAL MOTORS CORP.

18. Remove and discard the left front bearing (1).

ENGINE BLOCK PLUG REMOVAL

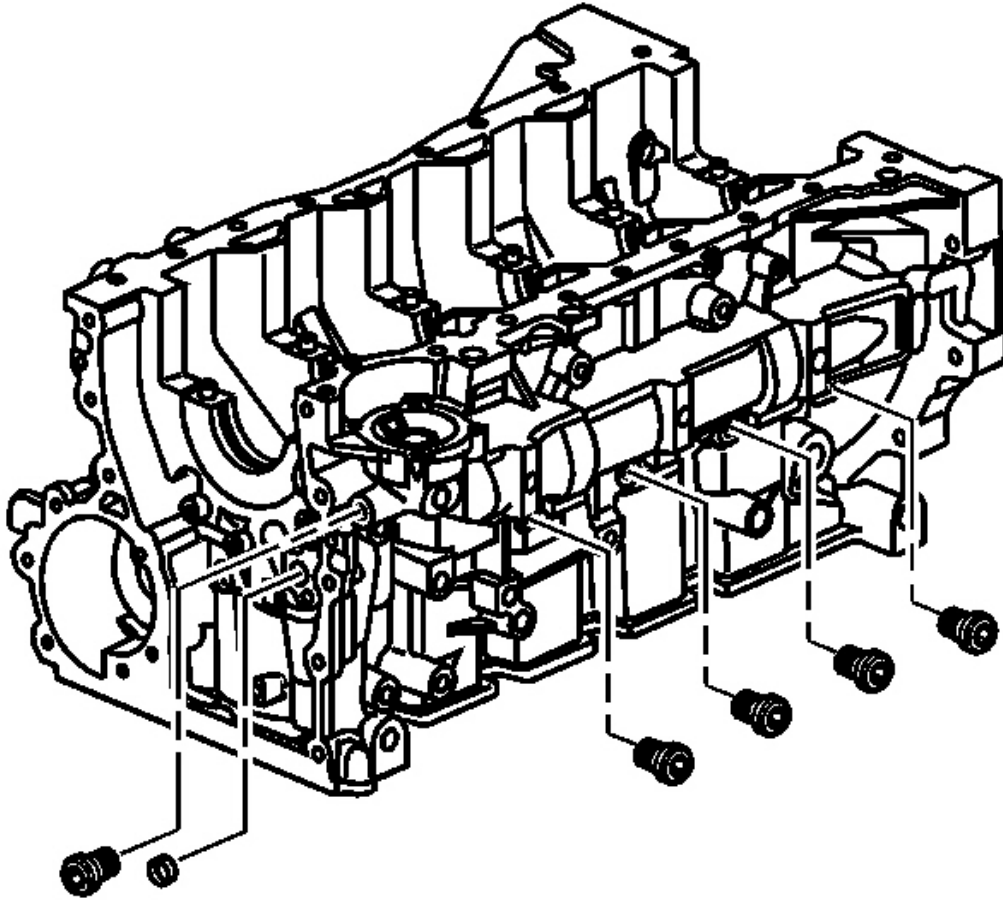


Fig. 375: View Of Engine Block Oil Gallery Plugs
Courtesy of GENERAL MOTORS CORP.

1. Remove the engine block oil gallery plugs.

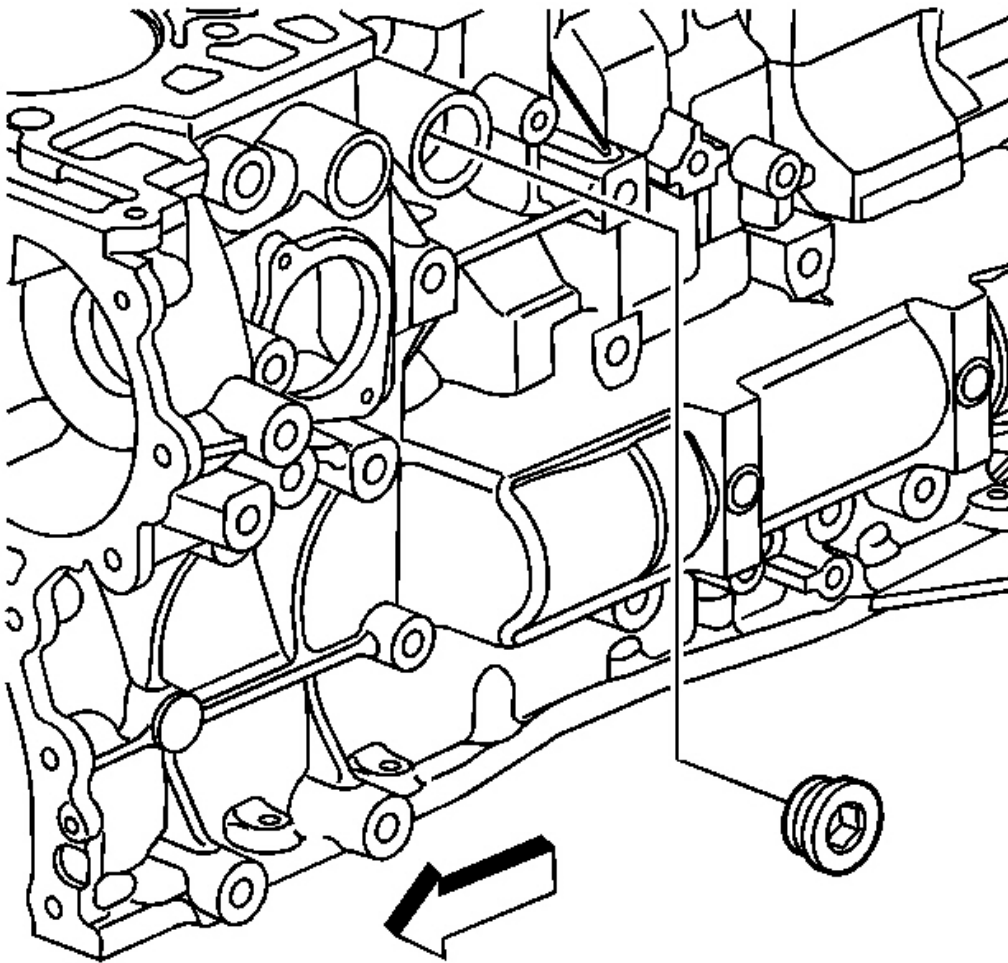


Fig. 376: View Of Engine Block Coolant Plug
Courtesy of GENERAL MOTORS CORP.

2. Remove the engine block coolant plug.

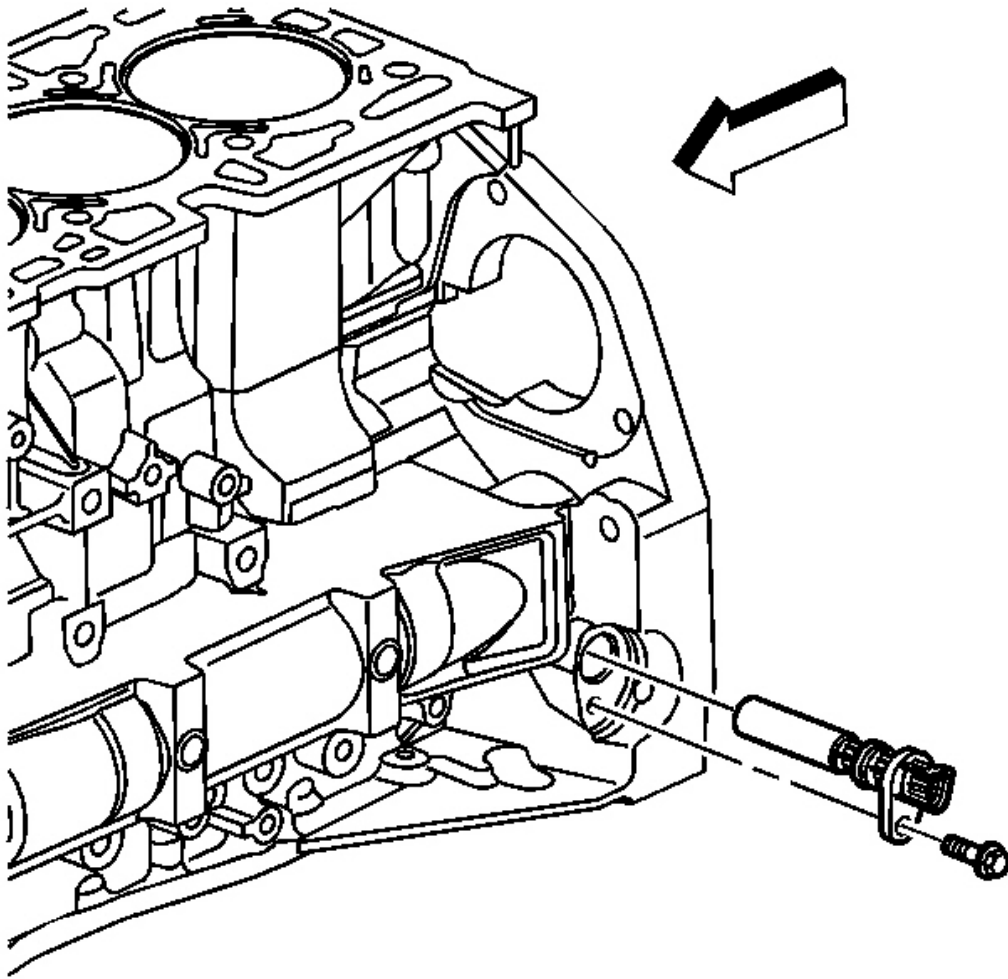


Fig. 377: View Of Crankshaft Position Sensor
Courtesy of GENERAL MOTORS CORP.

3. Remove the crankshaft position sensor.

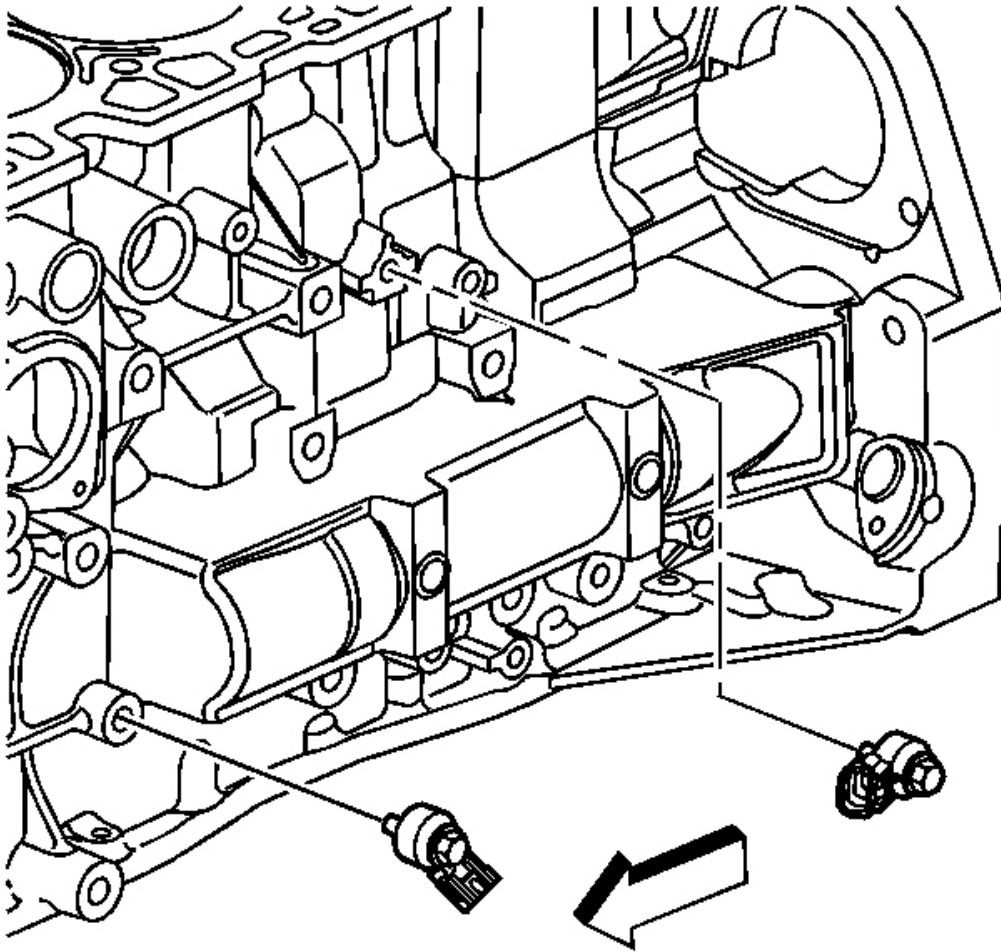


Fig. 378: View Of Knock Sensors
Courtesy of GENERAL MOTORS CORP.

4. Remove the knock sensors.

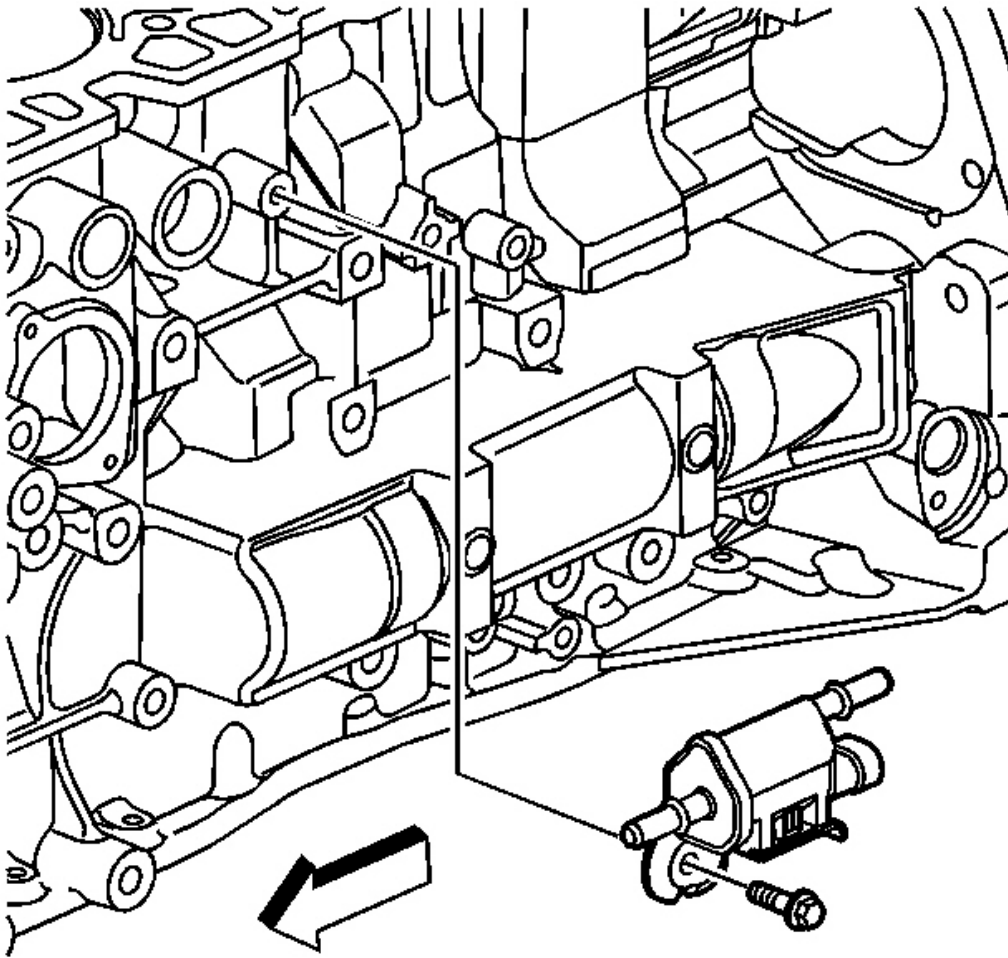


Fig. 379: View Of EVAP Solenoid
Courtesy of GENERAL MOTORS CORP.

5. Remove the EVAP solenoid.

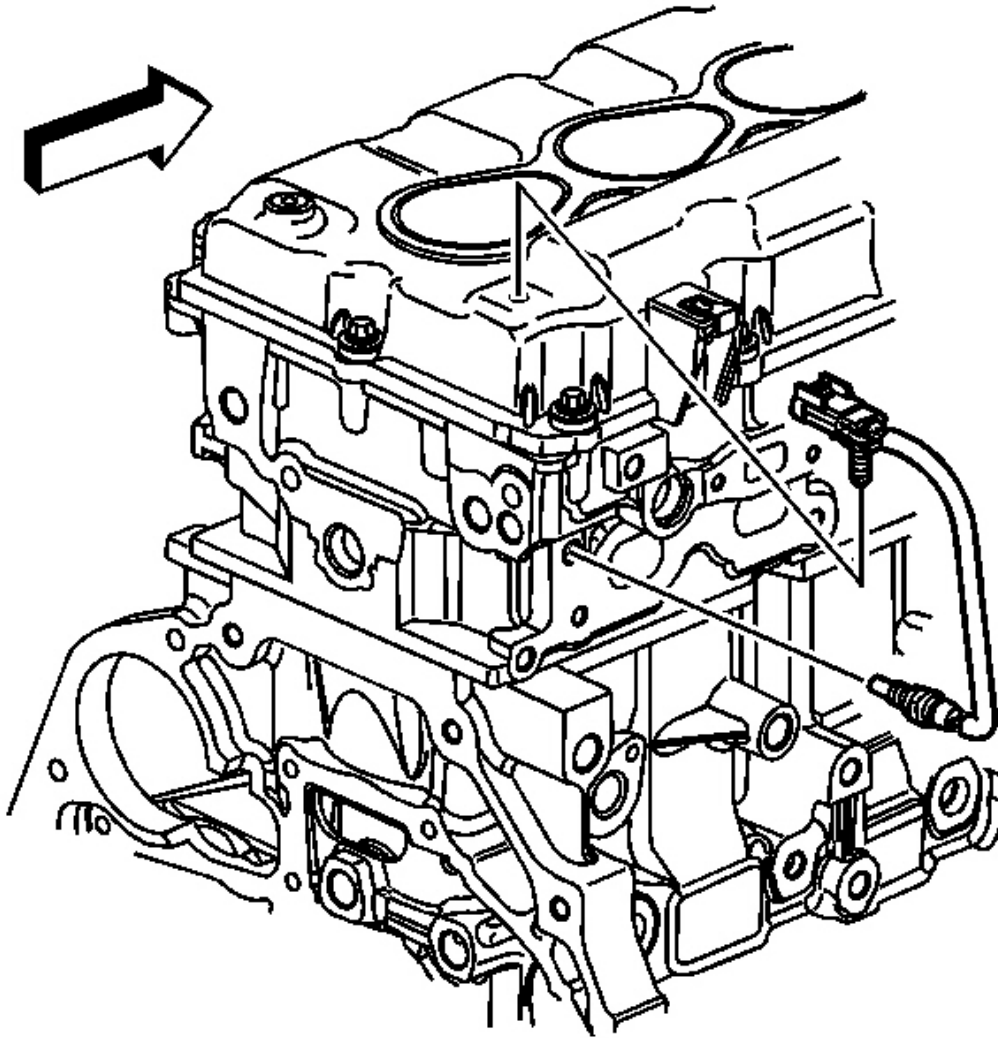


Fig. 380: View Of Coolant Temperature Sensor
Courtesy of GENERAL MOTORS CORP.

6. Remove the coolant temperature sensor.

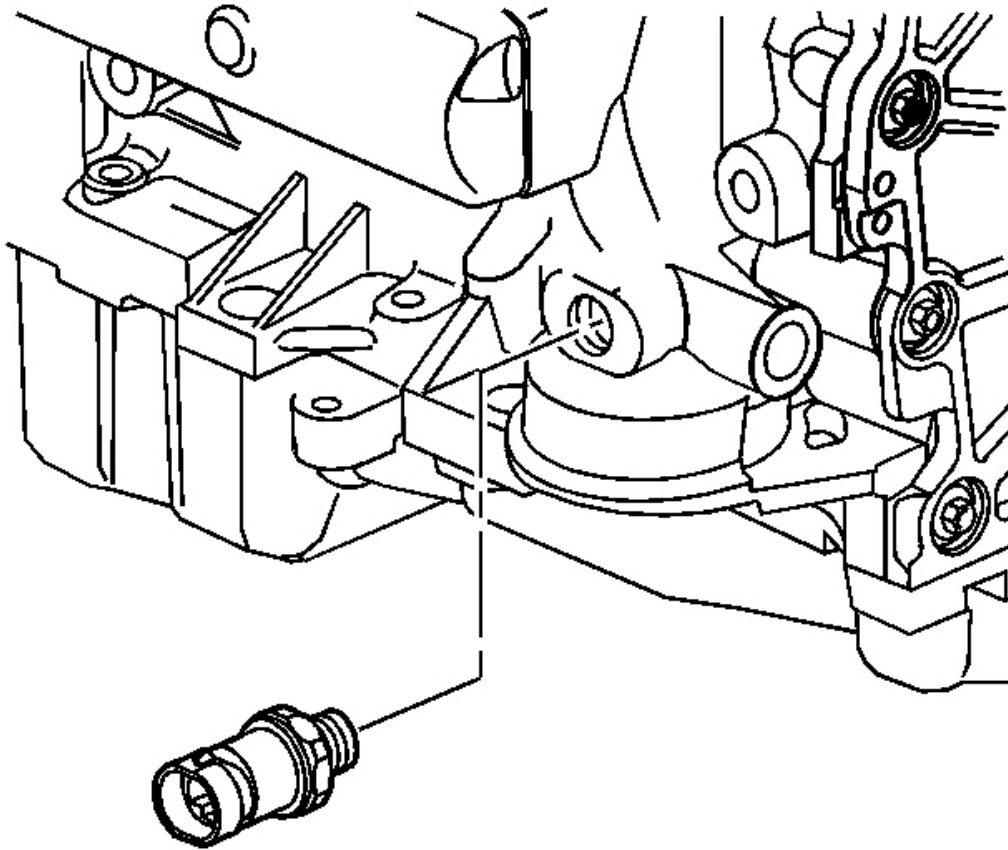


Fig. 381: View Of Oil Pressure Switch
Courtesy of GENERAL MOTORS CORP.

7. Remove the oil pressure switch.

ENGINE BLOCK CLEANING AND INSPECTION

Tools Required

- **J 8001** Dial Indicator Set
- **J 8087** Cylinder Bore Gage. See **Special Tools**.
- **J 45059** Angle Meter. See **Special Tools**.

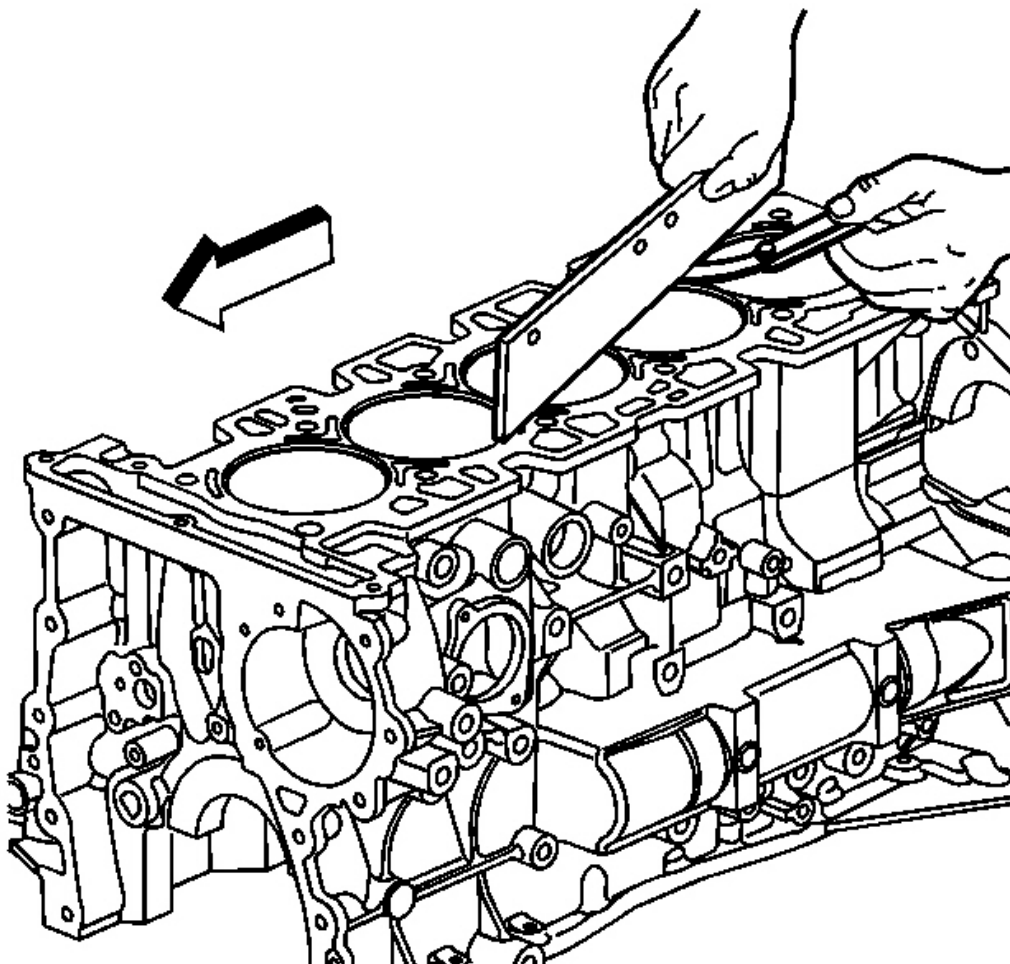


Fig. 382: Checking Deck Surface For Flatness
Courtesy of GENERAL MOTORS CORP.

1. Clean the sealing material from all gasket mating surfaces.
2. Clean the engine block with a cleaning solution.
3. Flush the engine block with clean water.
4. Clean the oil passages.
5. Coat the cylinder bores and the machined surfaces with engine oil.
6. Inspect the threaded holes. Clean the holes with a tap, if needed.
7. Use a straight edge and a feeler gage to check the deck surface for flatness. Carefully

remove any minor irregularities. Replace the block if there is more than 0.08 mm (0.003 in) gap.

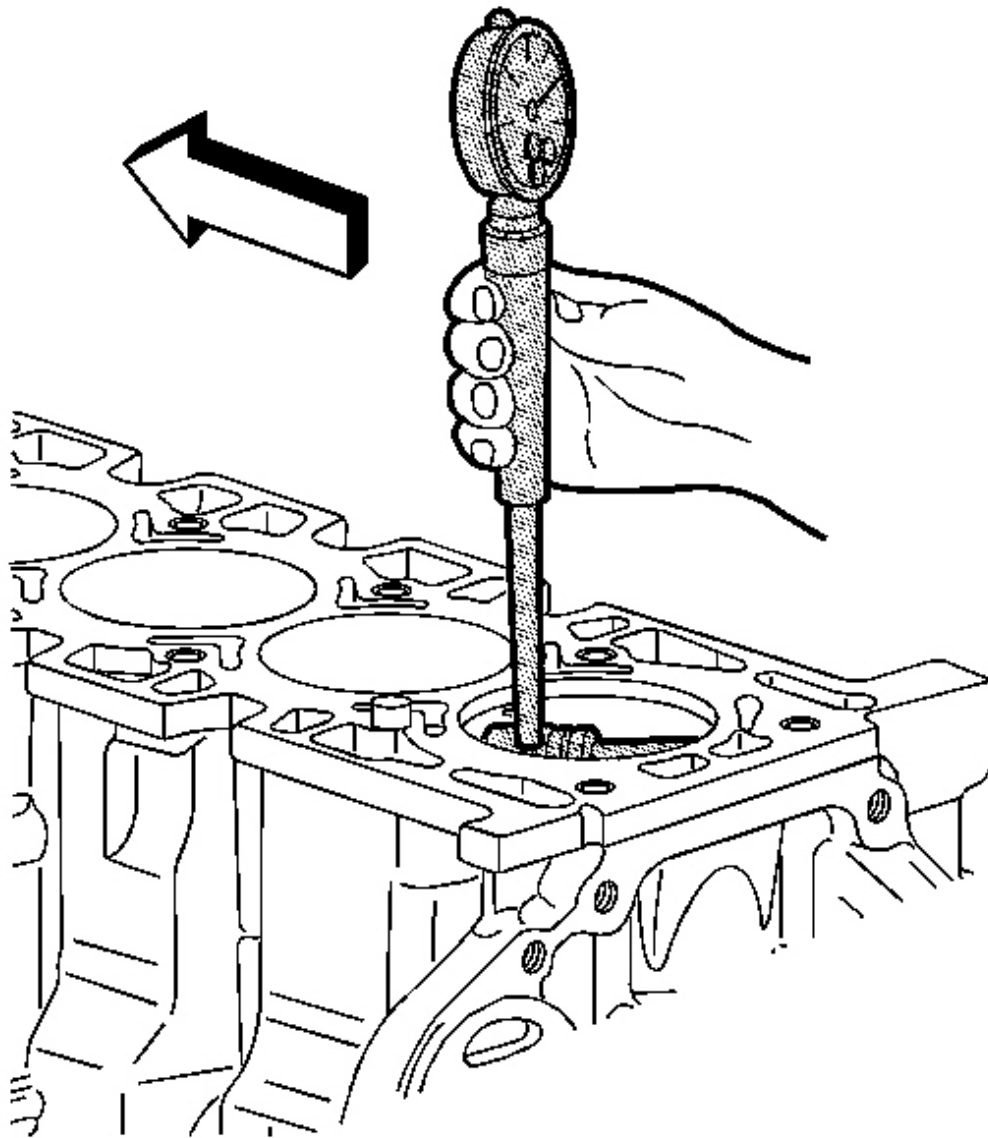


Fig. 383: Measuring Cylinder Bores With J 8087
Courtesy of GENERAL MOTORS CORP.

8. Inspect the cylinder bores. Use **J 8087** to measure the cylinder bore. See **Special Tools**.
Inspect the bores for the following conditions:
 - Wear
 - Taper
 - Runout
 - Ridging
9. Replace the cylinder sleeve if the bore is out of specification.

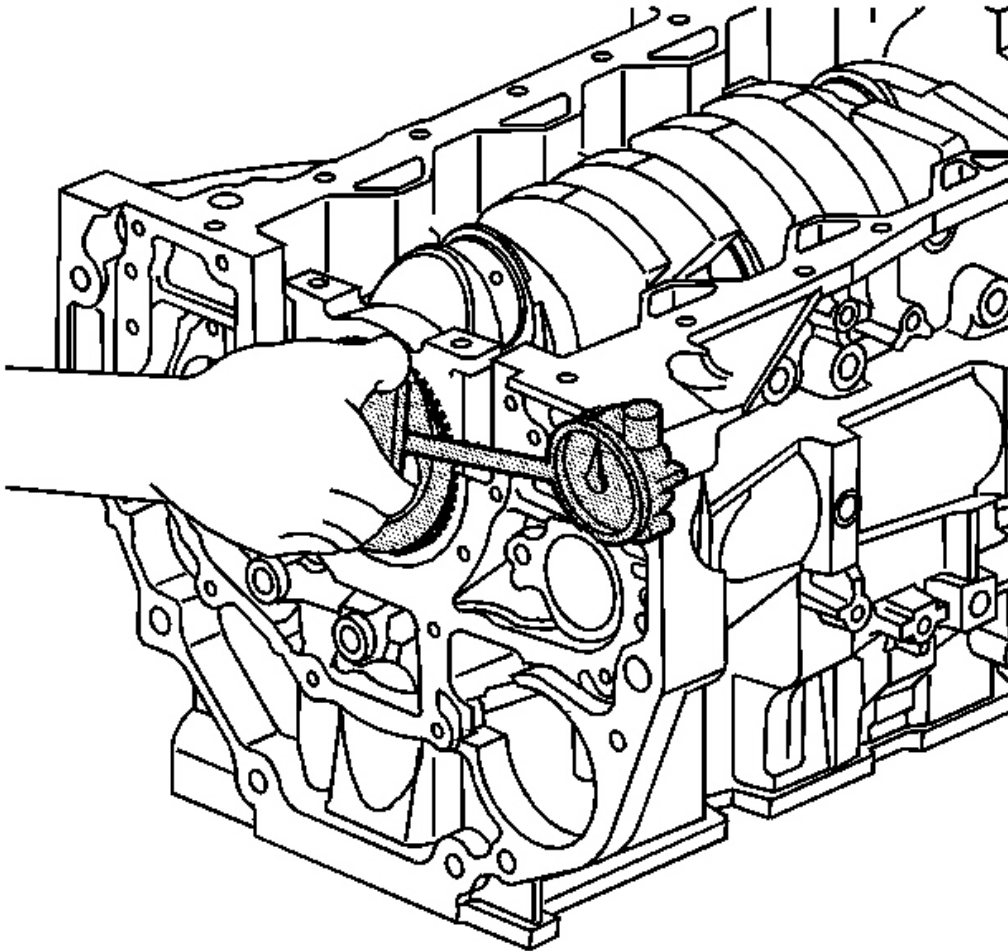


Fig. 384: Measuring Engine Block Flange Runout
Courtesy of GENERAL MOTORS CORP.

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10. Inspect the oil pan rail for nicks. Use a flat file to remove an nicks.
11. Inspect the front cover attaching area for nicks. Use a flat file to remove any nicks.
12. Inspect the mating surfaces of the transmission case.
13. Use the following procedure to measure the engine block flange runout at the mounting bolt hole bosses:
 1. Temporarily install the crankshaft. Measure the crankshaft flange runout.
 2. Hold a gage plate flat against the crankshaft flange.
 3. Place **J 8001** (dial indicator stem) on the transmission mounting bolt hole boss. Set the indicator to zero.
 4. Record the readings obtained from all of the bolt hole bosses. The measurements should not vary more than 0.25 mm (0.010 in).
 5. Recheck the crankshaft flange runout if the readings vary more than 0.25 mm (0.010 in). If the crankshaft flange runout is within the specification, replace the engine block.

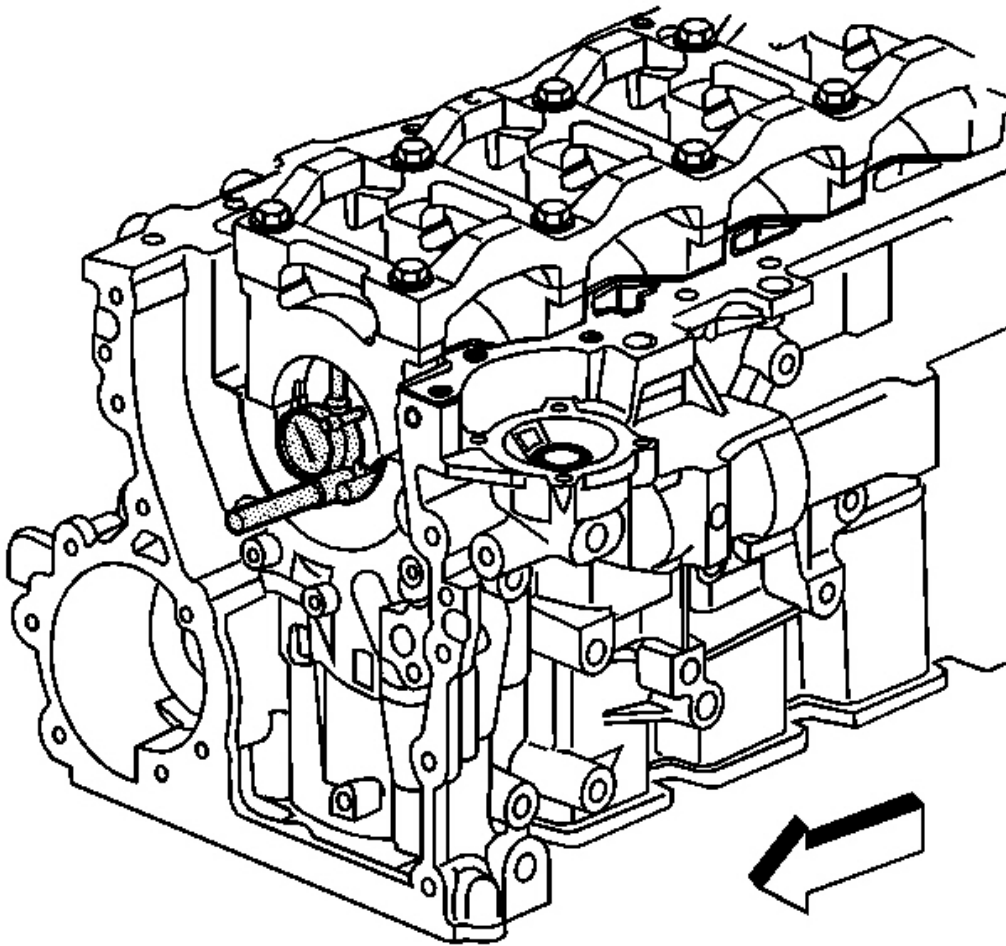


Fig. 385: Measuring Bearing Bore Concentricity & Alignment
Courtesy of GENERAL MOTORS CORP.

14. Remove the crankshaft.

NOTE: Refer to Fastener Notice in Cautions and Notices.

15. Re-install the crankshaft bearing caps, stiffener, and bolts.

Tighten:

1. Tighten the crankshaft bearing cap bolts to 25 N.m (18 lb ft).

2. Use **J 45059** to tighten the crankshaft bearing cap bolts an additional 180 degrees. See **Special Tools**.

IMPORTANT: Perform the following inspections, and reconditioning (if necessary), with the crankshaft main bearing caps installed and tightened to specification.

16. Inspect the crankshaft main bearing bores. Use **J 8087** to measure the bearing bore concentricity and alignment. See **Special Tools**.
17. Remove the crankshaft main bearing cap stiffener and main bearing caps with bearings.

CYLINDER HONING

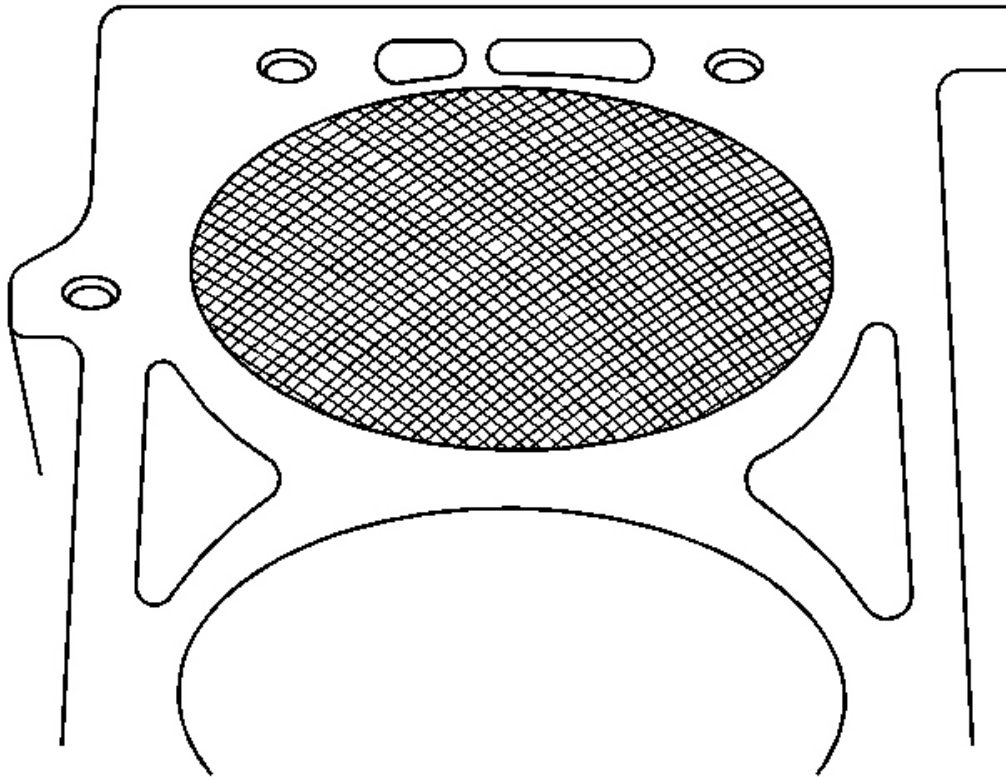


Fig. 386: Identifying Cylinder Bore Cross Hatch Pattern
Courtesy of GENERAL MOTORS CORP.

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.

CRANKSHAFT AND BEARINGS CLEANING AND INSPECTION

Tools Required

- **J 8087** Cylinder Bore Gauge. See Special Tools.
- **J 45059** Angle Meter. See Special Tools.

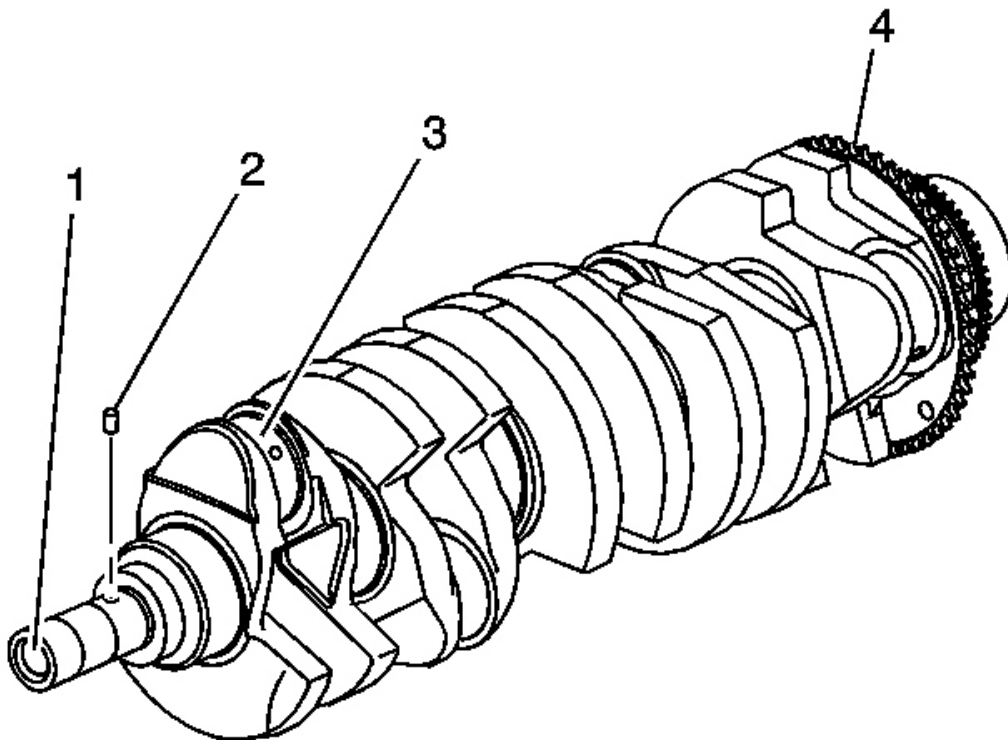


Fig. 387: Inspecting Crankshaft
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Use care when handling the crankshaft. Avoid damage to the

reluctor wheel and crankshaft bearing surfaces.

1. Clean the crankshaft of all elements.
2. Inspect the crankshaft oil passages for obstructions.
3. Inspect the crankshaft for the following conditions:
 - Damaged threads (1)
 - Damaged mounting faces
 - Worn crankshaft pin (2)
 - Wear without any grooves or scratches (3)
 - Grooves or scoring (3)
 - Scratches (3)
 - Pitting or embedded bearing material (3)
 - Overheating - discoloration (3)
 - Damaged teeth (4)

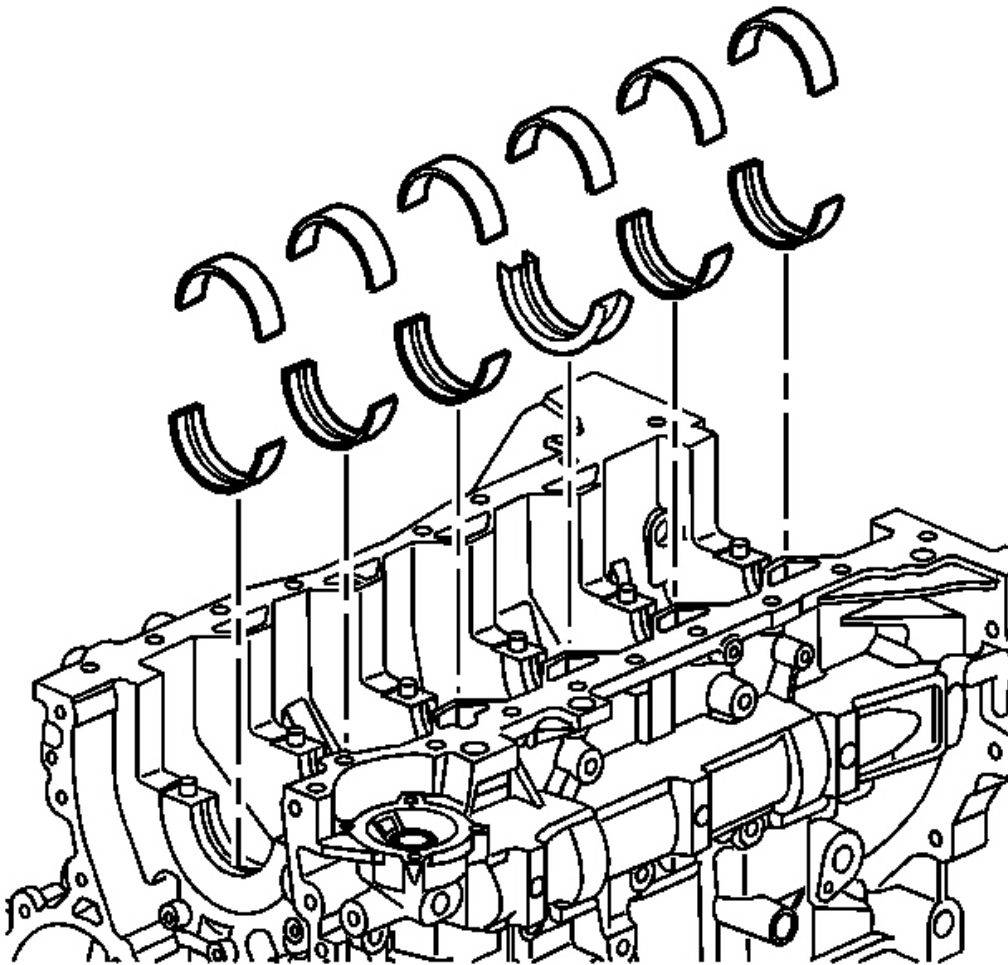


Fig. 388: View Of Crankshaft Bearing Inserts
Courtesy of GENERAL MOTORS CORP.

4. Inspect the corresponding crankshaft bearing inserts for embedded material and determine the source of the material.

IMPORTANT: If cracks, severe gouges or burned spots are found, replace the crankshaft. Remove slight roughness using a fine polishing cloth soaked in clean engine oil. Remove any burrs using a fine oil stone.

5. Inspect the outer surfaces of the crankshaft bearings for the following conditions:
 - Wear - surface wear indicates either movement of the insert or high spots in the surrounding material (spot wear)
 - Overheating or discoloration
 - Looseness or rotation indicated by flattened tangs and wear grooves

IMPORTANT: Note the location of the crankshaft main bearing high spots. If the spots are not in line, the crankshaft is bent. Replace the crankshaft.

6. Inspect the crankshaft main bearings for craters or pockets. Flattened sections on the crankshaft bearing halves also indicate fatigue.
7. Inspect the thrust surfaces of the main thrust bearing for the following conditions:
 - Wear
 - Grooving - Grooves are caused by irregularities of the crankshaft thrust surface.
8. Inspect the crankshaft bearings for excessive scoring or discoloration.
9. Inspect the crankshaft bearings for dirt or imbedded debris.
10. Inspect the crankshaft bearings for improper seating indicated by bright, polished sections.
11. Inspect the crankshaft bearings for uneven side-to-side wear. This may indicate a bent crankshaft or a tapered bearing journal.

IMPORTANT: If crankshaft bearing failure is due to conditions other than normal wear, investigate the cause of the condition. Inspect the crankshaft or connecting rod bearing bores.

12. Inspect the connecting rod bearing bores using the following procedure:
 1. Tighten the connecting rod bearing cap to specification.
 2. Use **J 8087** to measure the bearing bore for taper and out-of-round. See **Special Tools**. Record the readings.
 3. No taper or out-of-round should exist.

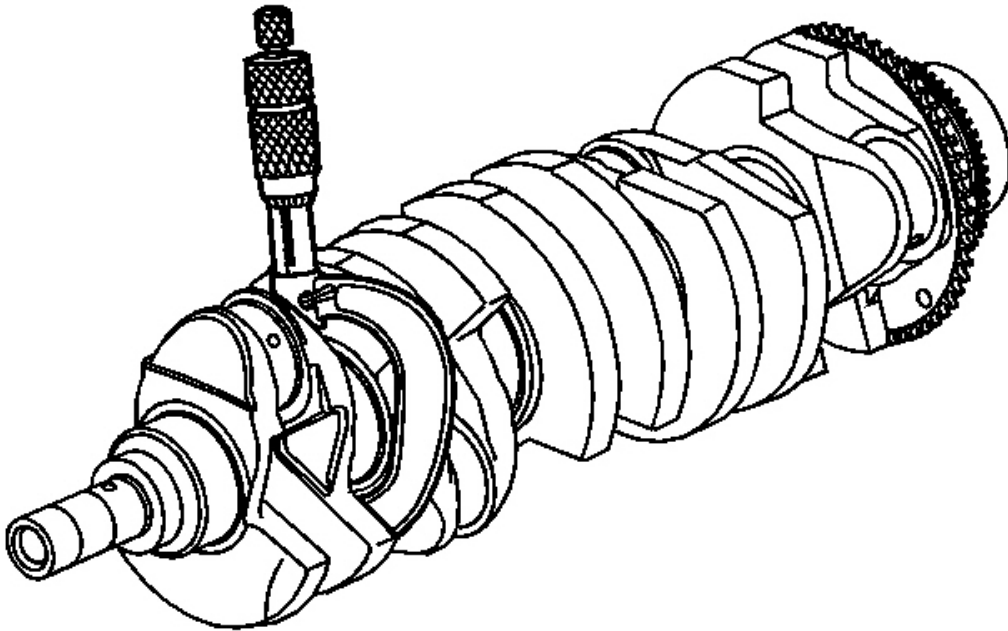


Fig. 389: Measuring Crankshaft Bearing Journal
Courtesy of GENERAL MOTORS CORP.

13. Measure the crankshaft bearing journal diameter with a micrometer in several places, 90 degrees apart. Average the measurements.

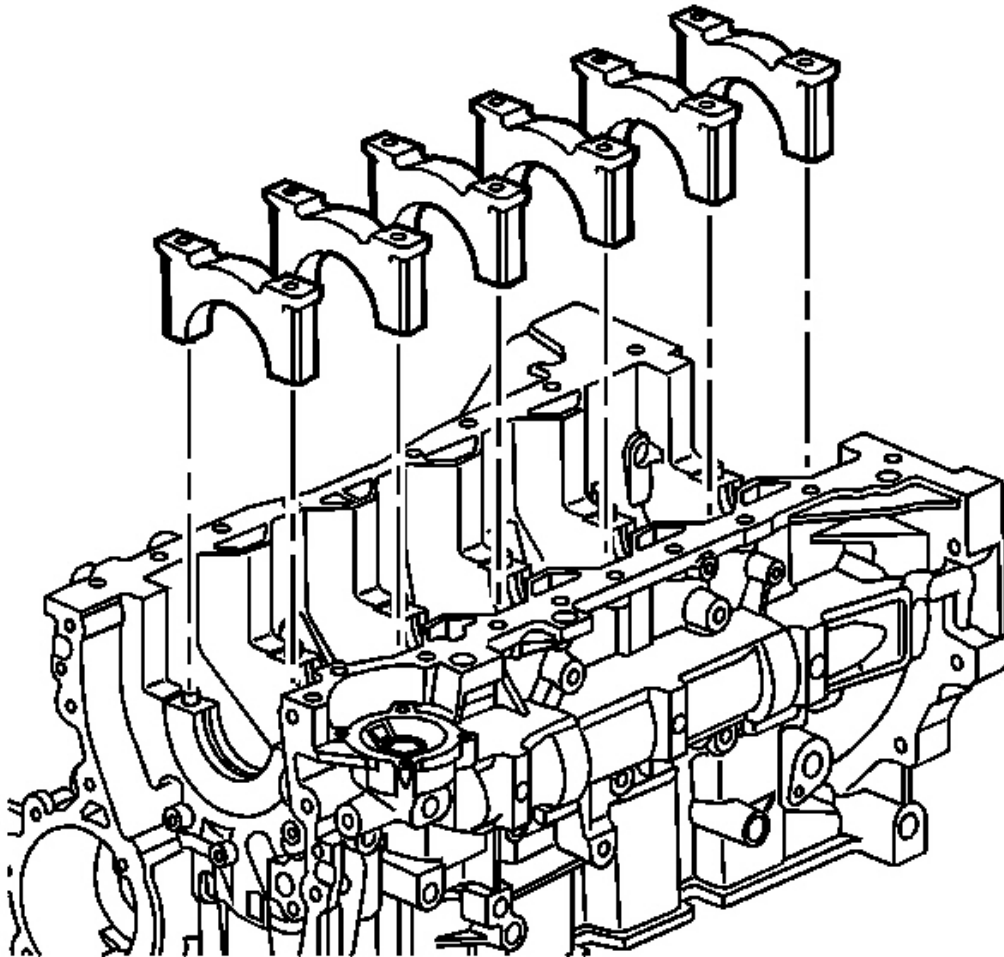


Fig. 390: View Of Crankshaft Bearing Caps
Courtesy of GENERAL MOTORS CORP.

14. Measure the crankshaft bearing journal taper and runout.
15. Install the crankshaft bearing caps.
16. Install the crankshaft main bearing cap stiffener.

NOTE: Refer to Fastener Notice in Cautions and Notices.

17. Install the crankshaft bearing cap bolts.

Tighten:

1. Tighten the crankshaft bearing cap bolts to 25 N.m (18 lb ft).
 2. Use **J 45059** to tighten the crankshaft bearing cap bolts an additional 180 degrees. See **Special Tools**.
-
18. Measure the crankshaft main bearing inside diameter with an inside micrometer.
 19. Measure the connecting rod inside diameter in the same direction as the length of the rod with an inside micrometer.
 20. If the specified clearances cannot be met, the crankshaft, connecting rods, or block may need to be replaced.

CRANKSHAFT BALANCER CLEANING AND INSPECTION

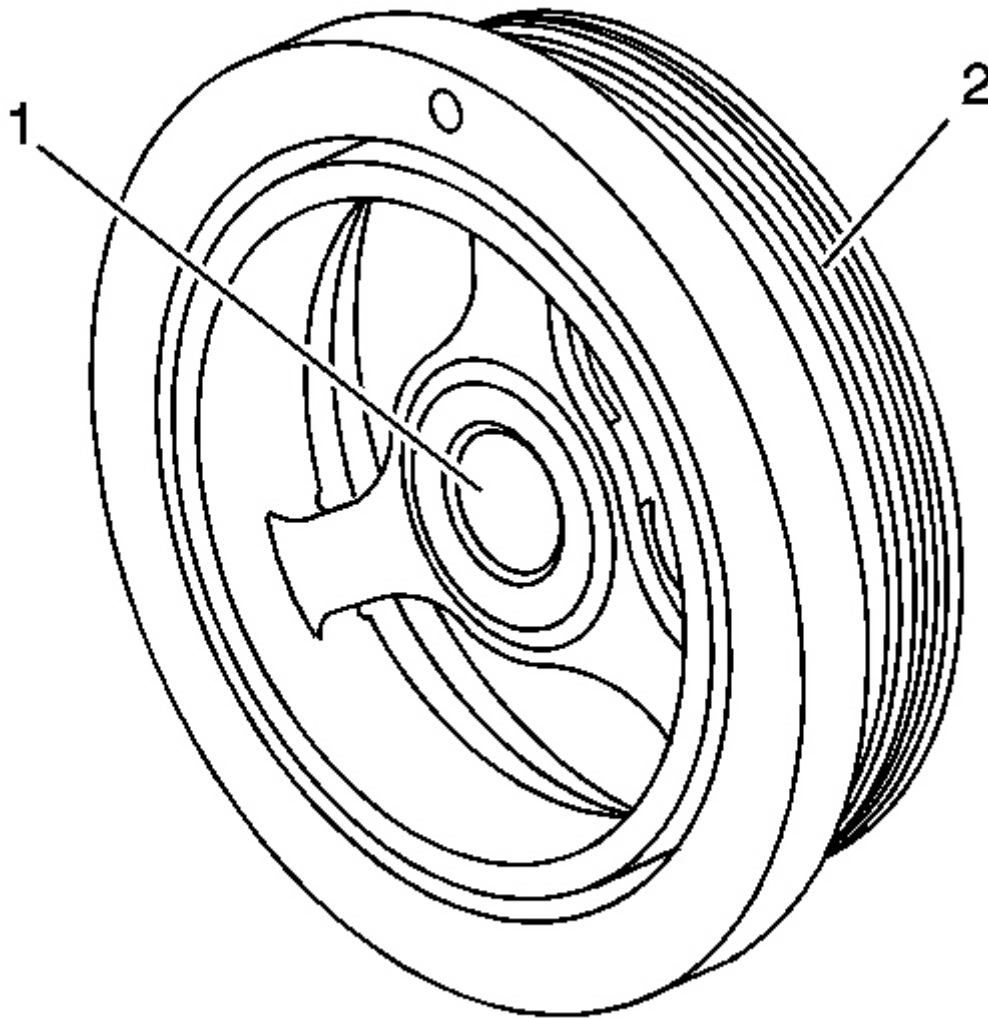


Fig. 391: View Of Crankshaft Balancer Sealing Area & Belt Ribs
Courtesy of GENERAL MOTORS CORP.

1. Inspect the crankshaft balancer sealing area for grooves, nicks, or burs (1).
2. Inspect the crankshaft balancer belt ribs for dents or damage (2).
3. Replace the crankshaft balancer if damage is present.

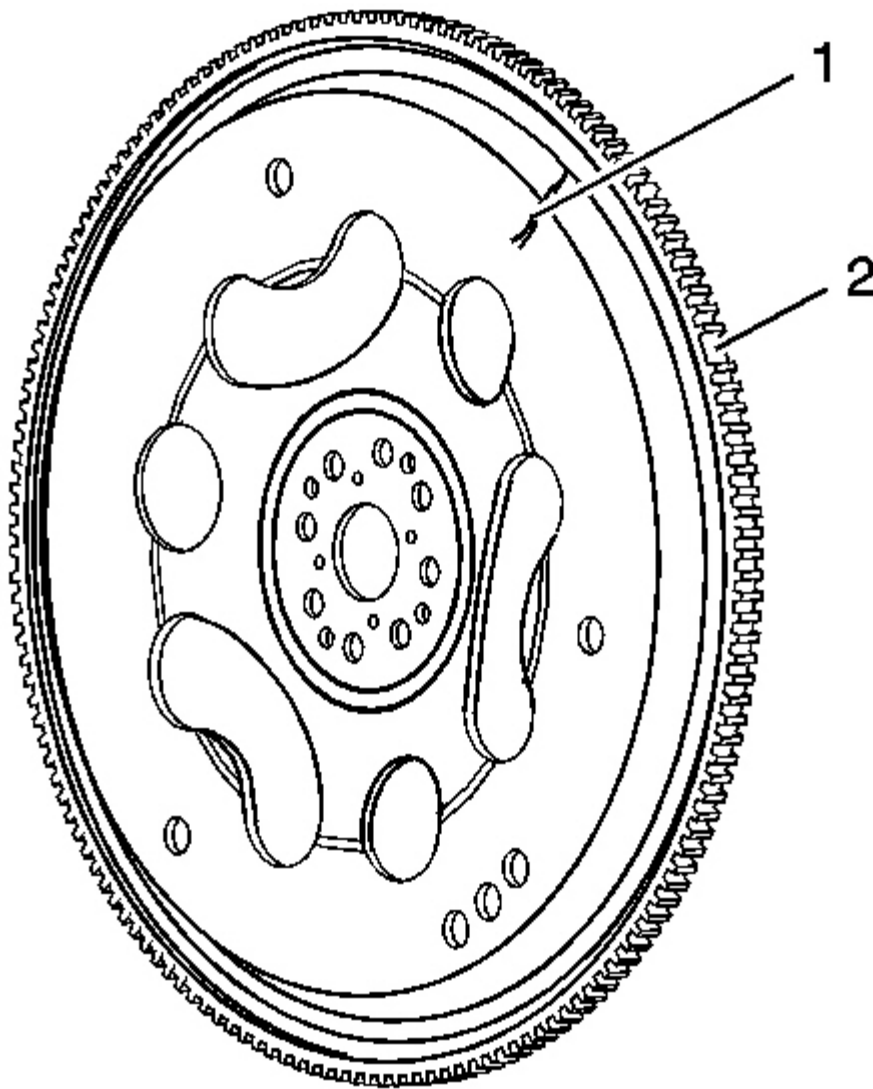


Fig. 392: Inspecting Engine Flywheel For Damage - Automatic Transmission
Courtesy of GENERAL MOTORS CORP.

1. Inspect the engine flywheel for cracks (1).
2. Inspect the engine flywheel teeth for damage (2).
3. Replace the engine flywheel if damage is present.

ENGINE FLYWHEEL CLEANING AND INSPECTION (MANUAL TRANSMISSION)

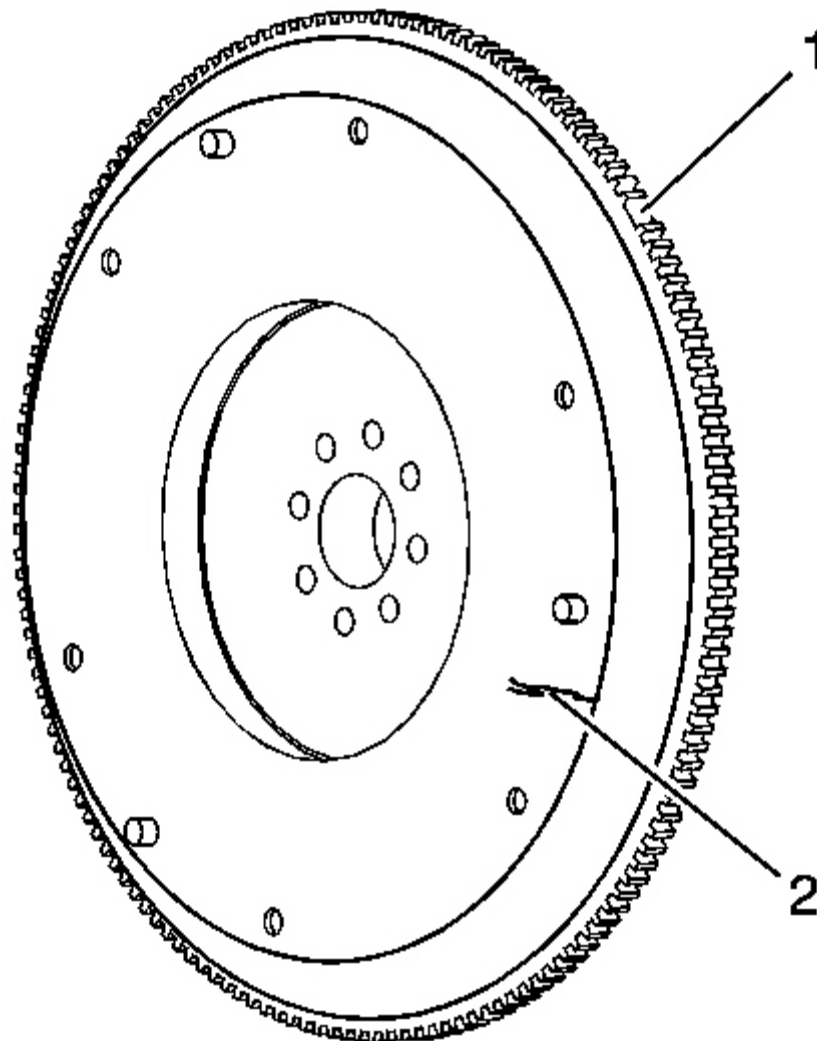


Fig. 393: Inspecting Engine Flywheel For Damage - Manual Transmission
Courtesy of GENERAL MOTORS CORP.

1. Inspect the engine flywheel for damaged teeth (1).
2. Inspect the engine flywheel for cracks, hot spots, or any surface damage (2).
3. Replace the engine flywheel if damage is present.

PISTON AND CONNECTING ROD DISASSEMBLE

Tools Required

J 43654 Piston Pin Retainer Remover/Installer. See Special Tools.

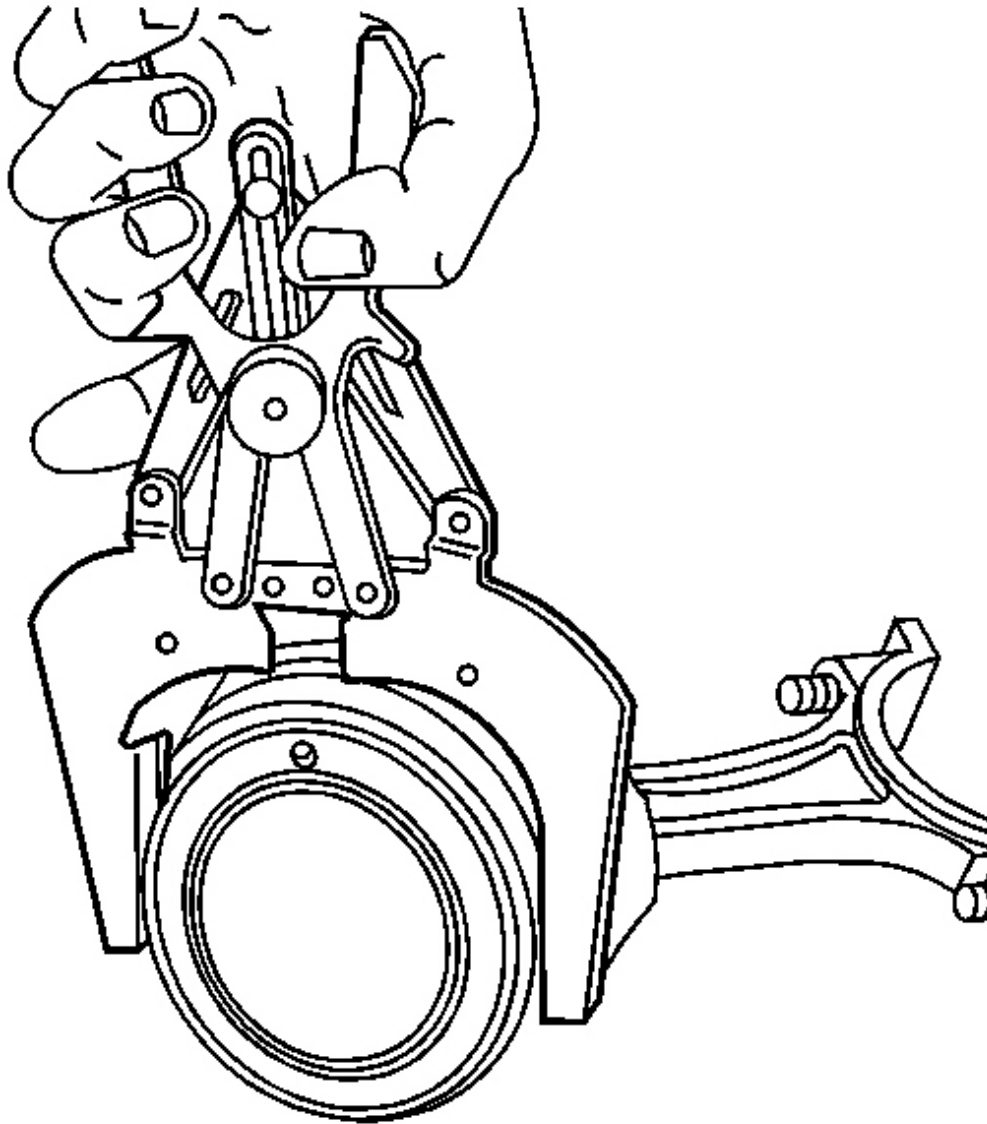


Fig. 394: View Of Piston Rings & Piston Expander

Courtesy of GENERAL MOTORS CORP.

CAUTION: Handle the piston carefully. Worn piston rings are sharp and may cause bodily injury.

IMPORTANT: Do not reuse the piston rings.

1. Remove the piston rings using a piston ring expander.

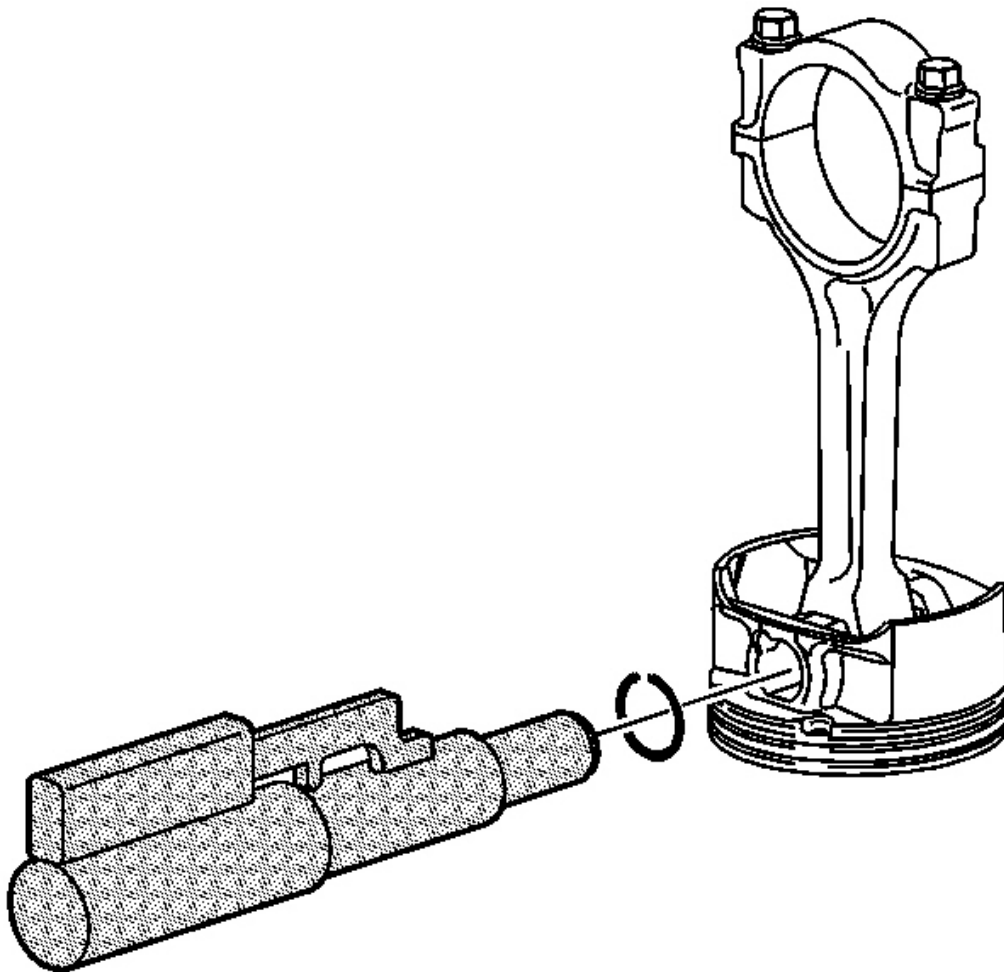


Fig. 395: View Of Piston Pin Retaining Clips
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Two retainers hold the piston pins in place. Reuse the retainers if they are not damaged during removal.

2. Remove the piston pin retainers.

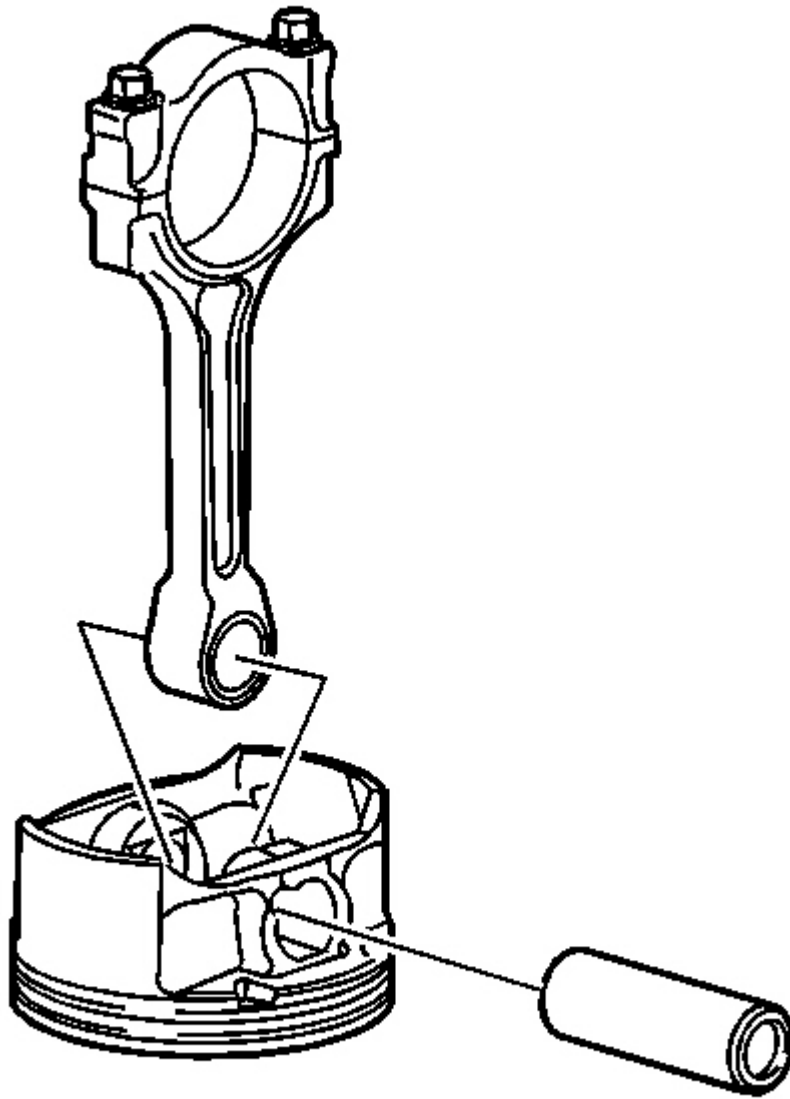


Fig. 396: View Of Piston Pin & Connecting Rod
Courtesy of GENERAL MOTORS CORP.

3. Remove the piston pin.

PISTON, CONNECTING ROD, AND BEARINGS CLEANING AND INSPECTION

Tools Required

J 8087 Cylinder Bore Gage. See Special Tools.

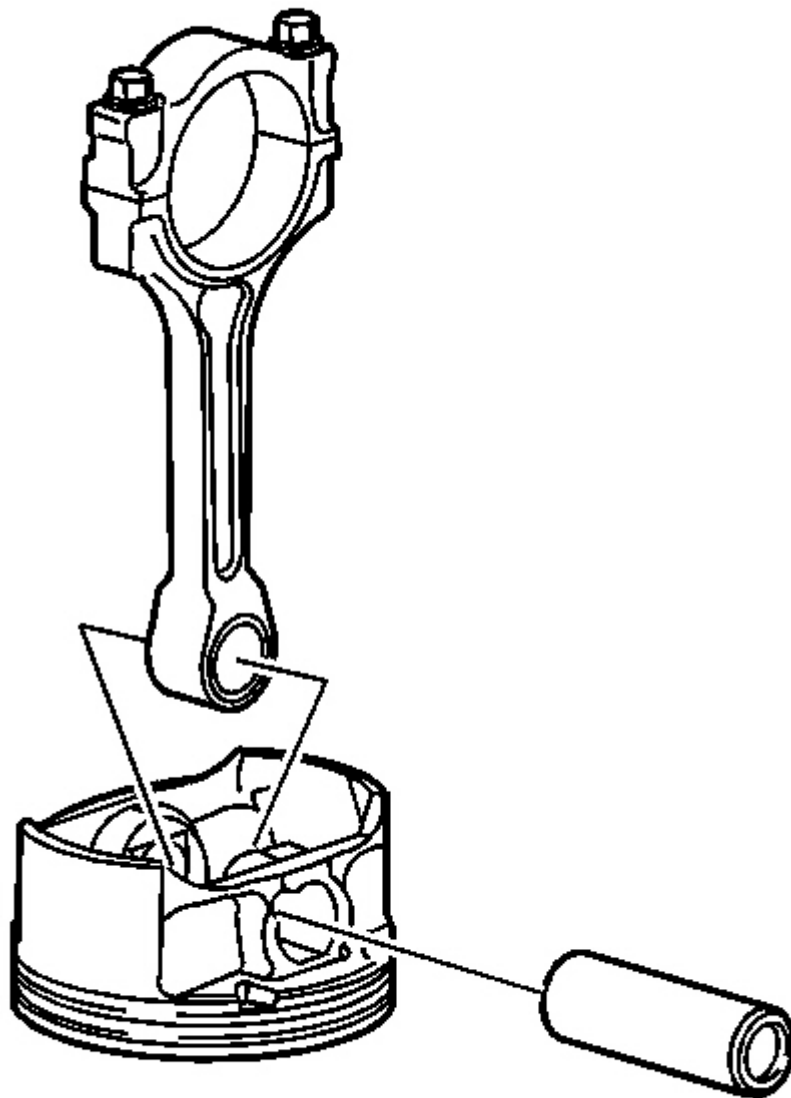


Fig. 397: View Of Piston Pin & Connecting Rod
Courtesy of GENERAL MOTORS CORP.

1. Clean and soak the following components in a carburetor cleaning solution to remove carbon, sludge, and varnish:
 - Piston
 - Piston pin
 - Connecting rod

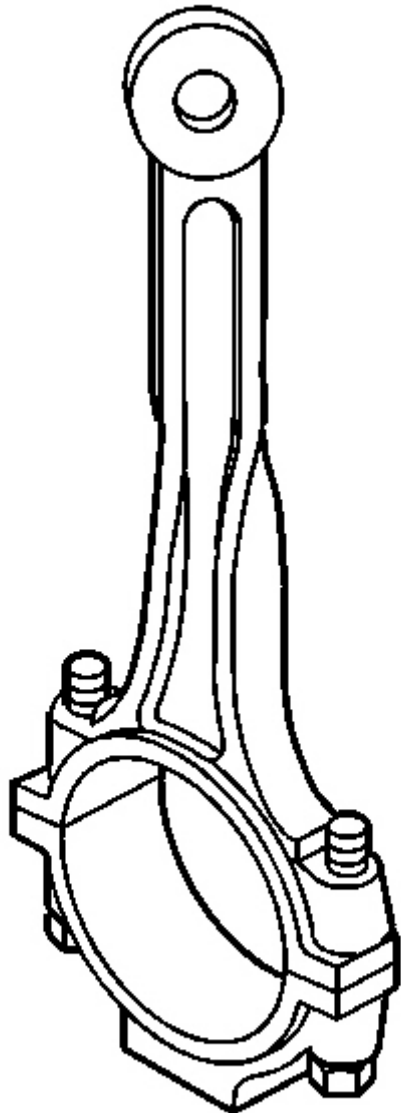


Fig. 398: Identifying Twisted Connecting Rod
Courtesy of GENERAL MOTORS CORP.

2. Install the connecting rod cap.
3. Place the connecting rod assembly on a checking fixture.
4. Inspect the connecting rod assembly for bending or twisting.

5. Replace any bent or twisted connecting rods.
6. If the connecting rod large bore contains minor scratches or abrasions, clean the bore in a circular direction with light emery paper. DO NOT scrape the connecting rod or cap.
7. Measure the piston pin to connecting rod bore using the following procedure:
 - Using an outside micrometer, take two measurements of the piston pin in the area of the connecting rod contact.
 - Using an inside micrometer, measure the connecting rod piston pin bore.
 - Subtract the piston pin diameter from the piston pin bore diameter.
 - The clearance should not be more than 0.018 mm (0.0007 in).
8. If there is excessive clearance, replace the piston pin.
9. If there is still excessive clearance, replace the connecting rod.
10. If there is evidence of pin bore or pin scoring, replace the rod and pin assembly.

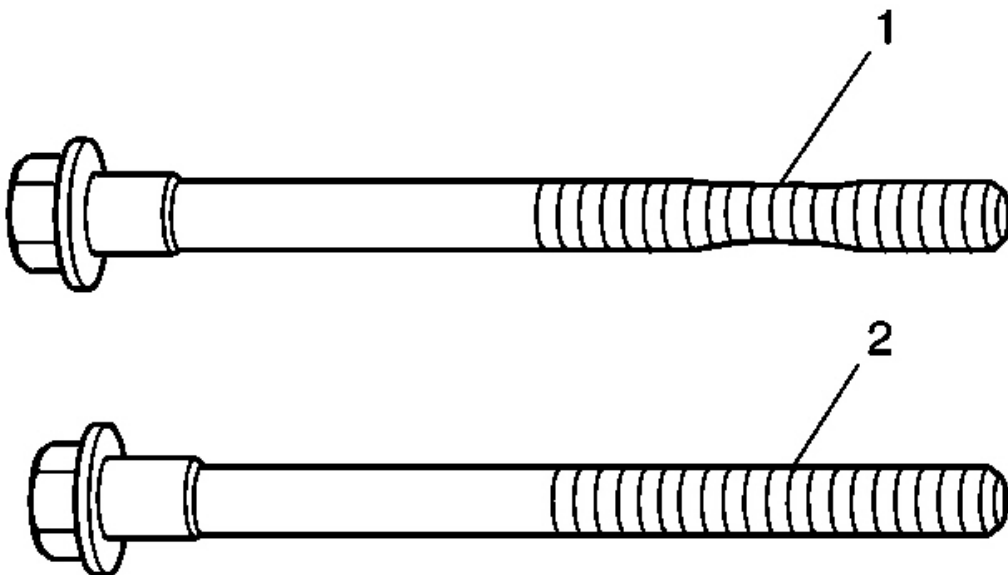


Fig. 399: Inspecting Connecting Rod Cap Bolts
Courtesy of GENERAL MOTORS CORP.

11. Inspect the connecting rod bearings for the following conditions:
 - Craters or pockets

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- Flattened sections
 - Excessive scoring or discoloration.
 - Imbedded debris
 - bright, polished sections
12. Inspect the inside of the connecting rod bearing and outside diameter of the connecting rod bearing journal for wear. This indicates high spots.
 13. Inspect the connecting rod bearing bore for taper and out-of-round.
 14. Inspect the connecting rod bolts for stretching (compare to new or known good bolt). (1) is a stretched bolt, (2) is a new or good bolt.
 15. Clean the piston skirts and the pins with a cleaning solvent. DO NOT wire brush any part of the piston.
 16. Clean the piston ring grooves. Ensure that the oil ring holes and slots are clean.
 17. Inspect the pistons for the following conditions:
 - Cracked ring lands, skirts, or pin bosses
 - Ring grooves for nicks, burrs that may cause binding
 - Warped or worn ring lands
 - Eroded areas at the top of the piston
 - Scuffed or damaged skirts
 - Worn piston pin bores
 18. Replace pistons that show any signs or damage or excessive wear.

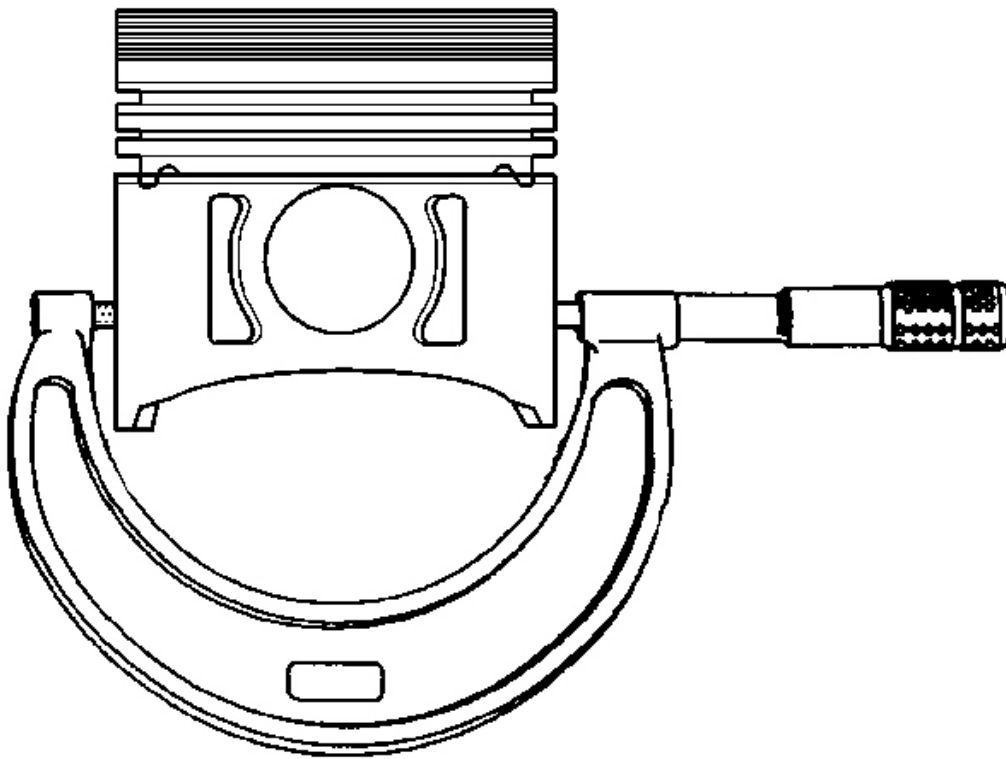


Fig. 400: Measuring Piston Diameter
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: When fitting pistons, consider both the piston and the cylinder bore conditions together. Production and service pistons have the same nominal weight and may be intermixed without affecting engine balance. If necessary, used pistons may be fitted selectively to any cylinder of the engine, providing the pistons are in good condition and the same weight. Do not cut oversize pistons down or the engine balance may be affected. Finish hone when selecting the piston.

19. Measure the piston diameter for size with a micrometer or caliper at a right angle to the pin center line, across the skirts, 38 mm (1.50 in) from the top of the piston.

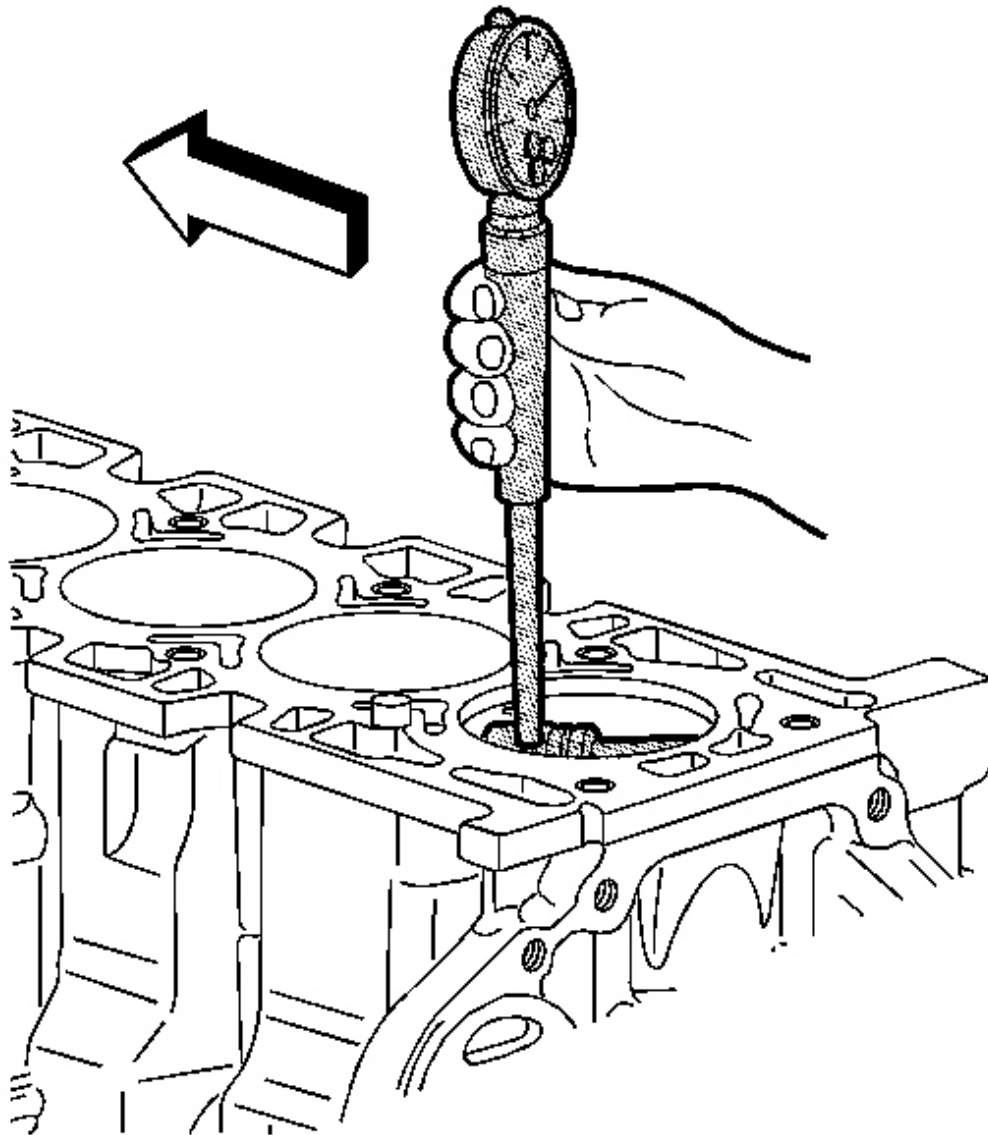


Fig. 401: Measuring Cylinder Bores With J 8087
Courtesy of GENERAL MOTORS CORP.

20. Replace the piston if worn beyond specifications or if damaged.
21. Use **J 8087** to measure the cylinder bore. See **Special Tools**.

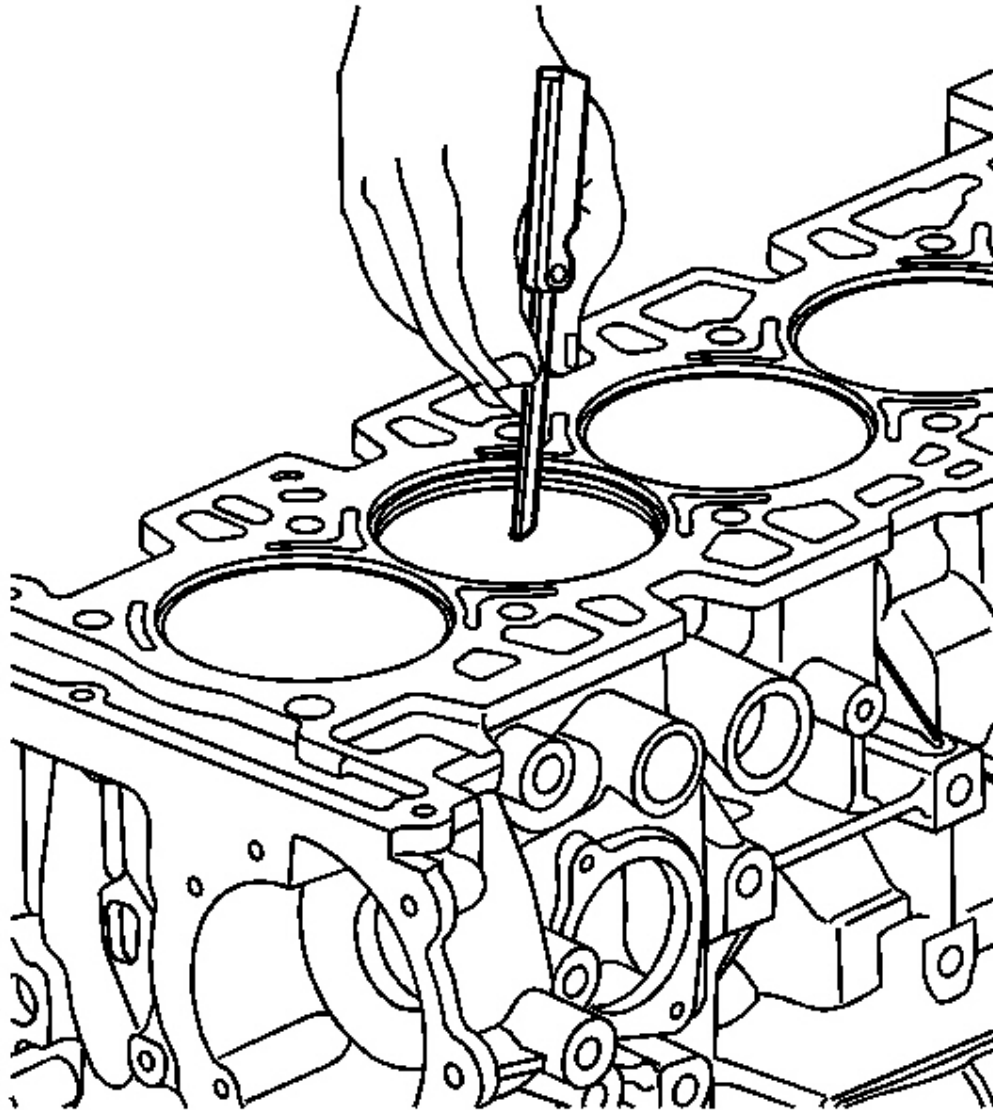


Fig. 402: Honing Cylinder Bore
Courtesy of GENERAL MOTORS CORP.

22. Hone to size if necessary. Use the following procedure to hone the cylinder bore to the correct size.
 1. Select a piston.
 2. Hone the cylinder bore to obtain the recommended clearance.

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3. Clean the piston and cylinder bore with soap and water. Dry the cylinder bore and piston. Lubricate the cylinder bore with clean engine oil.
23. Use the following procedure to measure the piston-to-cylinder bore clearance.
 1. Subtract the piston diameter from the cylinder bore diameter to determine the piston-to-bore clearance.
 2. Compare the piston-to-bore clearance using the specifications to determine if the clearance is in the acceptable range.
 3. If the used piston is not acceptable, a new service piston may be selected.
24. When a piston has been selected, mark the piston to identify the cylinder for which the piston was fitted.
25. Select a set of new piston rings.
26. Install each ring, one at a time, into the corresponding cylinder.
27. Install the piston for that cylinder, upside down (top of piston pushing on the ring) and push the ring to approximately 25 mm (1 in) down from the deck surface.
28. Remove the piston.
29. Measure the ring end gap with a feeler gage.

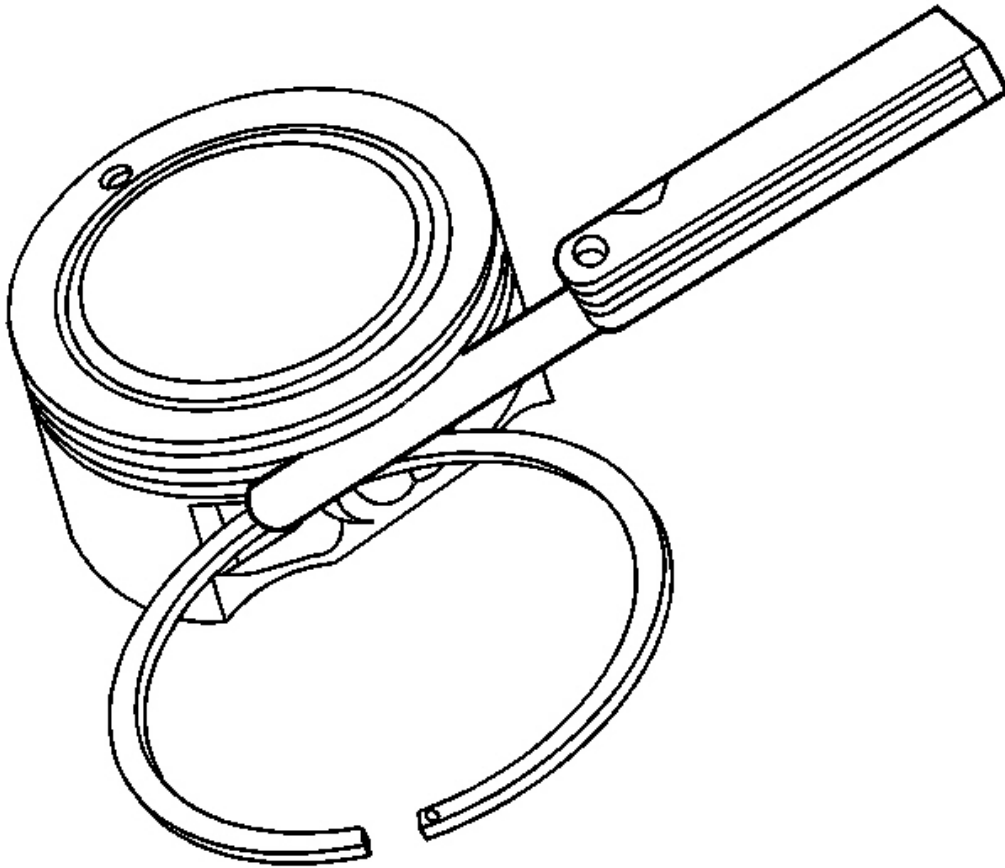


Fig. 403: Measuring Piston Ring Gap
Courtesy of GENERAL MOTORS CORP.

30. If the ring gap is not within the specification range, replace the rings.
31. Measure the piston ring side clearance - compression rings.

NOTE: The piston ring groove must only be cleaned with a ring groove cleaning tool. Proper engine performance and durability depends on the straightness and smoothness of the ring groove. Cleaning the piston ring groove with an improper tool can damage the piston ring groove and effect the performance and durability of the engine.

32. Use the following procedure to measure the compression ring side clearance.
1. Roll the piston ring around the groove.
 2. Measure the side clearance with a feeler gage.
 3. If the ring is too tight, inspect the piston ring groove for nicks, burrs, or damage. Use emery cloth to remove any minor burrs.
 4. If the ring side clearance is greater than the specification, replace the piston.

CYLINDER SLEEVE REMOVAL

Tools Required

EN-45680-400 Cylinder Sleeve Removal and Installation Kit. See **Special Tools**.

NOTE: Do not chill or heat the cylinder bore sleeve or the cylinder block when removing or installing a new cylinder bore sleeve. Chilling or heating the cylinder bore sleeve or the cylinder block will cause engine damage and will not aid the removal or installation of the new cylinder bore sleeve.

NOTE: Do not damage the crankshaft connecting rod journals or reluctor ring or engine damage will occur.

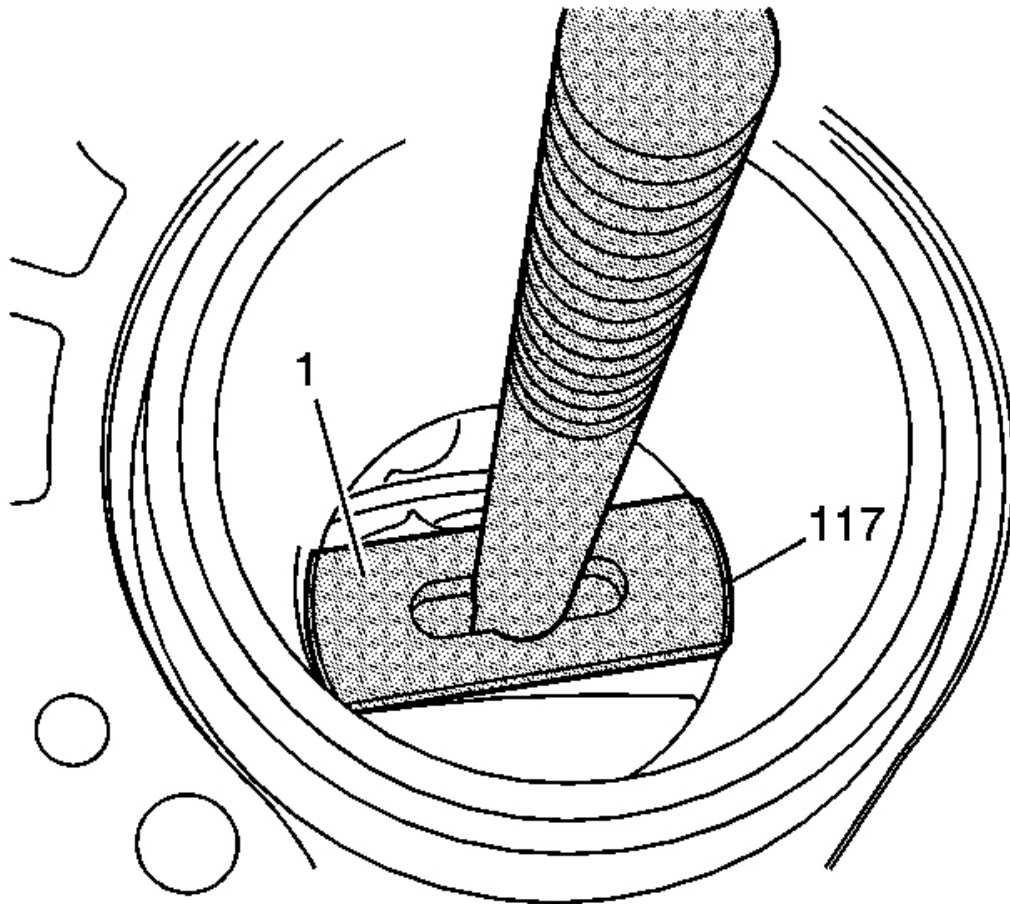


Fig. 404: View Of Cylinder Bore Liner Puller
Courtesy of GENERAL MOTORS CORP.

1. If the crankshaft is still installed, rotate the crankshaft so that the counterweight is to the right side and the connecting rod journal is to the left side and not in alignment with the cylinder bore.
2. Install the cylinder bore sleeve puller EN 45680-402 (1) which is part of **EN-45680-400** , through the cylinder bore. See **Special Tools**.

NOTE: **Ensure that the shoe is flat against the bottom of the cylinder bore sleeve or damage to the cylinder bore sleeve puller will occur.**

3. Align the shoe (1) of the cylinder bore sleeve puller EN 45680-402 to the bottom of the cylinder bore sleeve (117).

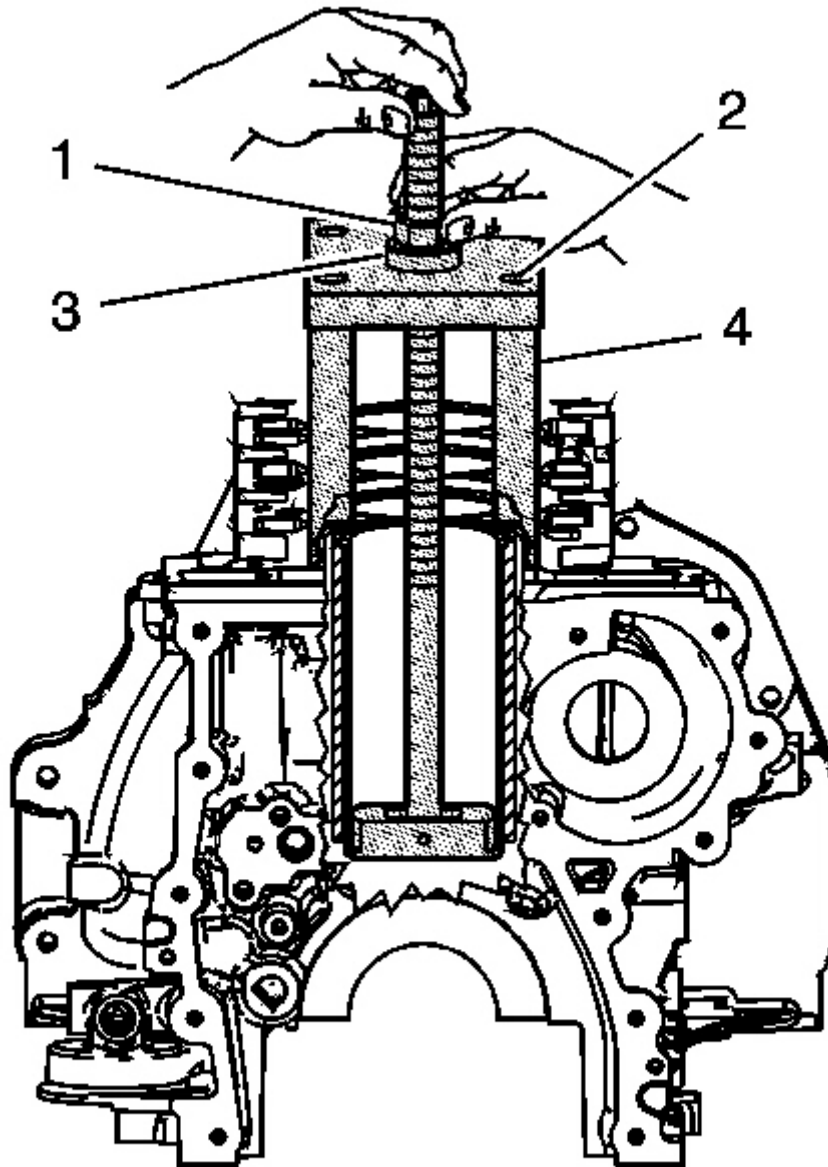


Fig. 405: Threaded Shaft
Courtesy of GENERAL MOTORS CORP.

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4. Hold the threaded shaft of the cylinder bore sleeve puller EN 45680-402 upward in order to retain the shoe alignment to the bottom of the cylinder bore sleeve.
5. Install the fixture EN 456850-401 (4) onto the threaded shaft of the cylinder bore sleeve puller EN 456850-402 and the engine block.
6. Install the bearing (3) and the nut (1).
7. Tighten the nut (1) to the bearing (3).

NOTE: Refer to Fastener Notice in Cautions and Notices.

IMPORTANT: Use four old cylinder head bolts for the attaching bolts.

8. Install and tighten the 4 attaching bolts (2) into the cylinder head bolt holes of the block.

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

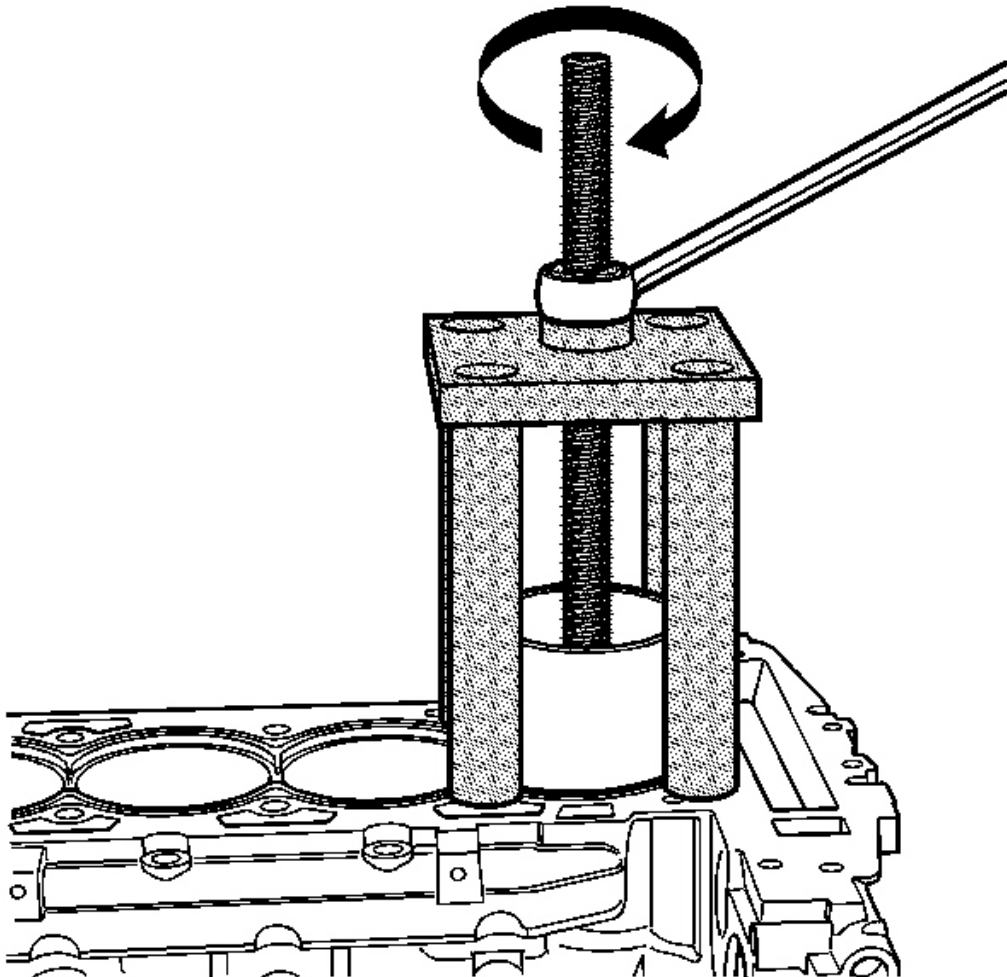


Fig. 406: Removing Cylinder Bore Sleeve By Rotating Nut
Courtesy of GENERAL MOTORS CORP.

9. Rotate the nut clockwise in order to remove the cylinder bore sleeve.

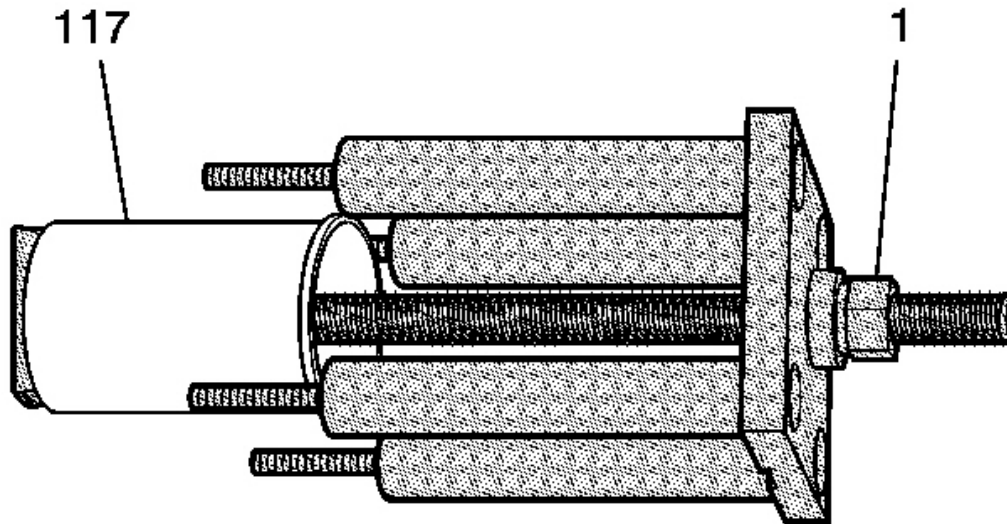


Fig. 407: Removing Cylinder Bore Sleeve
Courtesy of GENERAL MOTORS CORP.

NOTE: Do not damage the cylinder block surface. Damage to the cylinder block surface can cause engine failure.

10. Remove fixture EN 45680-401, cylinder bore sleeve puller EN 45680-402, and the cylinder bore sleeve (117) from the engine block.
11. Loosen the nut (1) in order to remove the cylinder bore sleeve (117).
12. Inspect the cylinder bore in the cylinder block for cracks or damage. If cracked or damaged, replace the cylinder block.
13. Inspect the piston, piston rings, and connecting rod for damage. Refer to **Piston, Connecting Rod, and Bearings Cleaning and Inspection**.

CYLINDER SLEEVE INSTALLATION

Tools Required

EN-45680-400 Cylinder Sleeve Removal and Installation Kit. See **Special Tools**.

NOTE: Do not use assembly aids or lubricants on the cylinder bore

sleeve or the cylinder bore block when installing a new cylinder bore sleeve, or engine damage will occur. These items will not aid in the installation of the new cylinder bore sleeve.

NOTE: Do not chill or heat the cylinder bore sleeve or the cylinder block when removing or installing a new cylinder bore sleeve. Chilling or heating the cylinder bore sleeve or the cylinder block will cause engine damage and will not aid the removal or installation of the new cylinder bore sleeve.

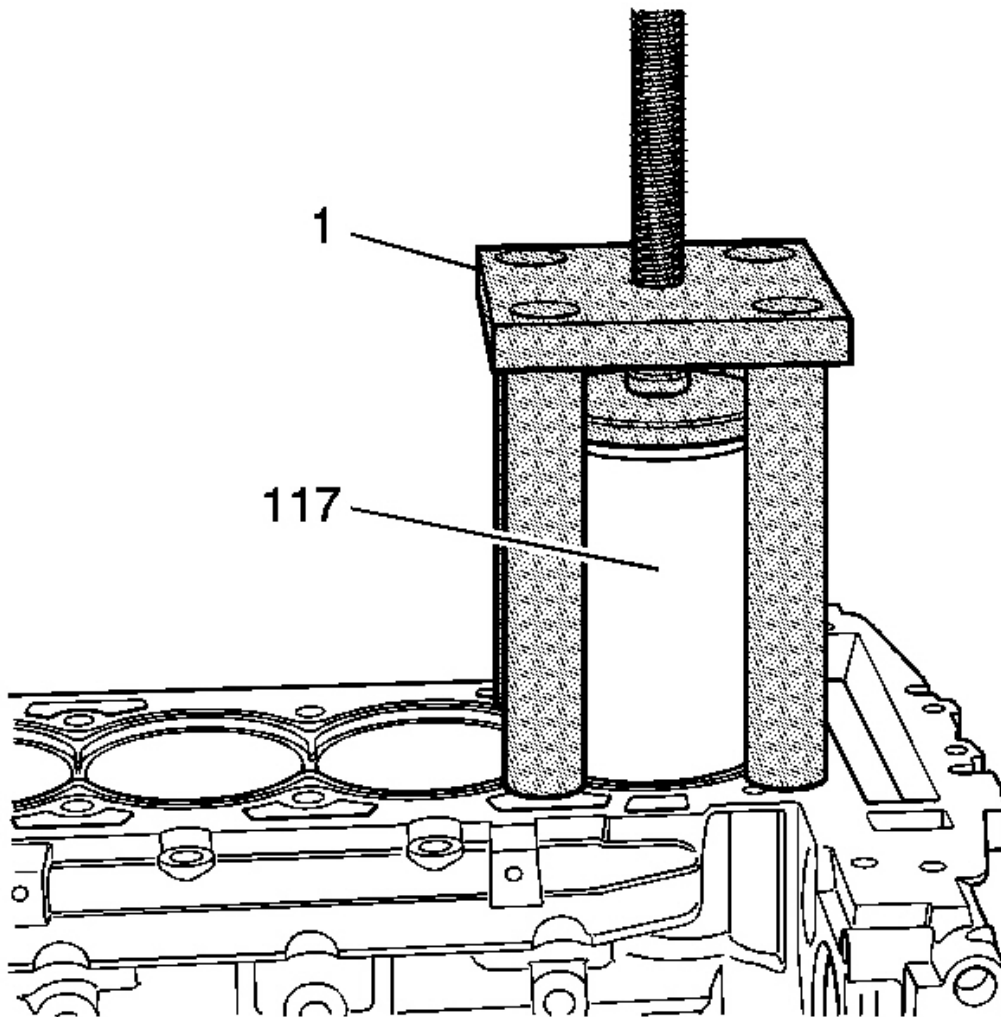


Fig. 408: View Of Cylinder Bore Sleeve Fixture
Courtesy of GENERAL MOTORS CORP.

1. Place the NEW cylinder bore sleeve (117) onto the cylinder block.
2. Install fixture EN 45680-401/cylinder bore sleeve installer EN 45680-403 assembly (1) which is part of **EN-45680-400** , over the cylinder bore sleeve (117) and onto the cylinder block. See **Special Tools**. Do not apply downward pressure to the cylinder bore sleeve (117).

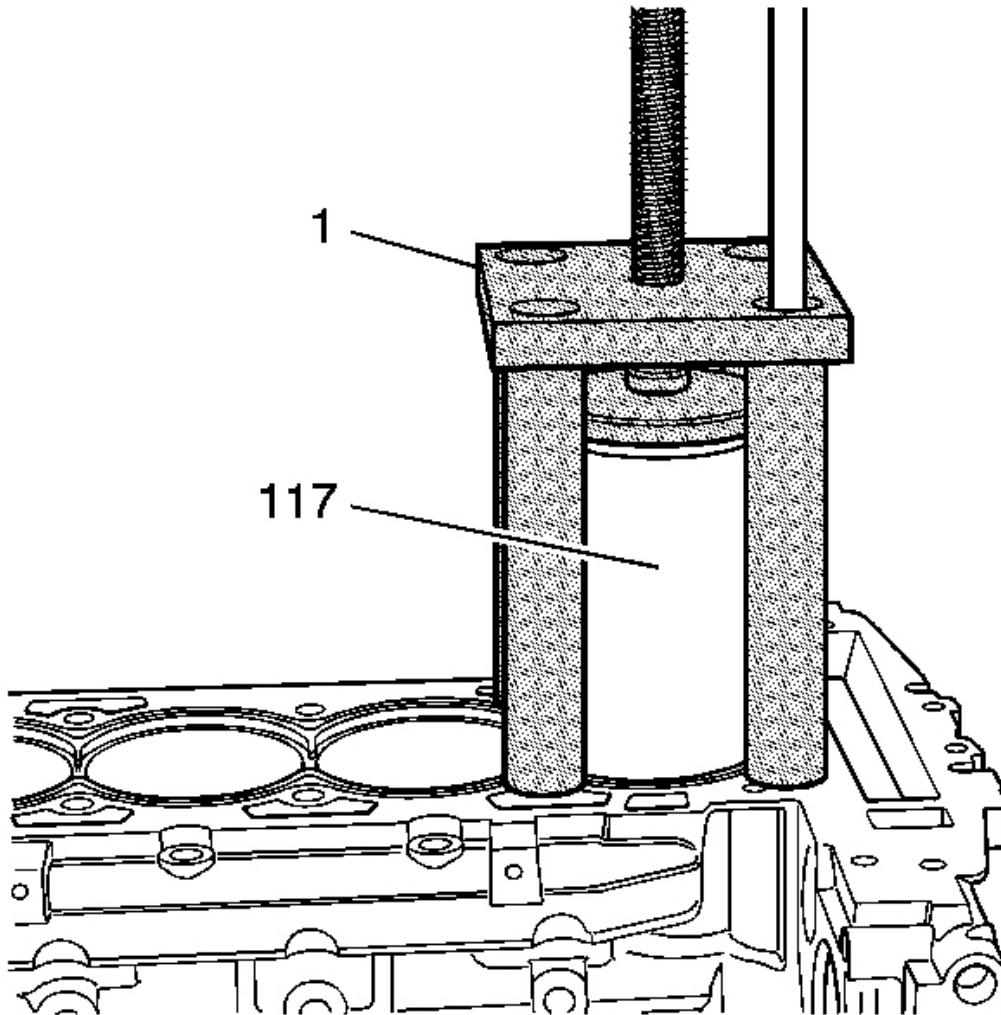


Fig. 409: Installing Cylinder Bore Sleeve Puller Attachment Bolts
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Use 4 old cylinder head bolts for the attaching bolts.

3. Insert the 4 attachment bolts into the legs of the fixture EN 45680-401 (1).

NOTE: Refer to Fastener Notice in Cautions and Notices.

4. Tighten the 4 attachment bolts. Do not apply downward pressure to the cylinder bore sleeve

(117).

Tighten: Tighten the 4 attachment bolts to 15 N.m (11 lb ft).

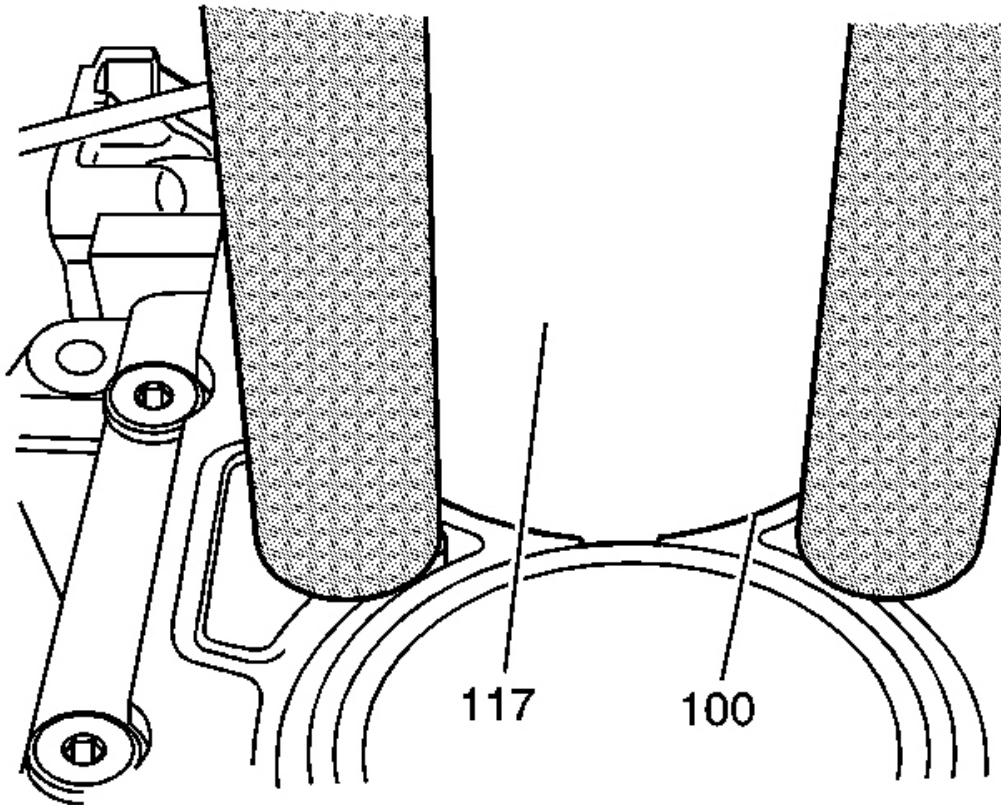


Fig. 410: View Of Proper Liner Alignment
Courtesy of GENERAL MOTORS CORP.

5. Align the bottom of the cylinder bore sleeve (117) with the cylinder bore of the block (100).

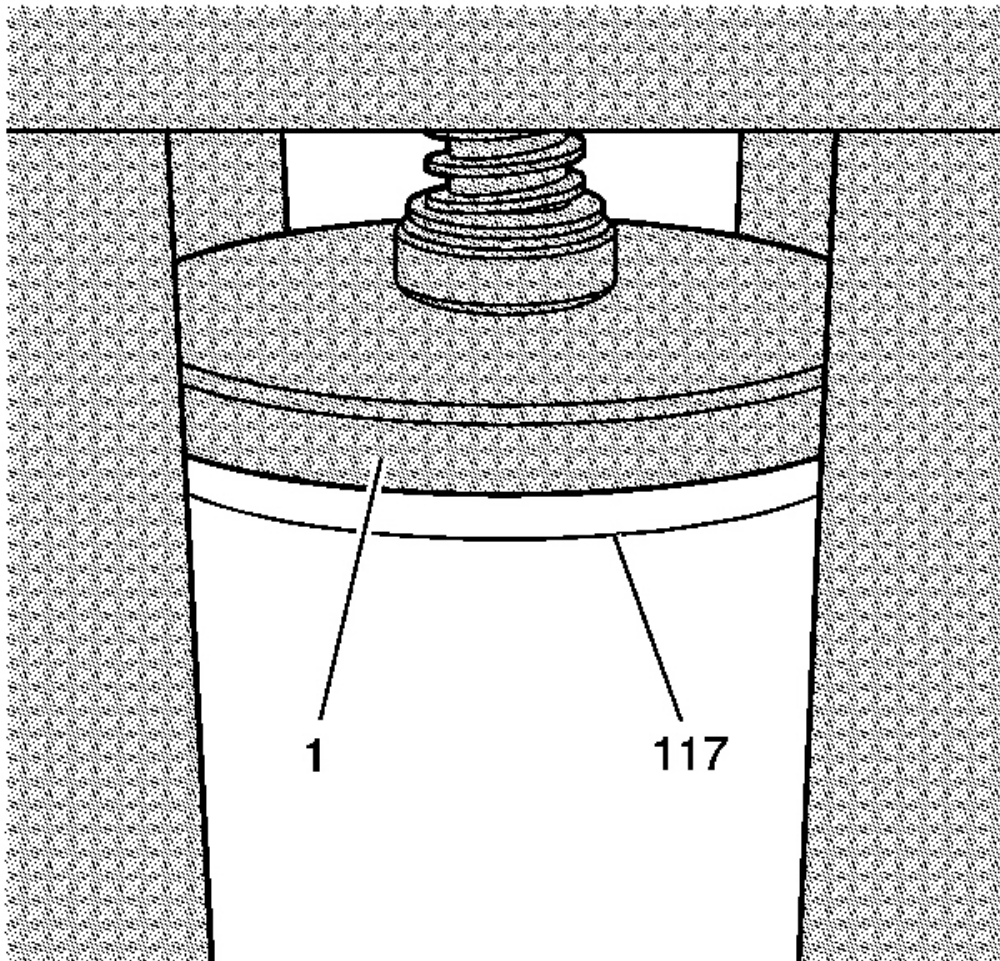


Fig. 411: View Of Installation Arbor
Courtesy of GENERAL MOTORS CORP.

6. Align the installation arbor (1) onto the top of the cylinder bore sleeve (117).

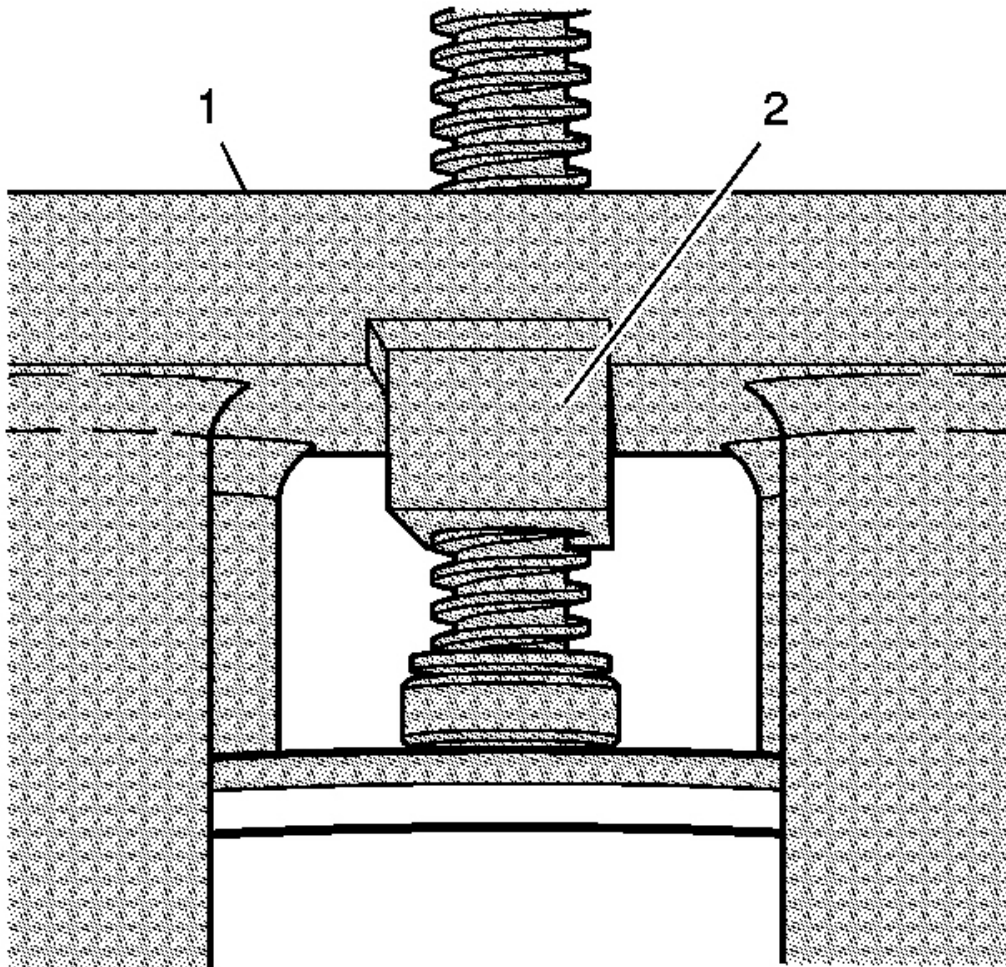


Fig. 412: View Of Pusher Block
Courtesy of GENERAL MOTORS CORP.

7. Align the pusher block (2) of cylinder bore sleeve installer EN 45680-403 into the groove of fixture EN 45680-401 (1).

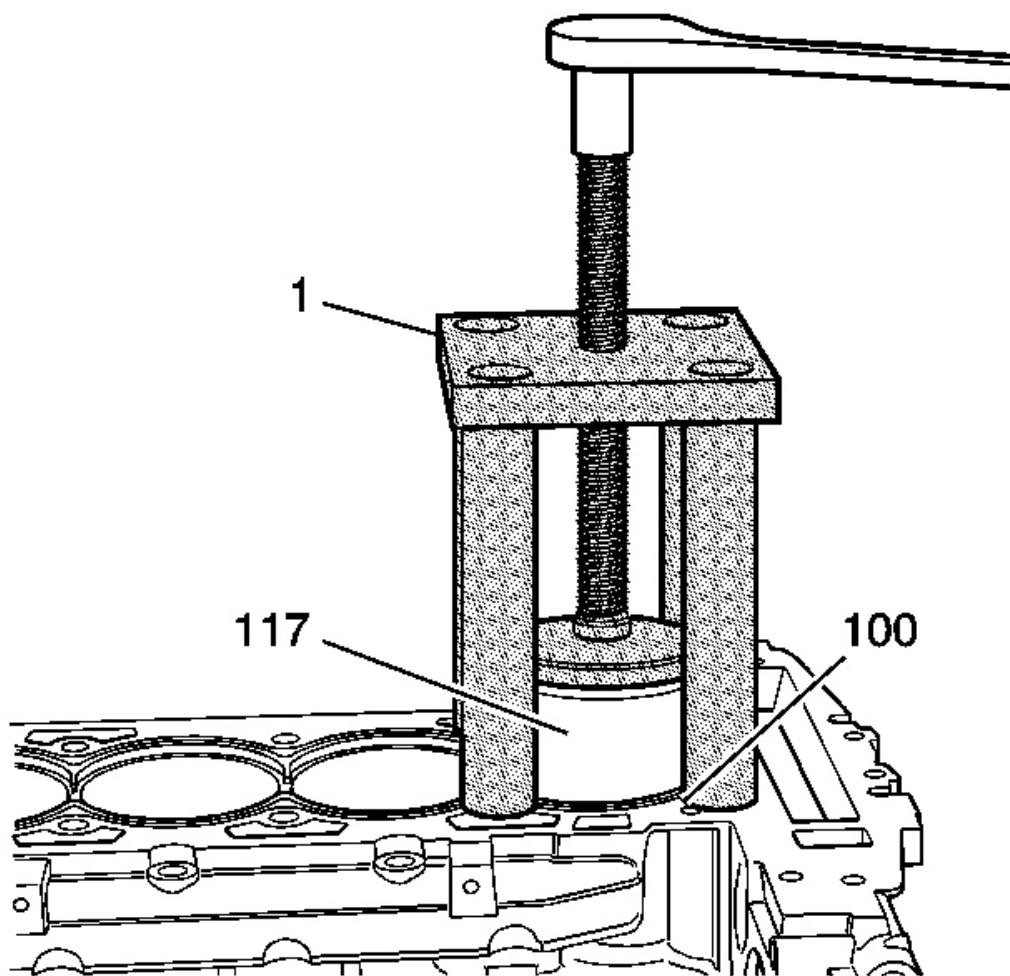


Fig. 413: Installing Cylinder Bore Sleeve Into Engine Block Using Tool
Courtesy of GENERAL MOTORS CORP.

NOTE: Do not use any air powered or electric tools to rotate the threaded shaft of the fixture EN 45680-401/cylinder bore sleeve installer EN 45680-403 assembly or damage to the cylinder bore sleeve will occur.

- Using a ratchet, rotate the threaded shaft of fixture EN 45680-401/cylinder bore sleeve installer EN 45680-403 assembly (1) in order to install the cylinder bore sleeve (117) into the engine block (100).

9. Do not completely seat the cylinder bore sleeve in the block. Leave approximately 1/16 inch of the cylinder bore sleeve above the surface of the cylinder block.

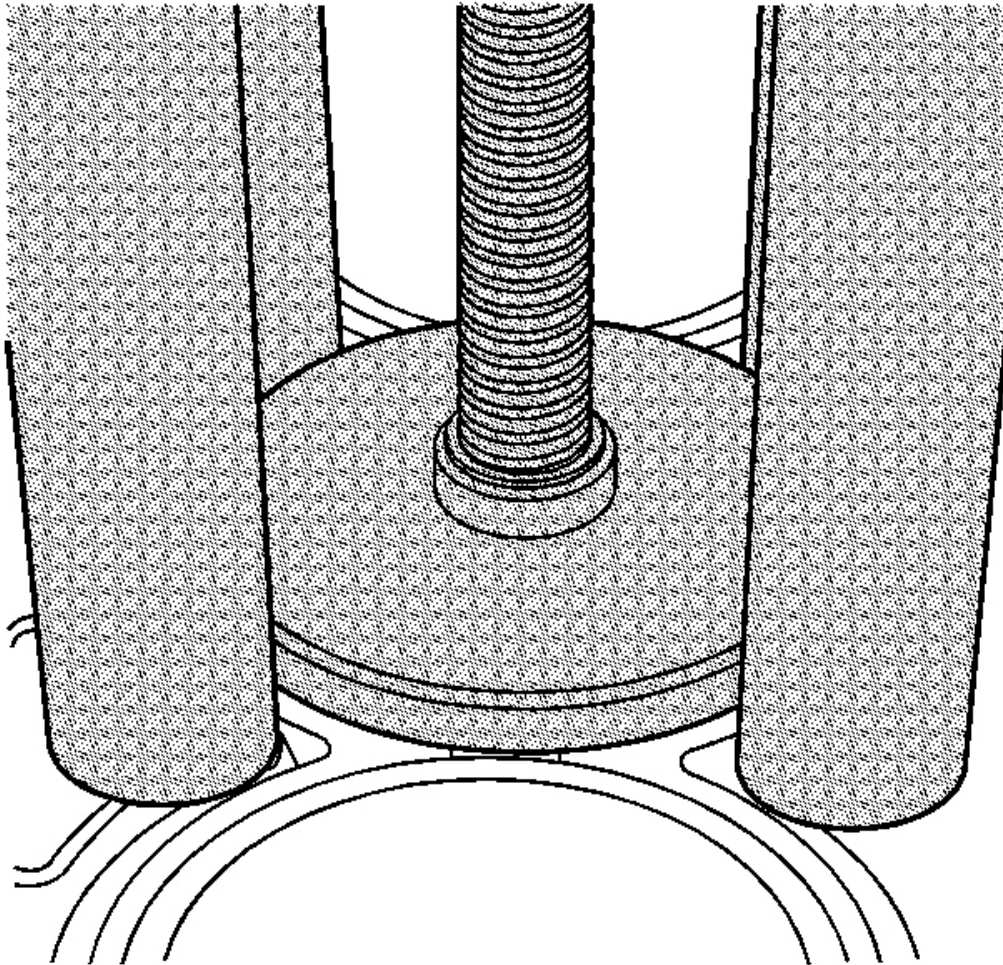


Fig. 414: Seating Cylinder Bore Sleeve Completely Using Tool
Courtesy of GENERAL MOTORS CORP.

10. Using a torque wrench, torque the threaded shaft of the fixture EN 45680-401/cylinder bore sleeve installer EN 45680-403 assembly to 102 N.m (75 lb ft) in order to completely seat the cylinder bore sleeve in the cylinder block. With the cylinder bore sleeve properly installed, a minimal portion of the cylinder bore sleeve flange will protrude above the block deck surface.

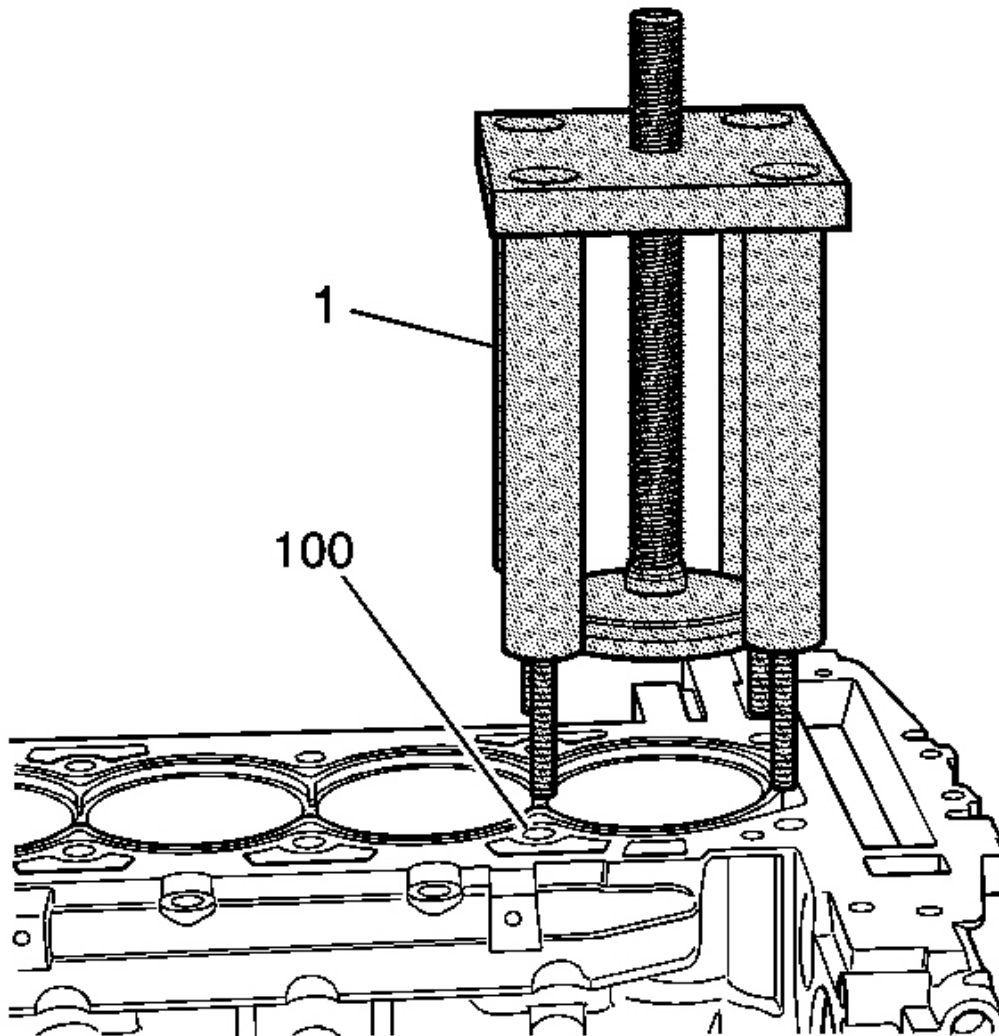


Fig. 415: View Of Service Tool Assembly
Courtesy of GENERAL MOTORS CORP.

11. Remove the fixture EN 45680-401/cylinder bore sleeve installer EN 45680-403 assembly (1) from the cylinder block (100).

Cylinder Sleeve Trimming

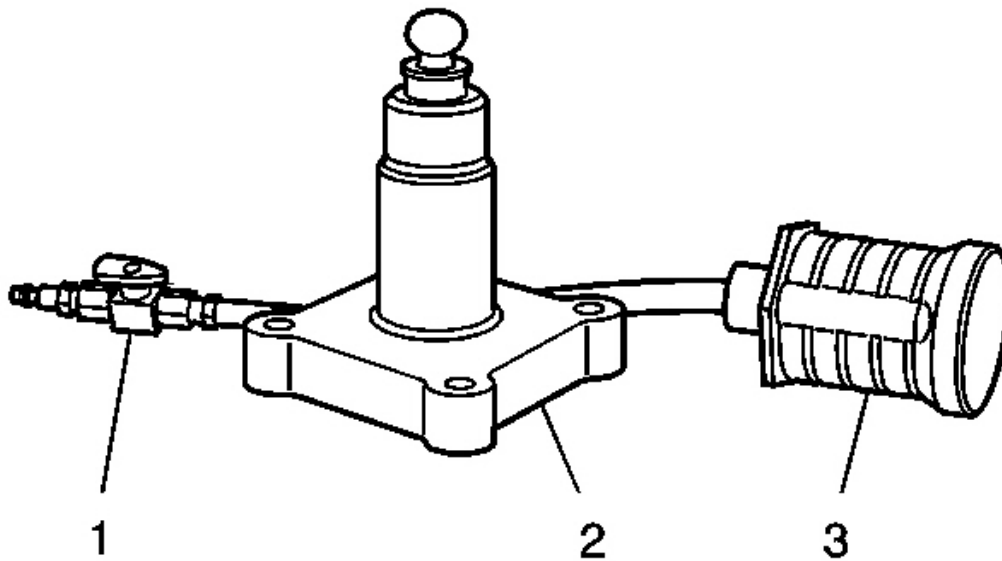


Fig. 416: Cylinder Liner Trimming Tools View (1 Of 2)
Courtesy of GENERAL MOTORS CORP.

- EN 45680-865 Debris Collector (3)
- EN 45680-411 Trim Tool Assembly (2)
- Air Control Valve (1 - Part of EN 45680-411)
- Drill Motor with 1/2 inch chuck, 1 1/8 hp, 7 amps, triple gear reduction, and a 450-600 RPM rotational speed in a clockwise direction

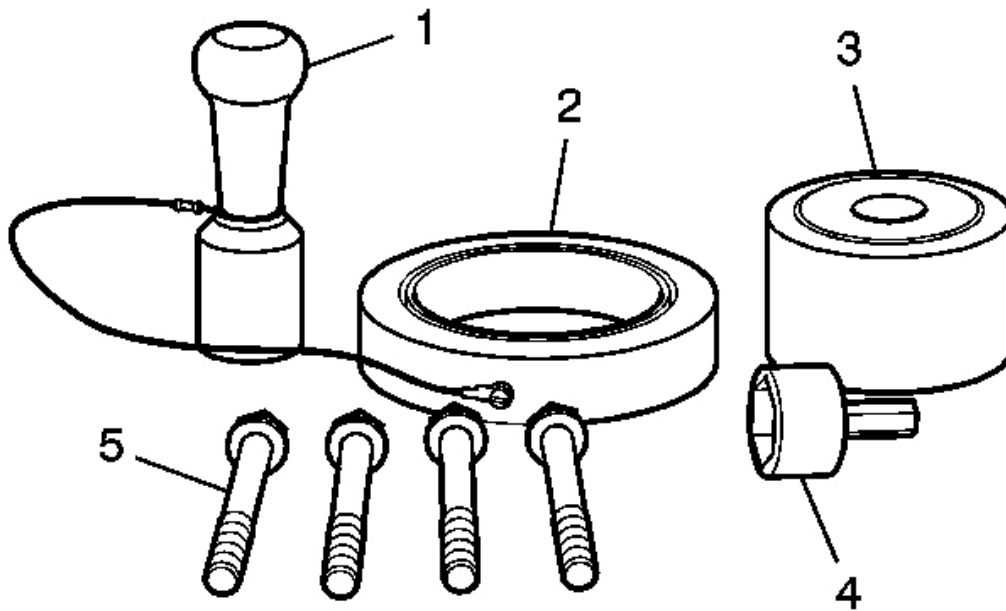


Fig. 417: Cylinder Liner Trimming Tools View (2 Of 2)
Courtesy of GENERAL MOTORS CORP.

- Trim Tool Preloader (1)
- EN 45680-412 Set Gage Ring (2)
- EN 45680-413 Metal Shavings Catch Plug (3)
- EN 45680-866 Drive Adapter (4)
- EN 45680-414 Bolts (5)

NOTE: Do not bore or hone the cylinder bore sleeve. The cylinder bore sleeve inside diameter (I.D) is fully machined and honed to size and is optimally finished as shipped. Any attempt to modify this factory-produced sizing and finish with additional boring and honing will lead to engine damage, excessive noise or abnormal oil consumption.

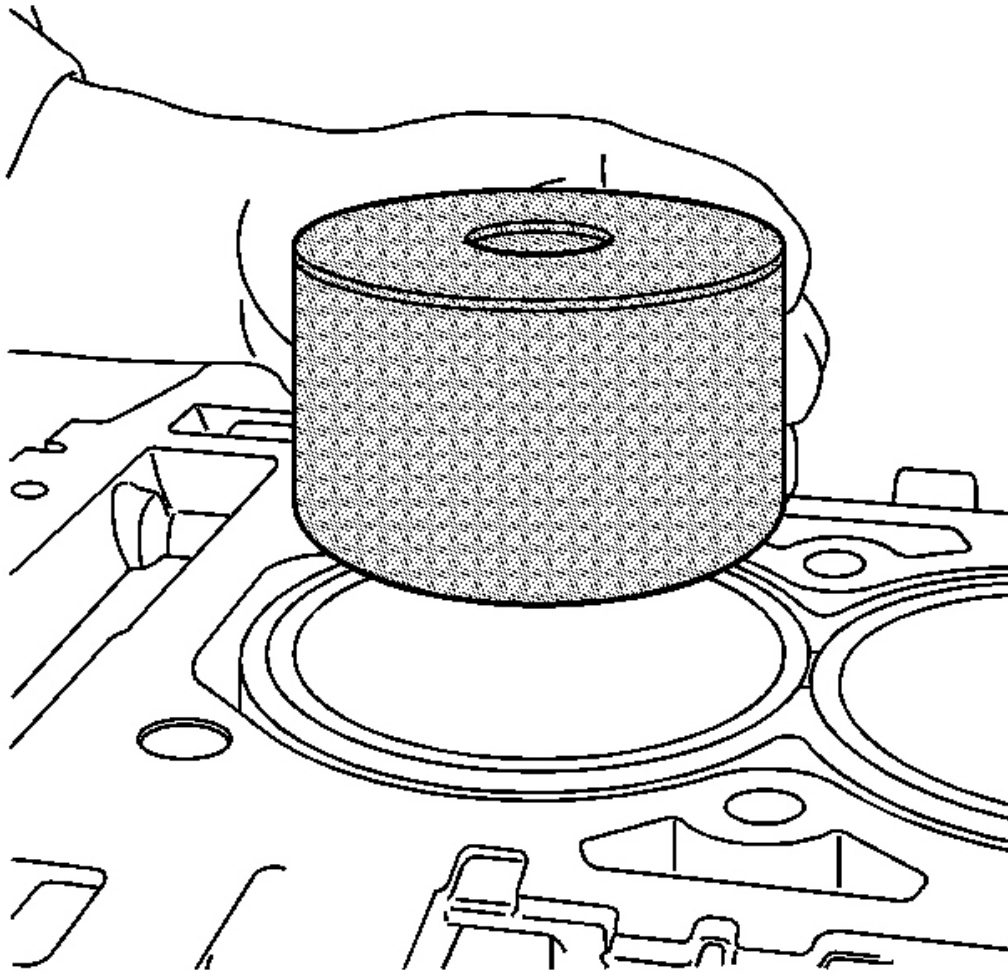


Fig. 418: Placing Metal Shaving Catch Plug Into Cylinder Bore Sleeve
Courtesy of GENERAL MOTORS CORP.

1. After installing the NEW cylinder bore sleeve(s) into the engine block, trim the excess material from the cylinder bore sleeve flange.

NOTE: Ensure that all the metal particles are collected in order to prevent internal damage to the transaxle or bearings.

2. Place metal shaving catch plug EN 45680-413 into the cylinder bore sleeve to be trimmed. Position the top of the EN 45680-413 approximately 3.0 mm (0.12 in) below the top

surface of the cylinder bore sleeve.

3. Place additional metal shaving catch plugs EN 45680-413 into all remaining cylinder bore sleeves.

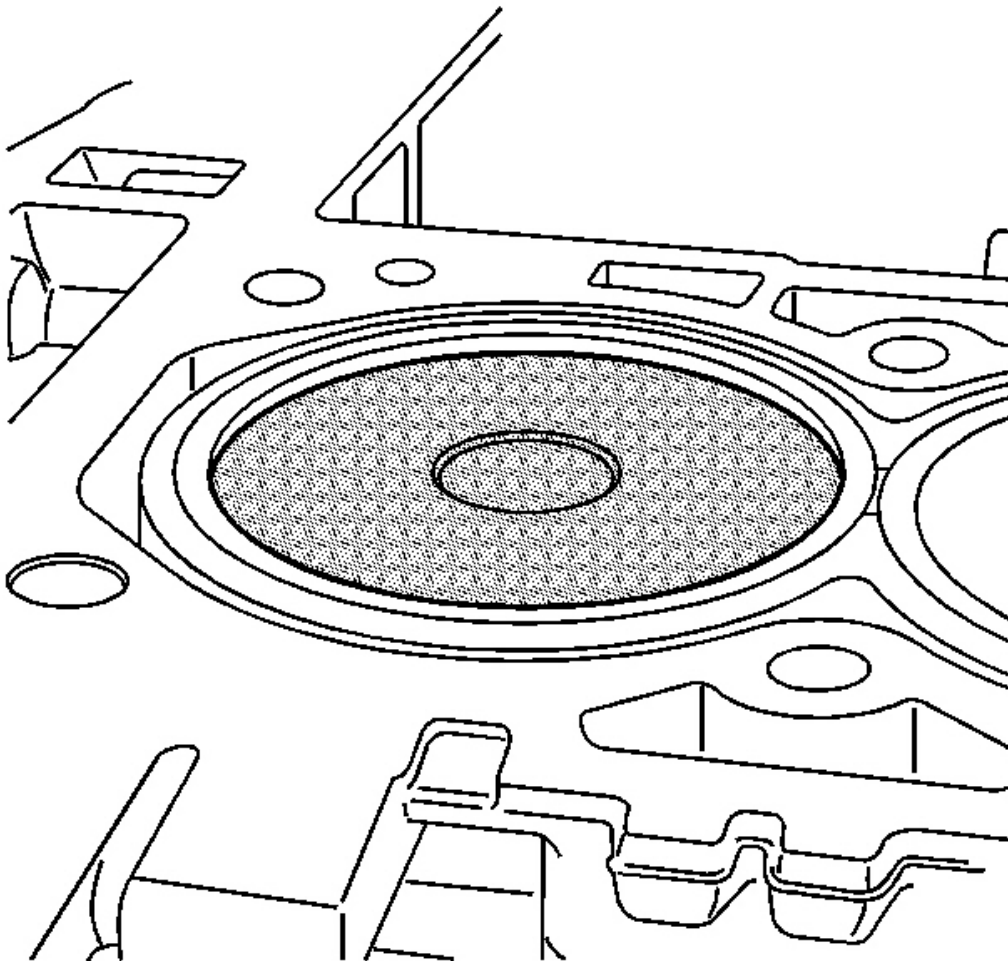


Fig. 419: Identifying Catch Plug Positioning
Courtesy of GENERAL MOTORS CORP.

NOTE: Installing the metal shaving catch plug deeper than the recommended depth will create a decrease in vacuum system performance. A decrease in vacuum system performance will cause metal shavings to enter the engine and cause engine

failure.

NOTE: Installing the metal shaving catch plug above the recommended depth will cause damage to the metal shaving catch plug.

4. Ensure that the metal shaving catch plug EN 45680-413 is 3.0 mm (0.12 in) below the top surface of the cylinder bore sleeve.

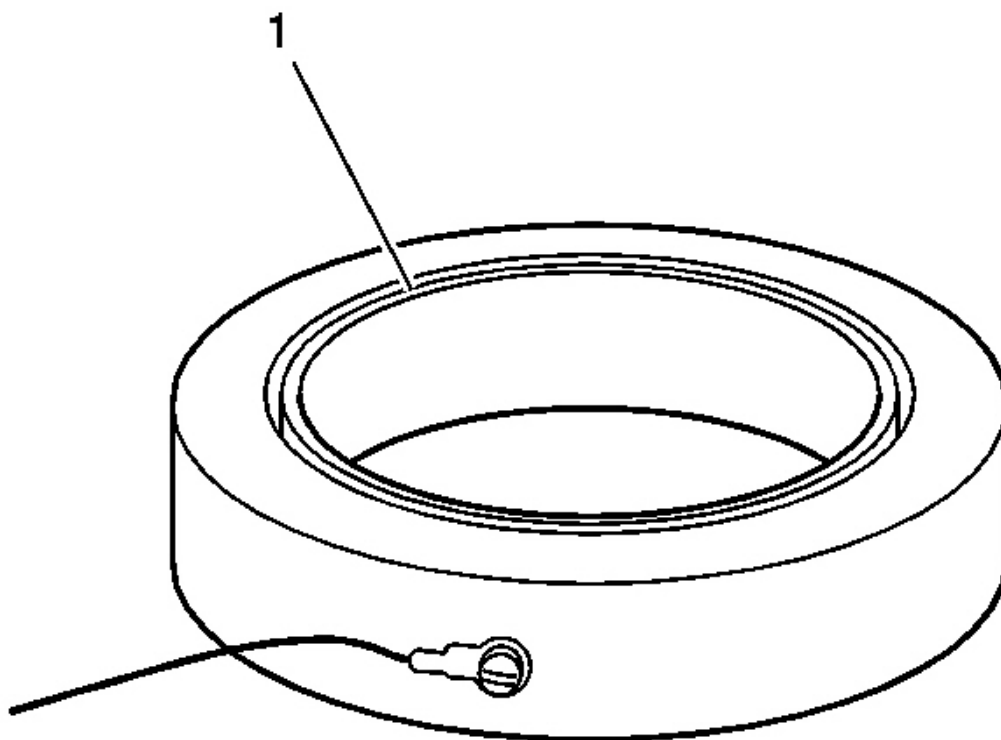


Fig. 420: Identifying Set Gauge Ring Groove
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Before using trim tool assembly EN 45680-411, the height of the cutting blades must be set to the proper specification. The proper specification is that the cylinder bore sleeve flange must be flush to +0.02 mm (0.0008 in) above the block

deck surface.

5. The groove side of the set gage ring EN 45680-412 (1) should be positioned upward on a flat surface.

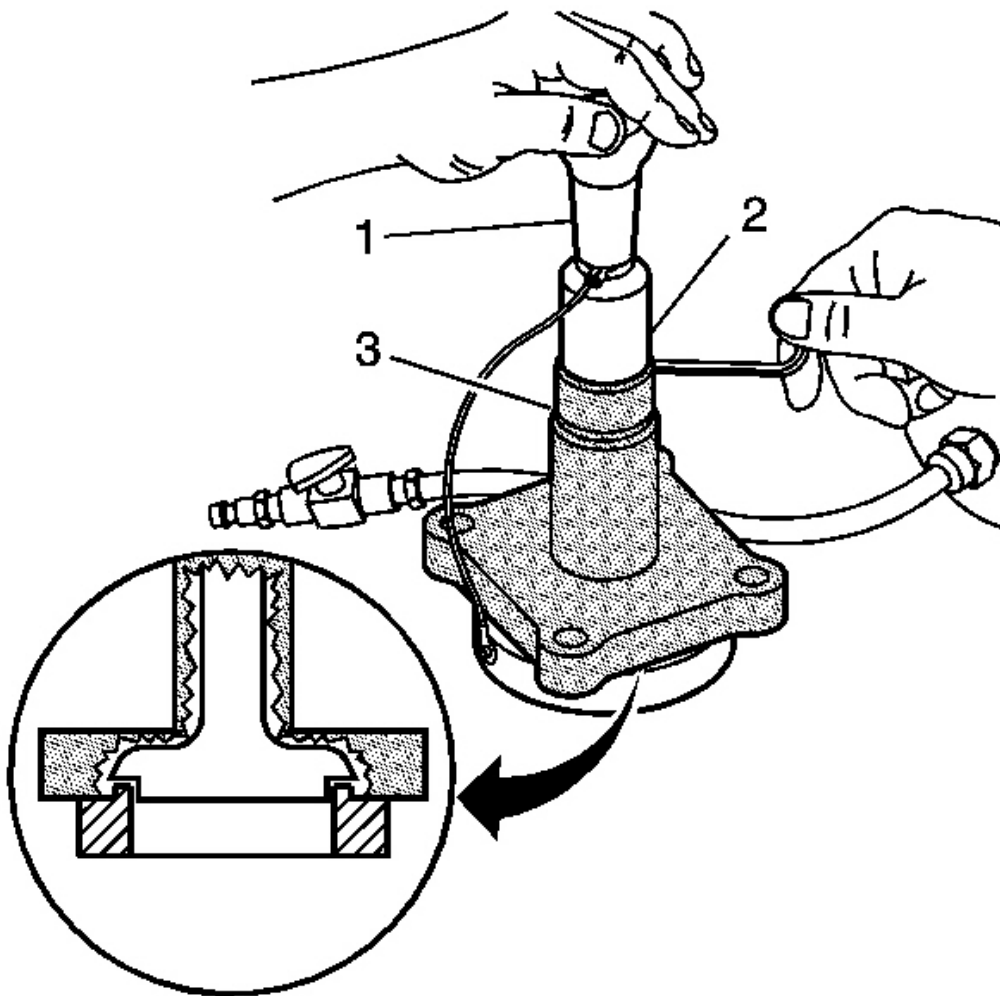


Fig. 421: View Of Trim Tool Assembly Components And Positioning
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Ensure that the set gage ring EN 45680-412 surfaces are clean.

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6. Carefully position trim tool assembly EN 45680-411 onto the set gage ring EN 45680-412.
7. Loosen the shaft collar screw (2).
8. Push the shaft collar (2) downward using the trim tool preloader (1) until the shaft collar is positioned against the top of the flange bearing (3).

IMPORTANT: Once this procedure is done, it is not necessary to reset the trim tool assembly EN 45680-411 height until the blades are worn or damaged.

9. Apply downward pressure on the collar and inner drive shaft using the trim tool preloader (1), then tighten the shaft collar screw.

Tighten: Tighten the shaft collar screw to 19 N.m (14 lb ft).

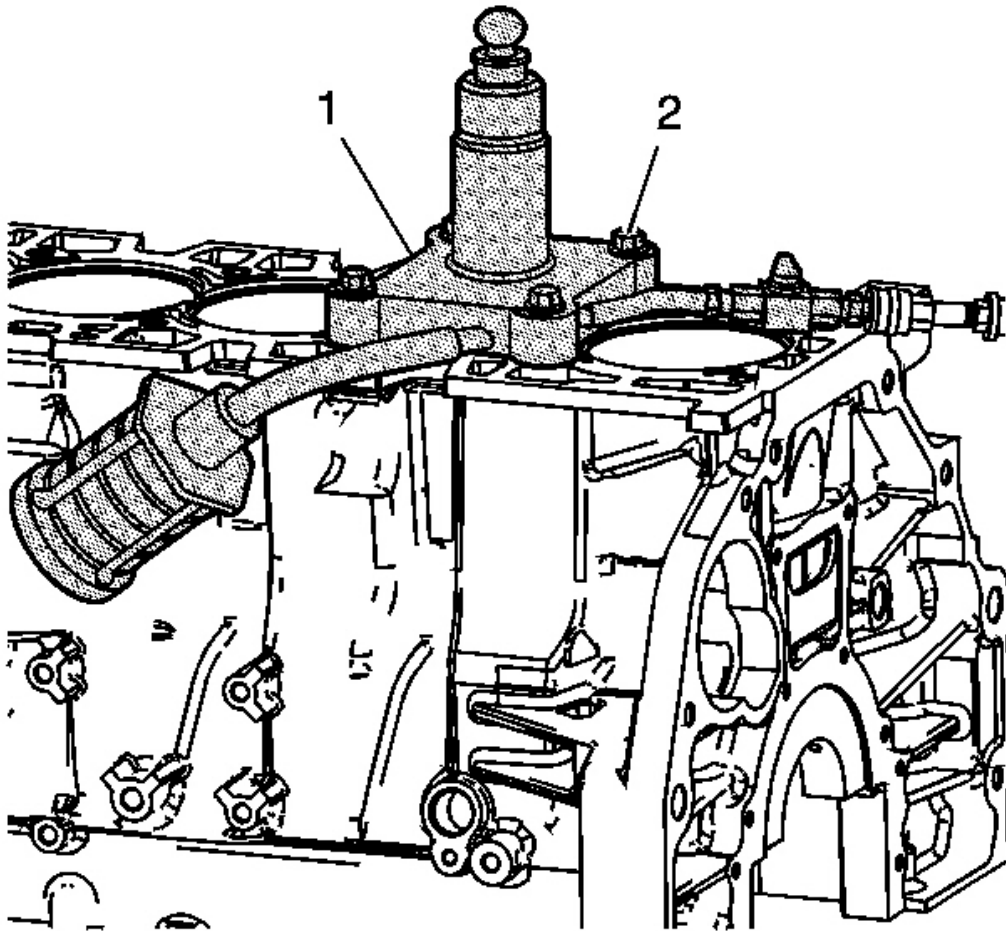


Fig. 422: Trim Tool Assembly Alignment
Courtesy of GENERAL MOTORS CORP.

10. Place trim tool assembly EN 45680-411 onto the cylinder to be trimmed with the directional arrow (1) pointing in line with the crankshaft centerline and the front of the block.
11. Install the 4 bolts EN 45680-414 (2) into the cylinder head bolt holes in the block.

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

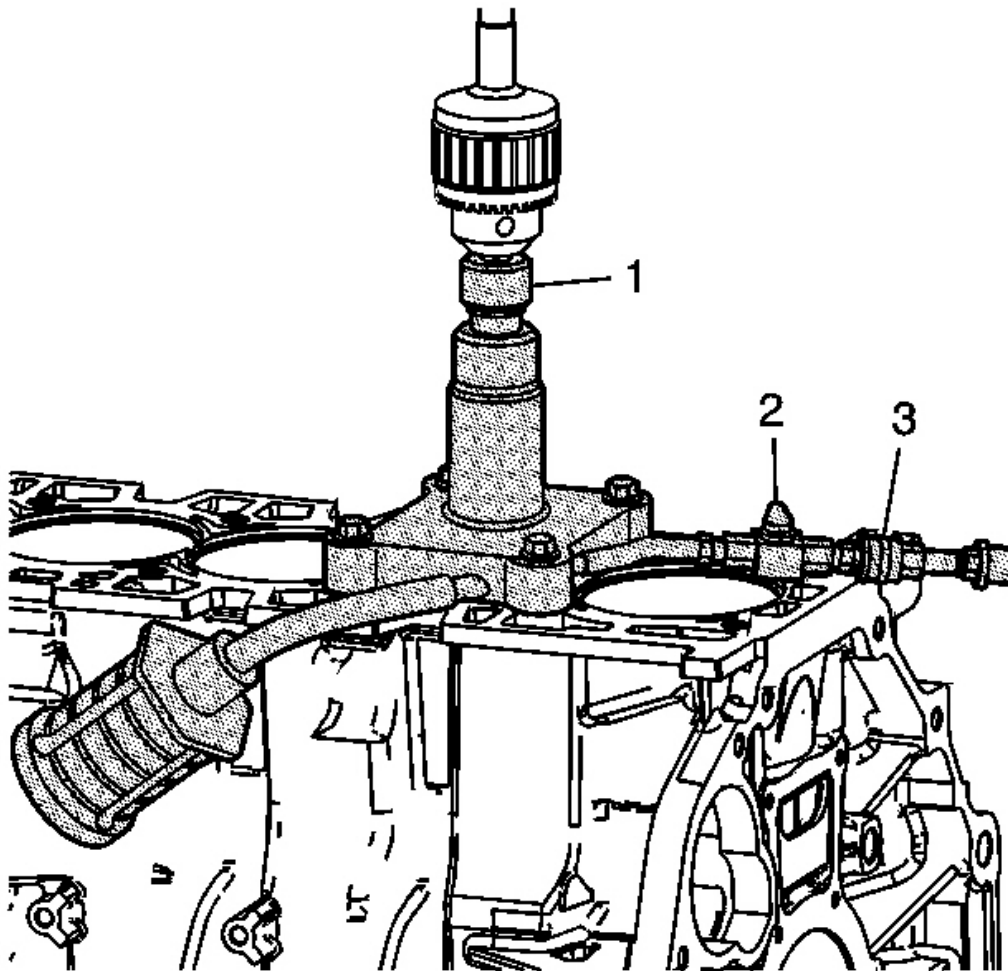


Fig. 423: Drive Adapter

Courtesy of GENERAL MOTORS CORP.

NOTE: For proper tool operation, a drill motor with a 1/2 inch chuck, 1 1/8 hp, 7 amps, triple gear reduction, and a 450-600 RPM rotational speed in a clockwise direction must be used. If the proper drill motor is not used, damage to the cylinder bore sleeve will occur.

12. Fasten drive adapter EN 45680-866 (1) into the drill chuck.

NOTE: Ensure that there are no crimps in the air feed hose or the vacuum hose. Crimps in the hose may cause metal shavings to exit the cutting tool in any direction, causing engine damage.

13. Connect a compressed air supply (75-125 psi) to the male quick connect (3) located on trim tool assembly EN 45680-411. Turn the compressed air valve (2) to the open position. This starts the venturi vacuum system that will catch the metal shavings.
14. Place drive adapter EN 45680-866 and drill assembly (1) vertically onto the drive adapter end of trim tool assembly EN 45680-411. Do not apply downward force on the drill until full rotational speed has been reached. After reaching full rotational speed, gradually apply downward force until the cutting action is complete in approximately 5 seconds.
15. Remove drive adapter EN 45680-866 (1) and drill assembly from the trim tool assembly EN 45680-411.
16. Turn off the compressed air valve (2).
17. Remove trim tool assembly EN 45680-411 from the engine block.
18. Remove any material shavings that may be found on the metal shaving catch plug EN 45680-413.
19. Wipe the cylinder bore sleeve and surrounding areas free of any powder residue and then remove the metal shaving catch plug EN 45680-413.

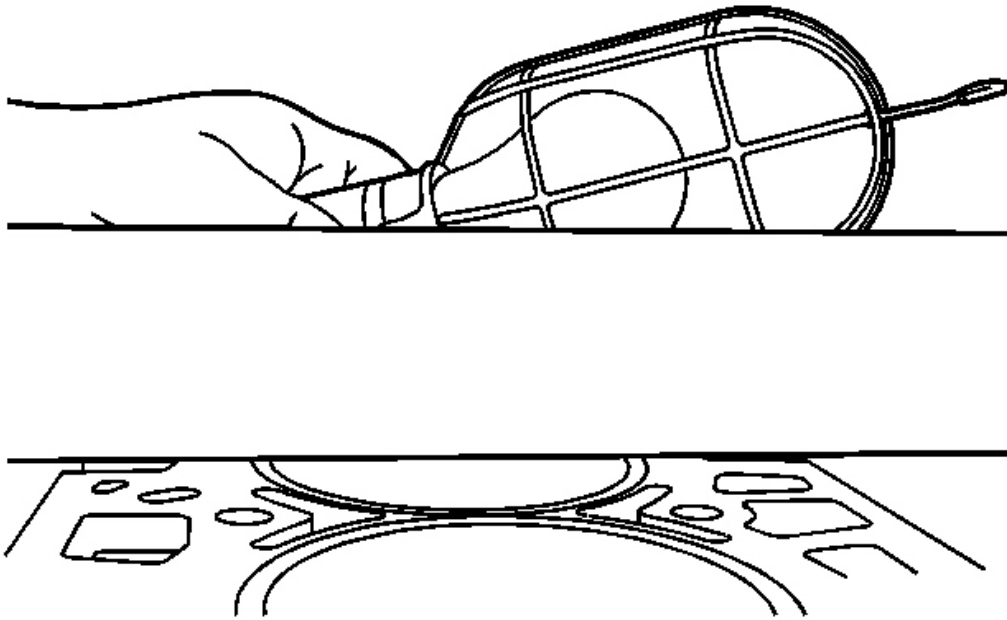


Fig. 424: Checking Cylinder Block Deck Surface With Straight Edge
Courtesy of GENERAL MOTORS CORP.

20. Install a straight edge on the cylinder block perpendicular to the crankshaft center line.
21. Using a light, illuminate the backside of the straight edge.

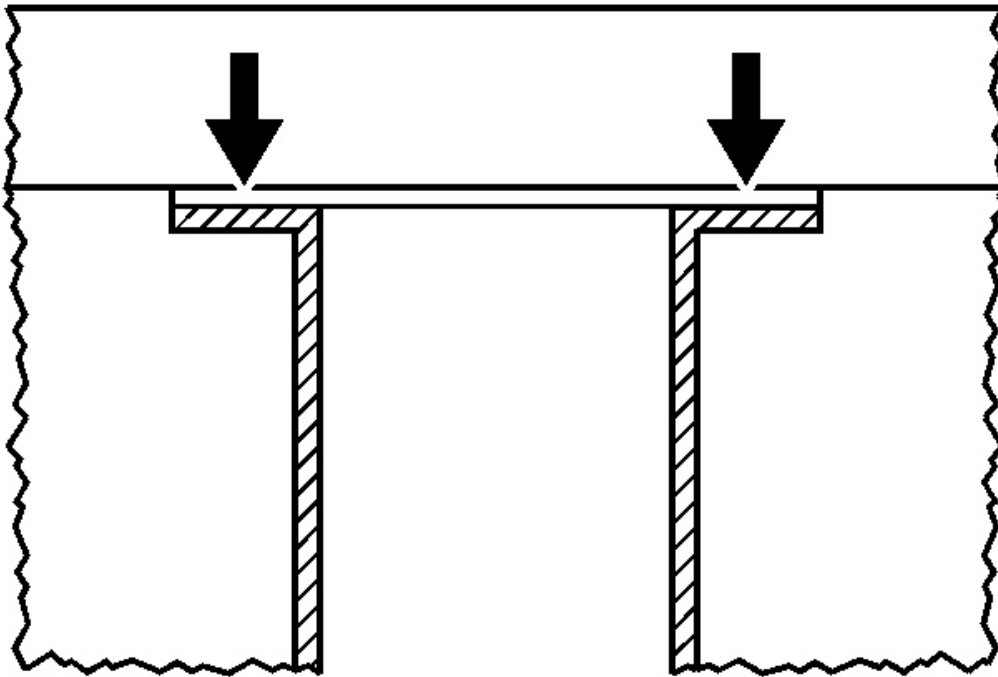


Fig. 425: View Of Improperly Cut Cylinder Bore Sleeve
Courtesy of GENERAL MOTORS CORP.

22. Looking at the front of the straight edge, check to see if light is protruding through the bottom of the straight edge and the top of the cylinder bore sleeve flange. If light is present of either side or both sides of the cylinder bore sleeve, the cylinder bore sleeve is cut incorrectly and a new cylinder bore sleeve needs to be installed.

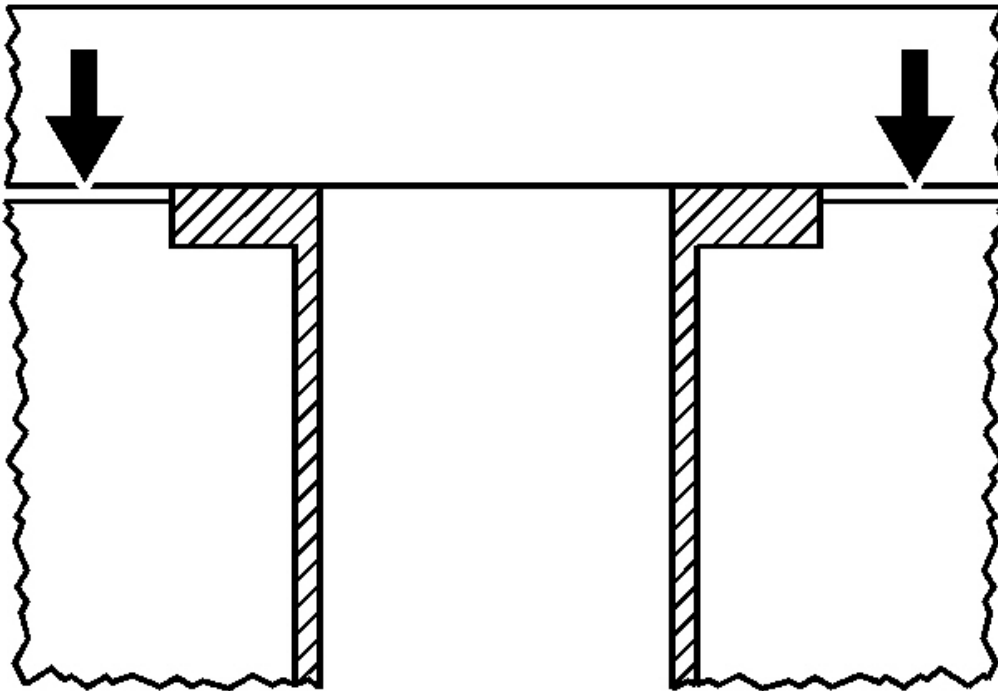


Fig. 426: View Of For Properly Cut Cylinder Bore Sleeve
Courtesy of GENERAL MOTORS CORP.

23. Looking at the front of the straight edge, check to see if light is protruding through the bottom of the straight edge and the top of the cylinder block deck surface. If light is present on both sides of the cylinder block, the cylinder bore sleeve is cut correctly.
24. Proceed to the next bore sleeve to be trimmed repeating steps 10-23 if necessary.

PISTON AND CONNECTING ROD ASSEMBLE

Tools Required

J 43654 Piston Pin Retainer Remover/Installer. See **Special Tools**.

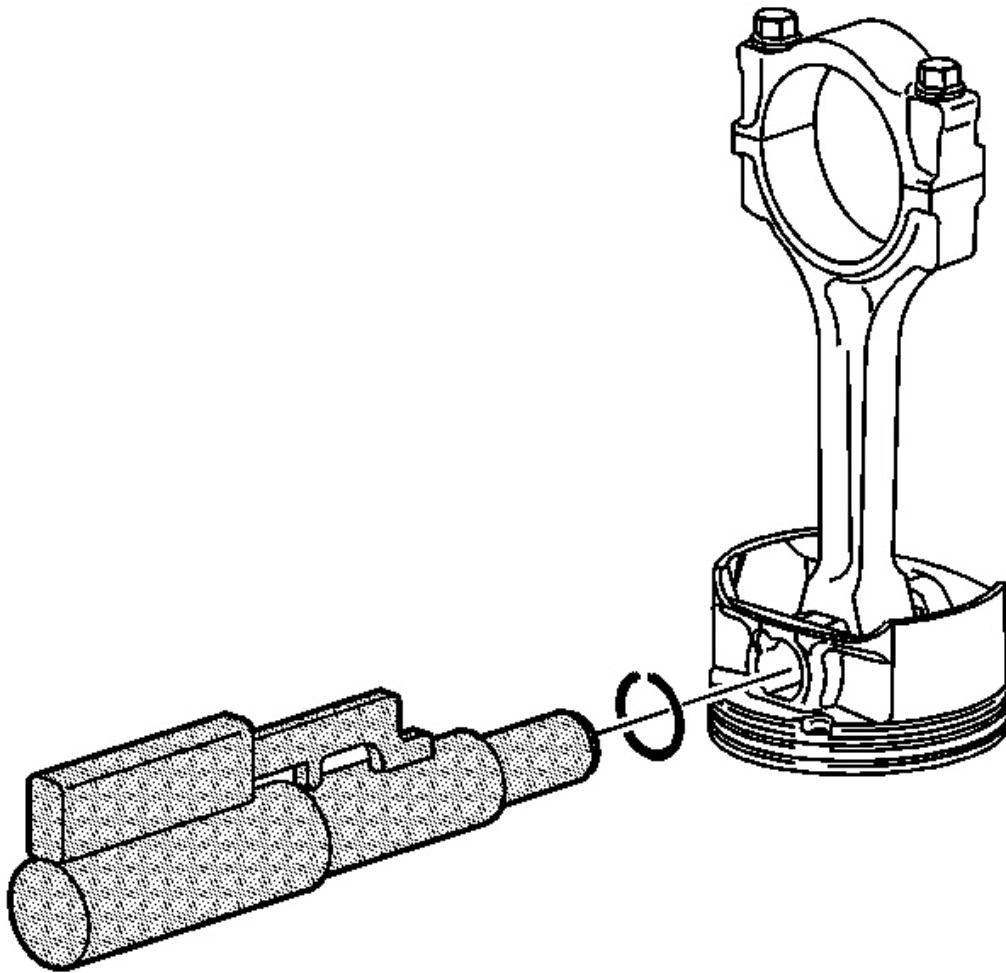


Fig. 427: View Of Piston Pin Retaining Clips
Courtesy of GENERAL MOTORS CORP.

1. Lubricate the piston pin with clean engine oil.
2. Install one of the piston pin retainers into the retainer groove.

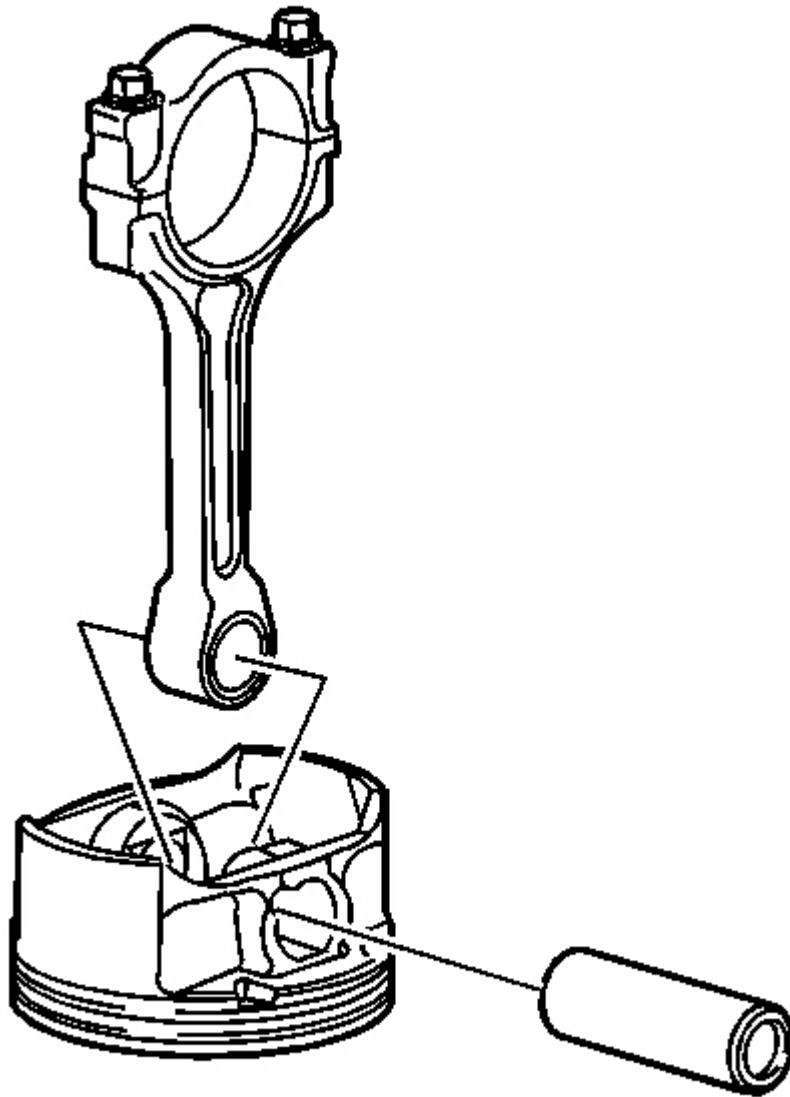


Fig. 428: View Of Piston Pin & Connecting Rod
Courtesy of GENERAL MOTORS CORP.

3. Install the connecting rod and piston pin. Push the piston pin in until it bottoms against the installed piston pin retainer.

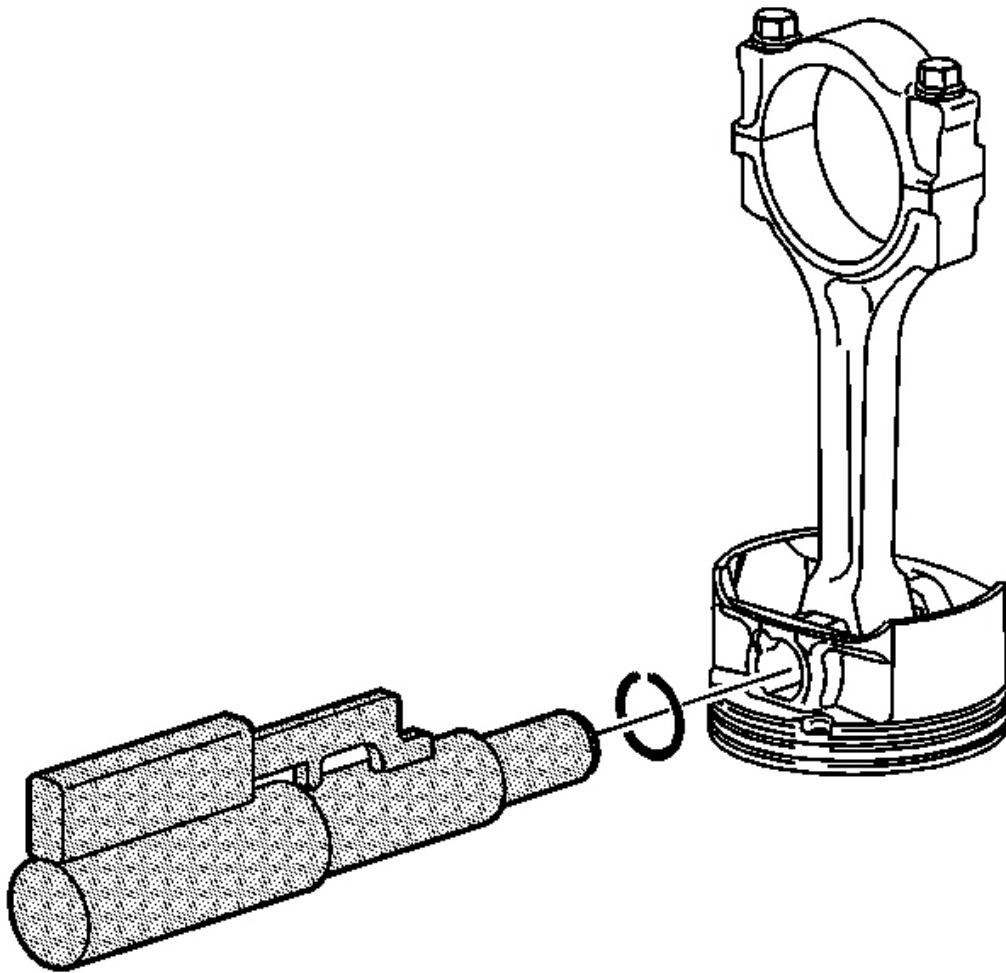


Fig. 429: View Of Piston Pin Retaining Clips
Courtesy of GENERAL MOTORS CORP.

4. Install the second piston pin retainer.

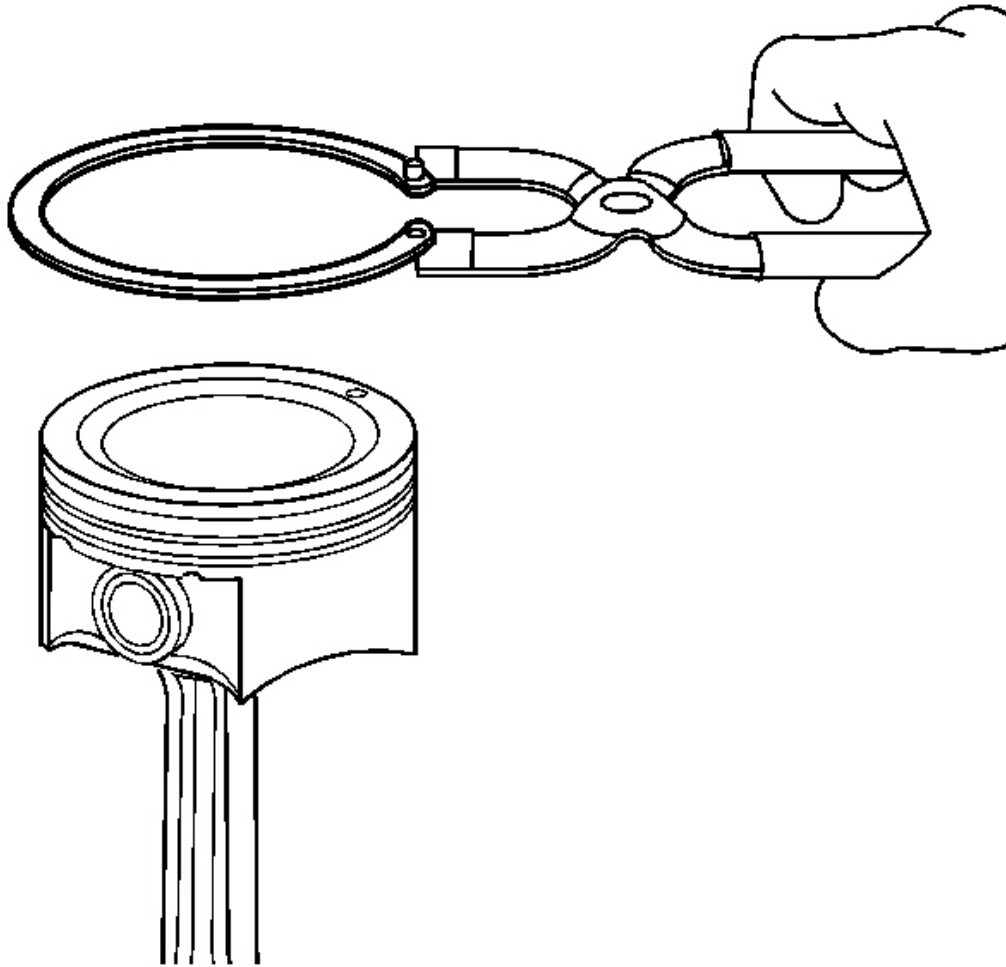


Fig. 430: Installing Piston Rings
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The piston ring end gaps must be staggered 90 degrees apart.

NOTE: Use a piston ring expander to install the piston rings. The rings may be damaged if expanded more than necessary.

5. Install the following components of the bottom ring assembly (oil control ring).

1. The expander
2. The lower oil control ring
3. The upper oil control ring

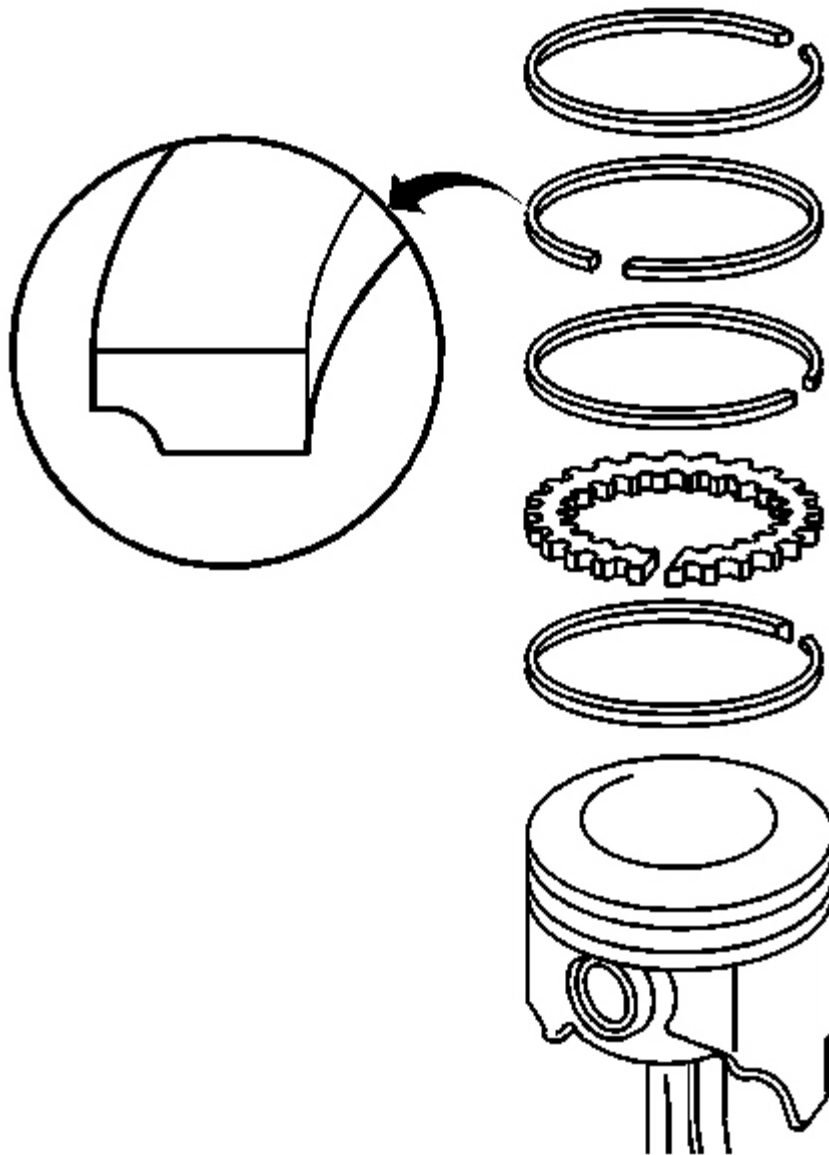


Fig. 431: Installing Middle Ring (Compression Ring)

Courtesy of GENERAL MOTORS CORP.

6. Install the middle ring (compression ring) with the napier groove facing down.
7. Install the top ring.

CAMSHAFTS CLEANING AND INSPECTION

Tools Required

J 7872 Magnetic Base Dial Indicator Set

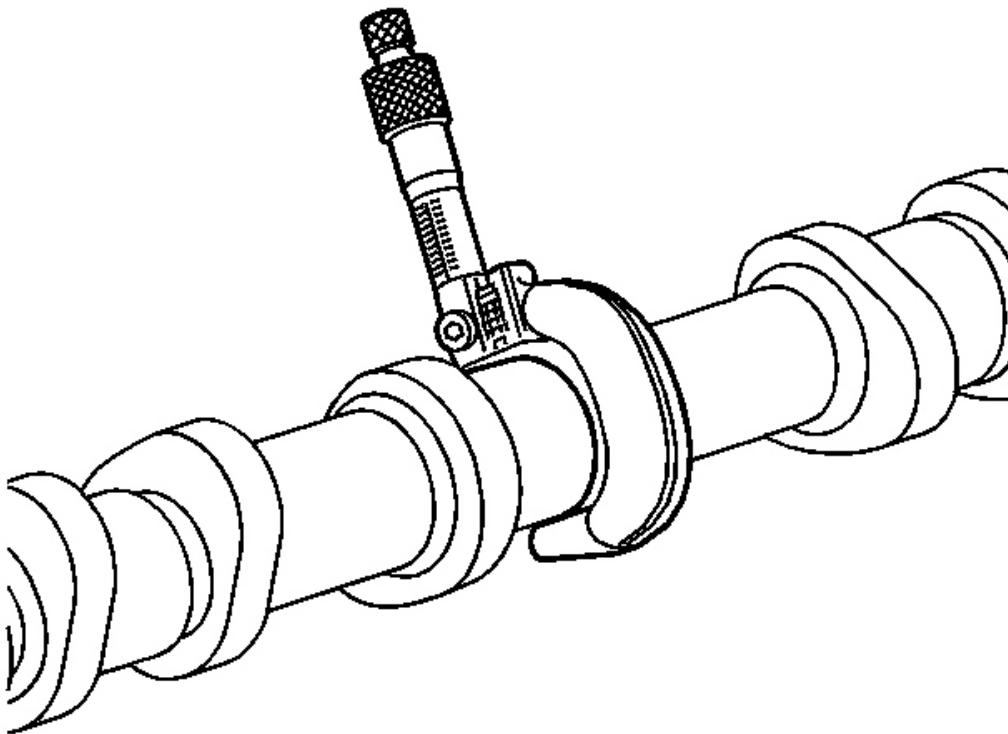


Fig. 432: Measuring Camshaft Lobes
Courtesy of GENERAL MOTORS CORP.

1. Clean the camshafts with cleaning solvent.
2. Inspect the camshafts for the following conditions:
 - Scored camshaft journals

- Damaged camshaft lobes
 - Damaged camshaft sprocket locator slots
 - Damaged threads
3. Measure the camshaft lobes using a micrometer. The intake camshaft lobes should be a minimum of 41.5 mm (1.635 in). The exhaust camshaft lobes should be a minimum of 41 mm (1.615 in).

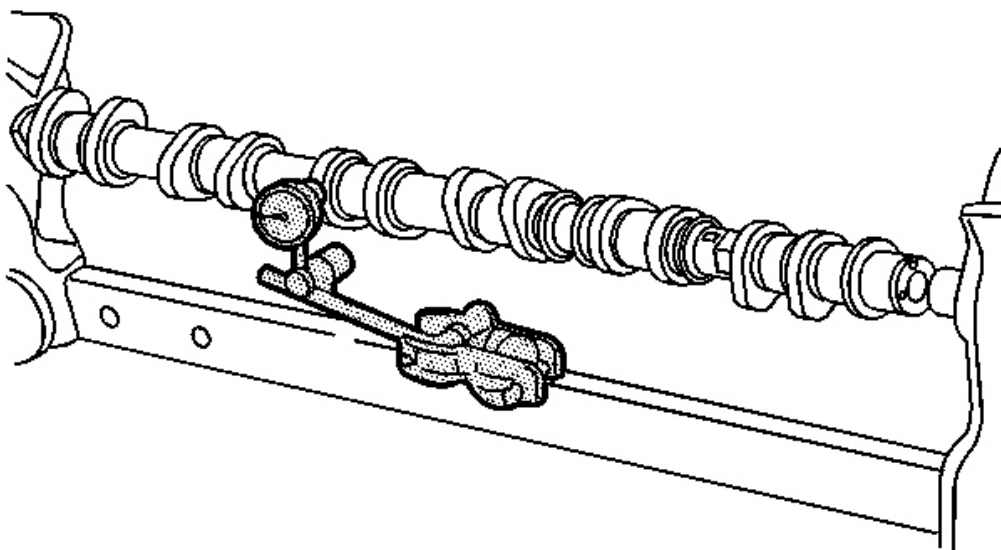


Fig. 433: Measuring Camshaft Runout & Lobe Lift
Courtesy of GENERAL MOTORS CORP.

4. Use **J 7872** to measure the camshaft runout.
1. Set the camshaft in V-blocks between the centers.
 2. Measure the intermediate camshaft journal.
5. Use **J 7872** to measure the camshaft lobe lift.
1. Lubricate the camshaft to V-block contact areas with engine oil.
 2. Set the camshaft on V-blocks.
 3. Measure the camshaft lobe lift.
6. If the runout or camshaft lobe lift is not within specifications, replace the camshaft.

TIMING CHAIN AND SPROCKETS CLEANING AND INSPECTION

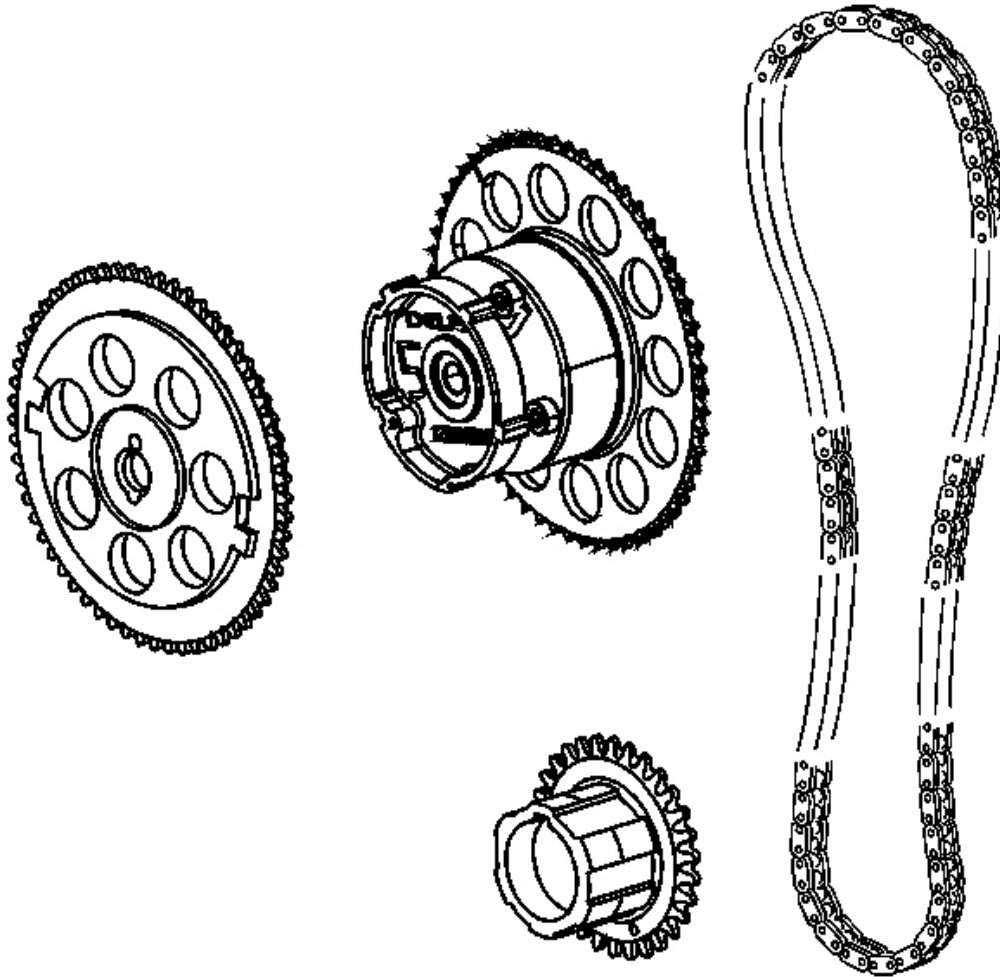


Fig. 434: Timing Chain and Sprockets
Courtesy of GENERAL MOTORS CORP.

1. Inspect the timing chain sprockets for cracks or teeth that are worn, broken, or chipped.
2. Inspect the dowel pin for wear or damage.
3. Inspect the timing chain for binding or stretching.
4. Inspect the crankshaft sprocket keyway and locating dowel pin in the crankshaft for damage.

5. Inspect the timing chain shoe and guide for excessive wear or cracks.
6. Inspect the timing chain tensioner for damage.
7. Replace the timing chain and sprockets if damaged.

VALVE ROCKER ARM AND VALVE LASH ADJUSTER CLEANING AND INSPECTION

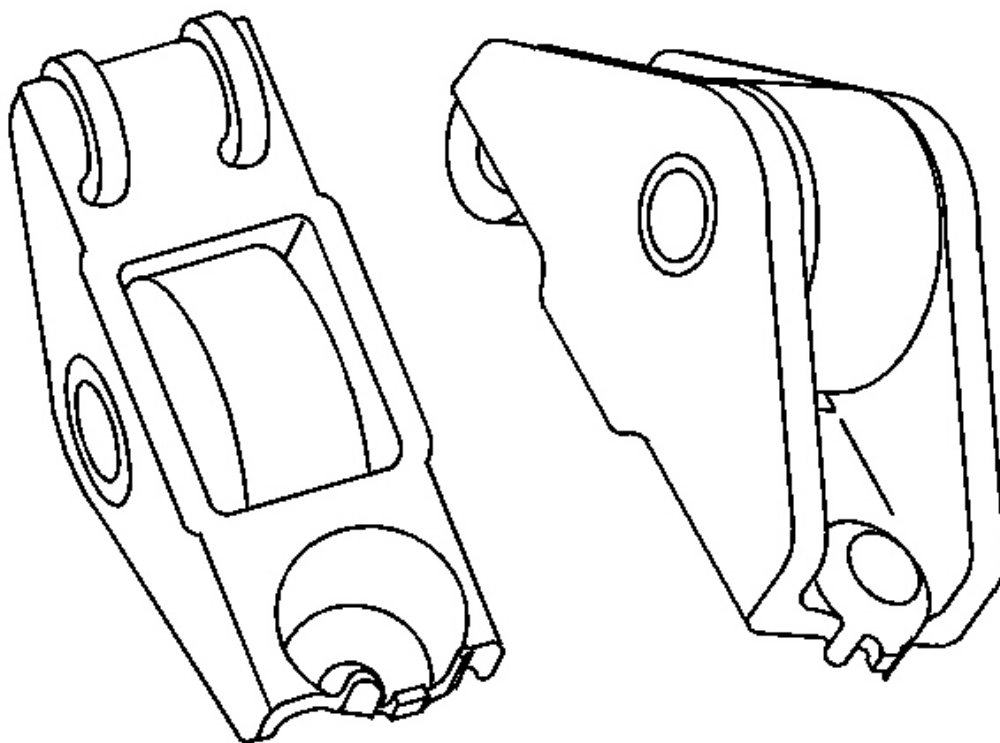


Fig. 435: View Of Valve Rocker Arm
Courtesy of GENERAL MOTORS CORP.

1. Clean the valve rocker arms and valve lash adjusters in cleaning solvent.
2. Dry the valve rocker arms and valve lash adjusters with compressed air.
3. Inspect the valve rocker arms for the following conditions:
 - Excessive wear at the valve contact or valve lash adjuster socket area
 - A loose or damaged pin
 - A worn or damaged roller. The roller should rotate freely with no binding or

roughness.

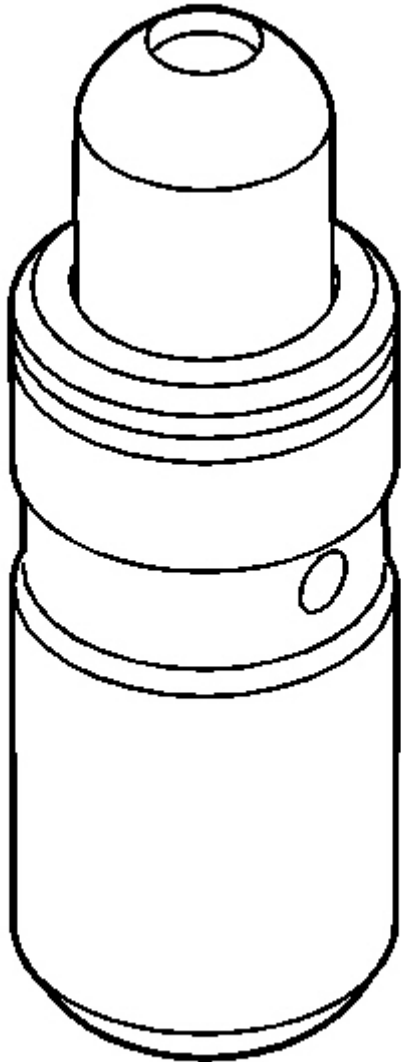


Fig. 436: View Of Valve Lash Adjuster
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Keep the valve rocker arms and valve lash adjusters in the order from where they were removed.

4. Inspect the valve lash adjusters for the following conditions:

- Excessive wear
- Clogging of the oil passage
- Damage
- Collapsed or spongy

CYLINDER HEAD DISASSEMBLE

Tools Required

- **J 8062** Valve Spring Compressor. See **Special Tools**.
- **J 42037** Valve Spring Compressor Adapter. See **Special Tools**.
- **J 38820** Valve Stem Seal Remover/Installer. See **Special Tools**.

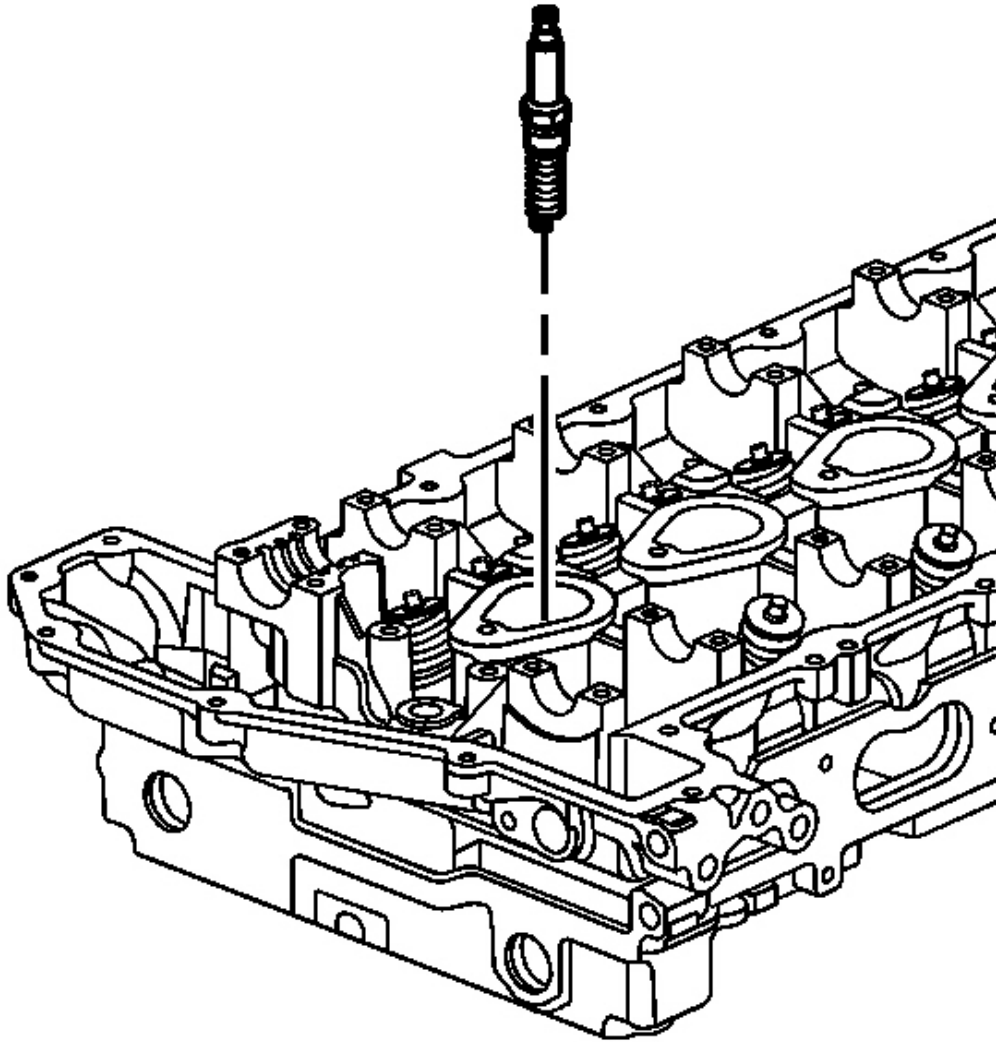


Fig. 437: Installing Spark Plugs
Courtesy of GENERAL MOTORS CORP.

1. Remove the spark plugs.

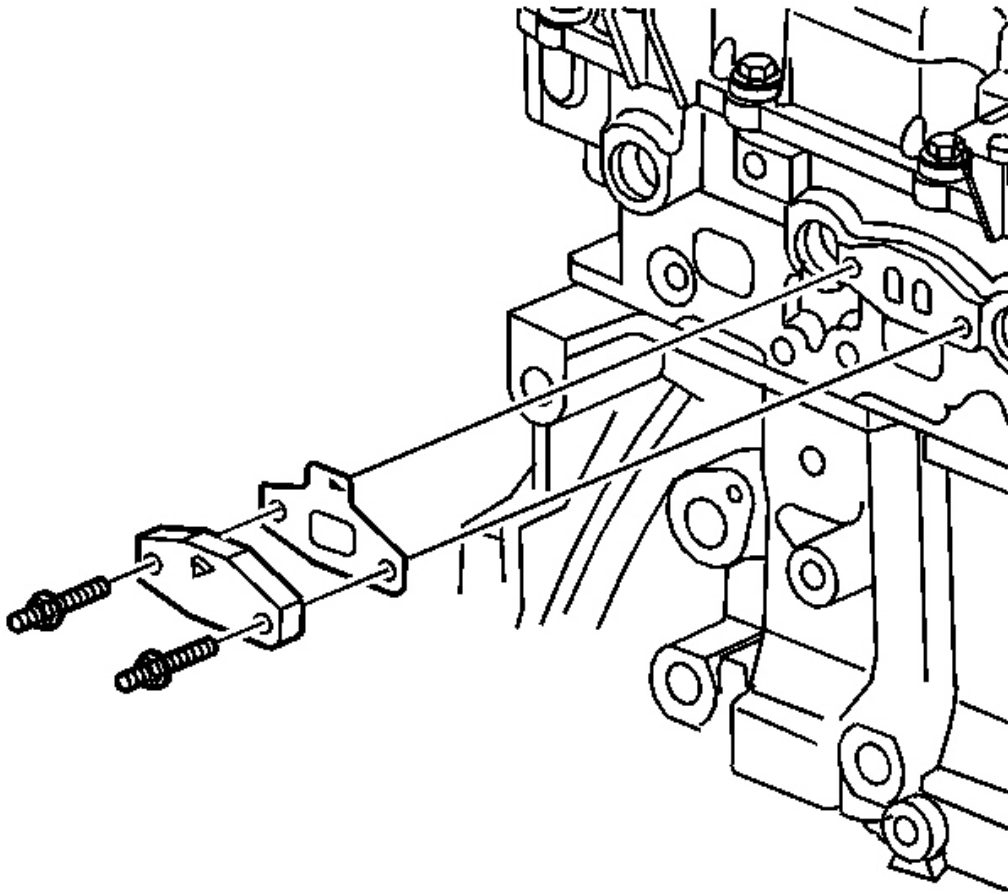


Fig. 438: View Of A.I.R. Injection Pipe Cover
Courtesy of GENERAL MOTORS CORP.

2. Remove the A.I.R. injection pipe cover studs.
3. Remove the A.I.R. injection pipe cover and gasket.

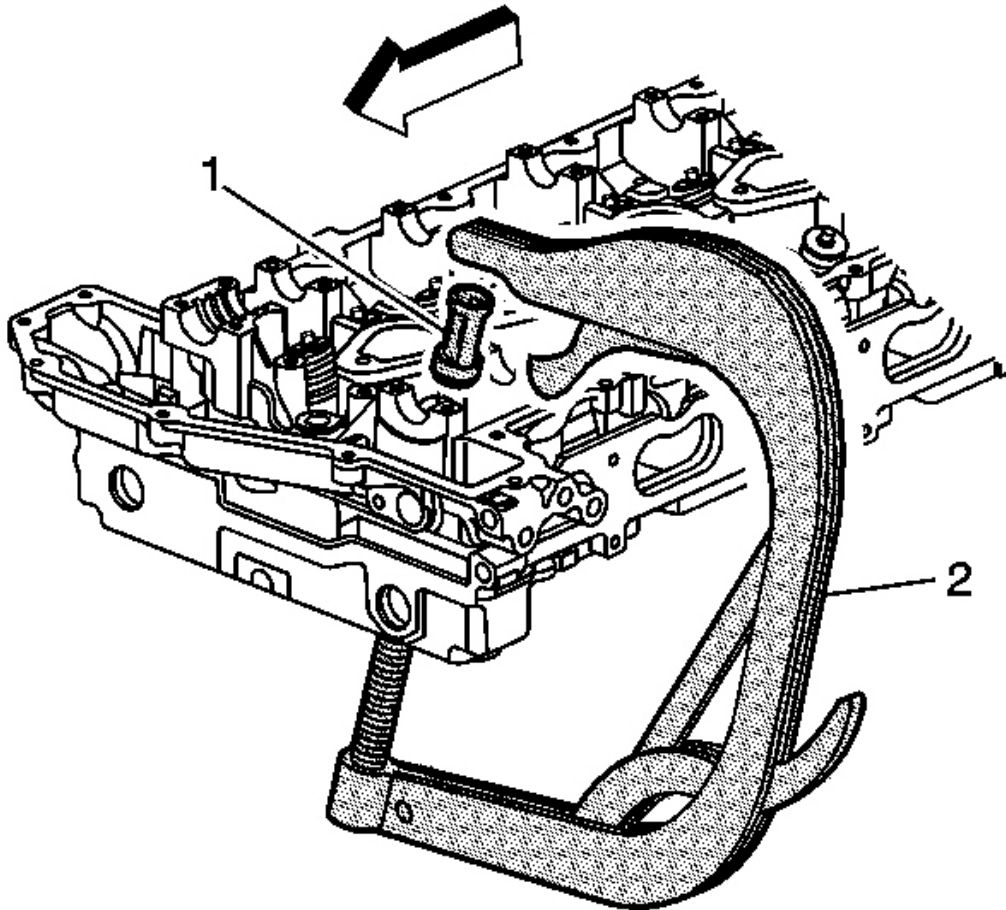


Fig. 439: Using J 8062 & J 42037 To Compress Valve Spring
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Organize the valve train components when disassembling so they can be reassembled in the same location and matched up with the same components as previously installed.

4. Use **J 8062** (2) and **J 42037** (1) to compress the valve spring. See **Special Tools**.

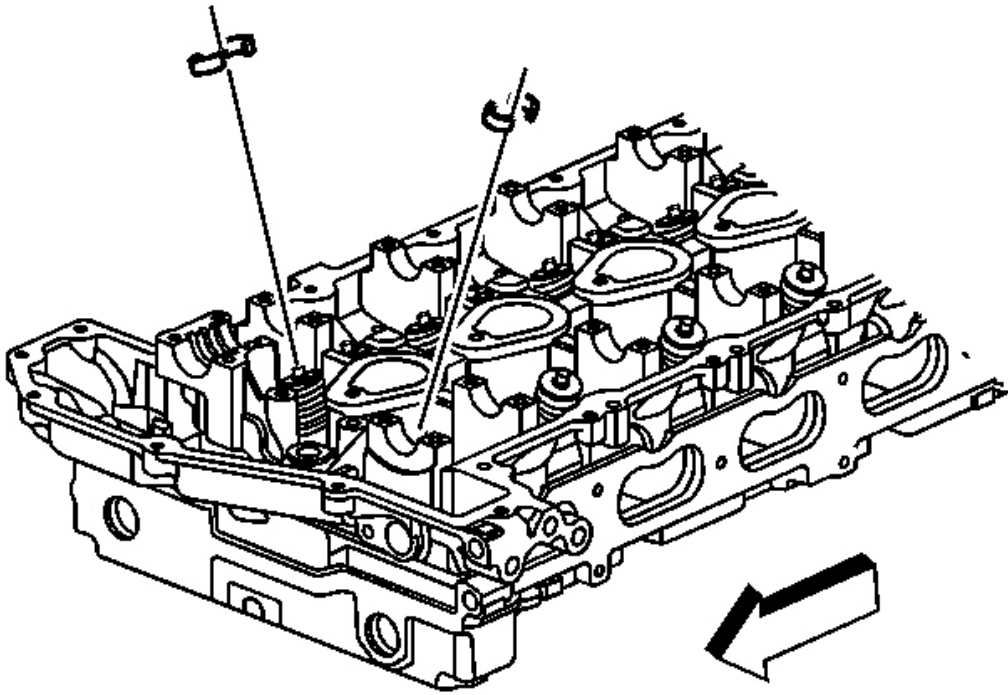


Fig. 440: View Of Valve Keys
Courtesy of GENERAL MOTORS CORP.

5. Remove the valve keys.

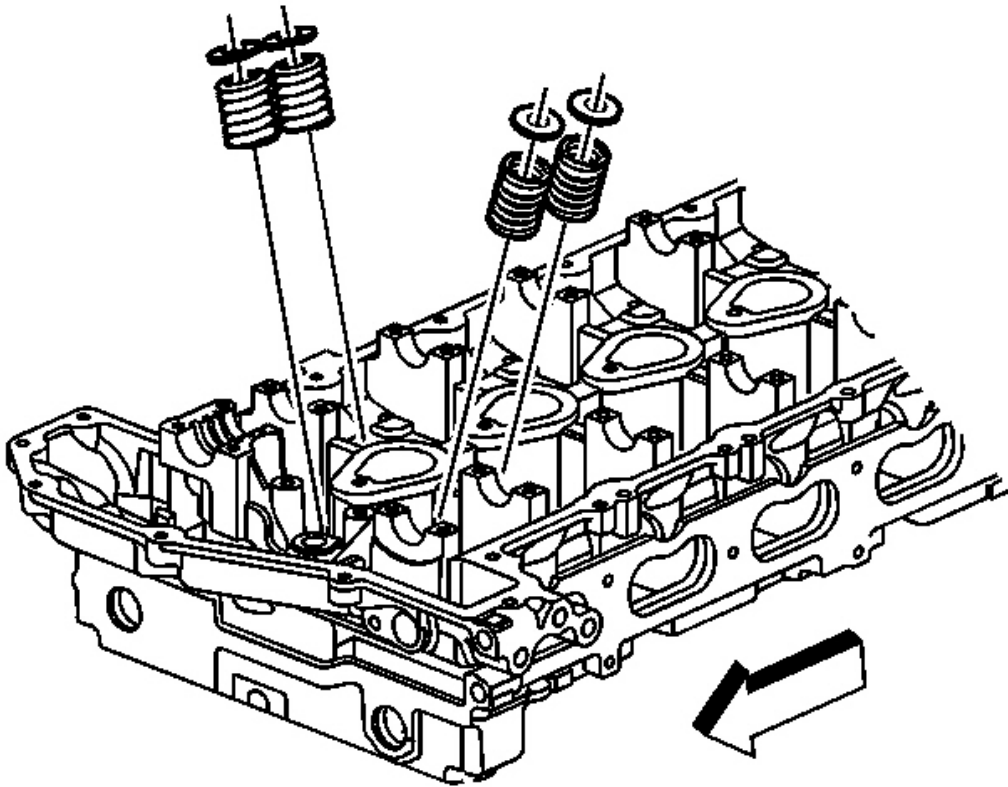


Fig. 441: View Of Valve Springs & Retainers
Courtesy of GENERAL MOTORS CORP.

6. Remove **J 8062** and **J 42037** . See **Special Tools**.
7. Remove the valve spring retainer and valve spring.

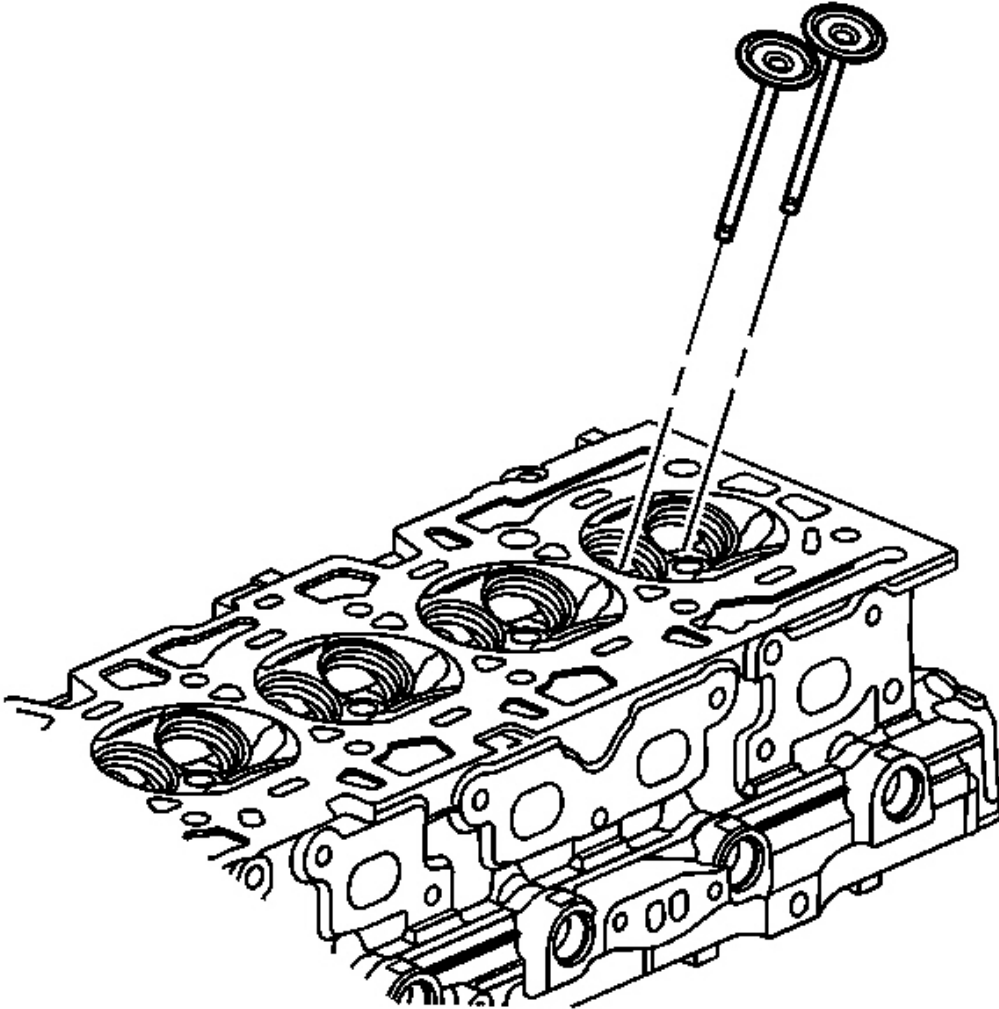


Fig. 442: View Of Valves
Courtesy of GENERAL MOTORS CORP.

8. Remove the valves.

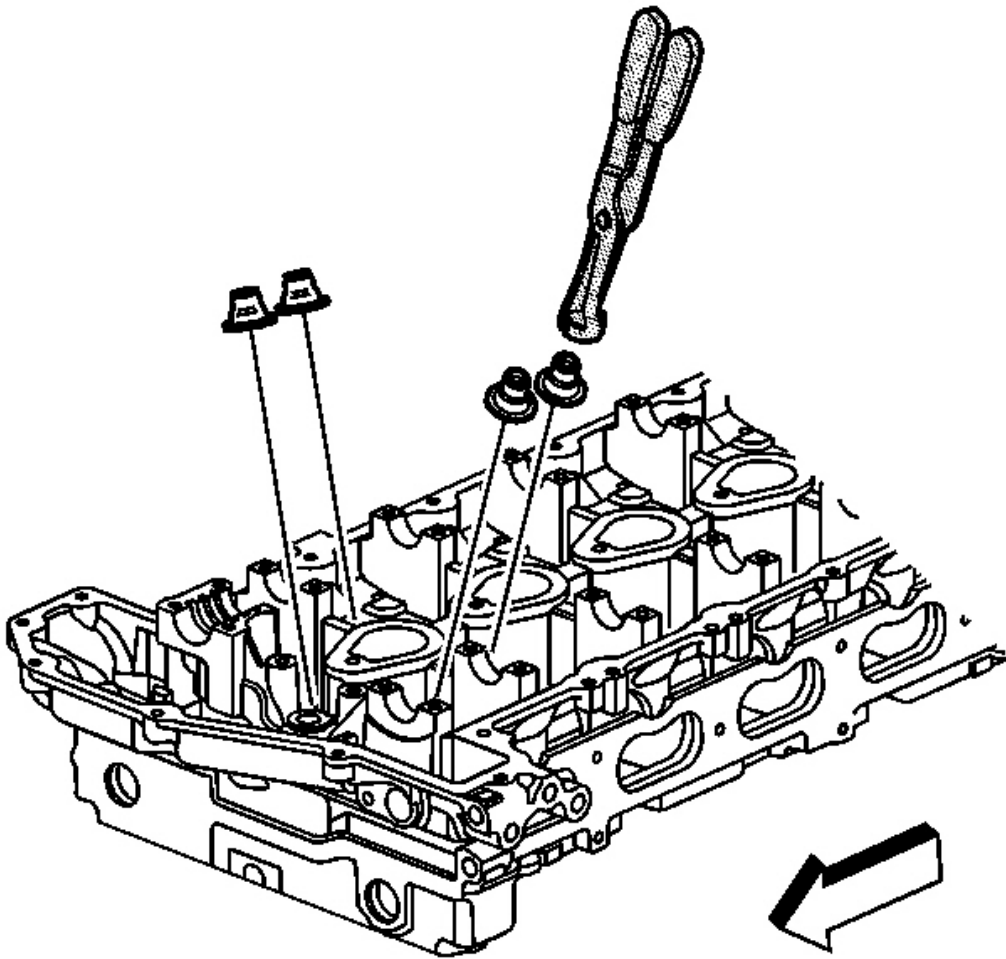


Fig. 443: Removing Valve Stem Seals
Courtesy of GENERAL MOTORS CORP.

9. Use **J 38820** to remove the valve seals. See **Special Tools**.

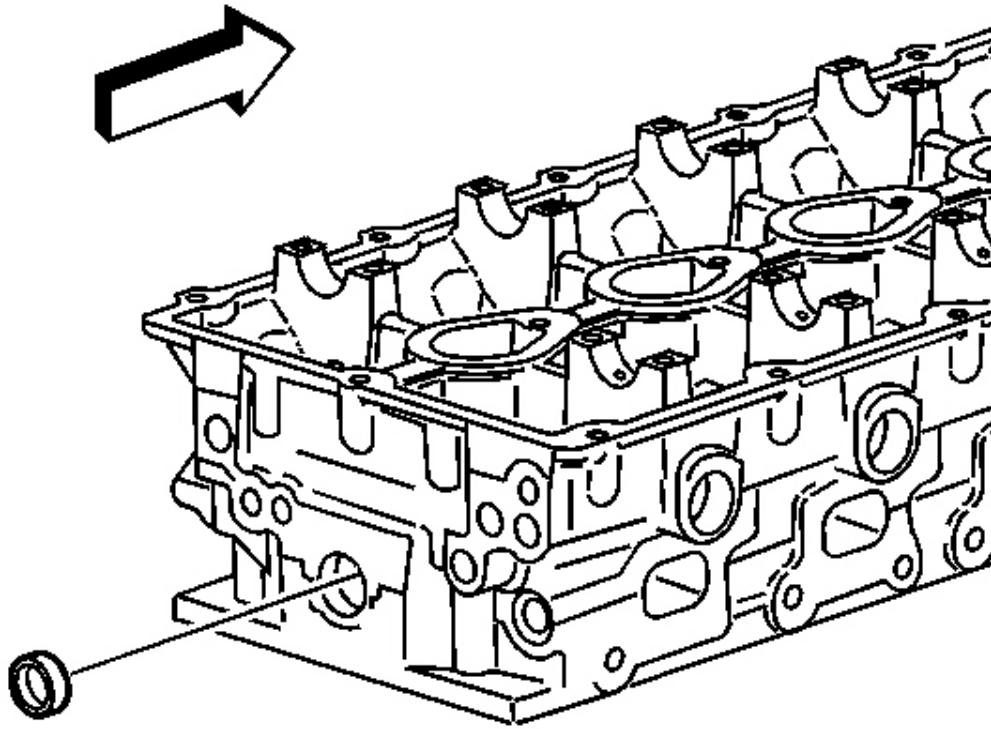


Fig. 444: View Of Water Jacket Plug
Courtesy of GENERAL MOTORS CORP.

10. Inspect the water jacket plug, for leakage. Replace if necessary.

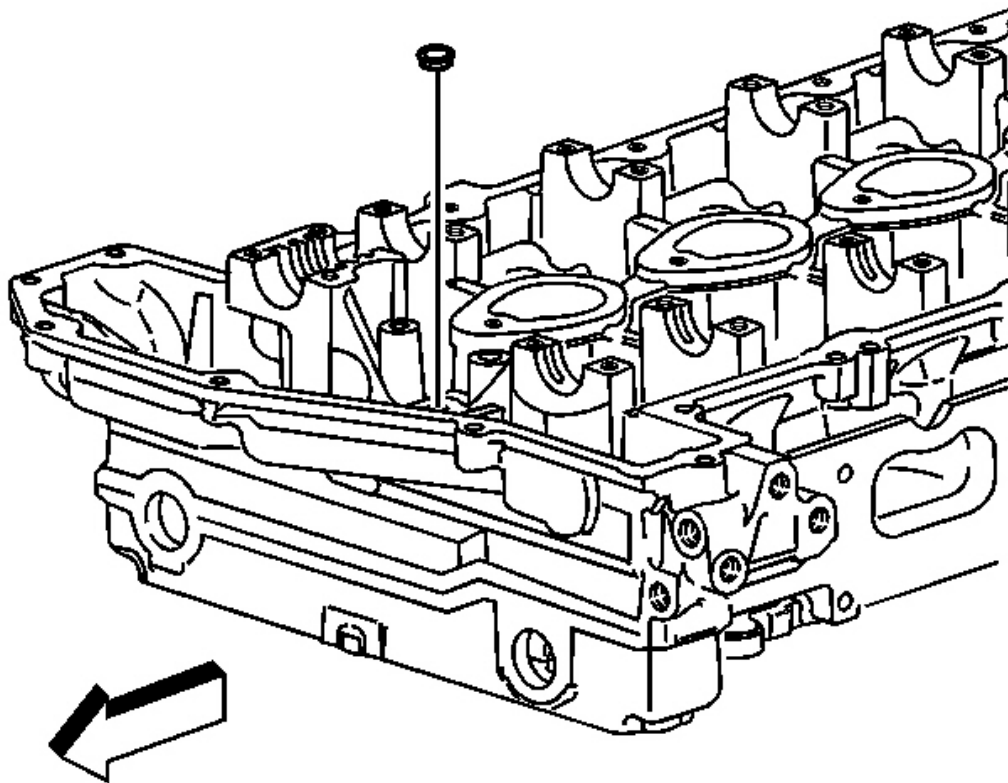


Fig. 445: View Of Inner Oil Gallery Plug
Courtesy of GENERAL MOTORS CORP.

11. Inspect the (inner) oil gallery plug, for leakage. Replace if necessary.

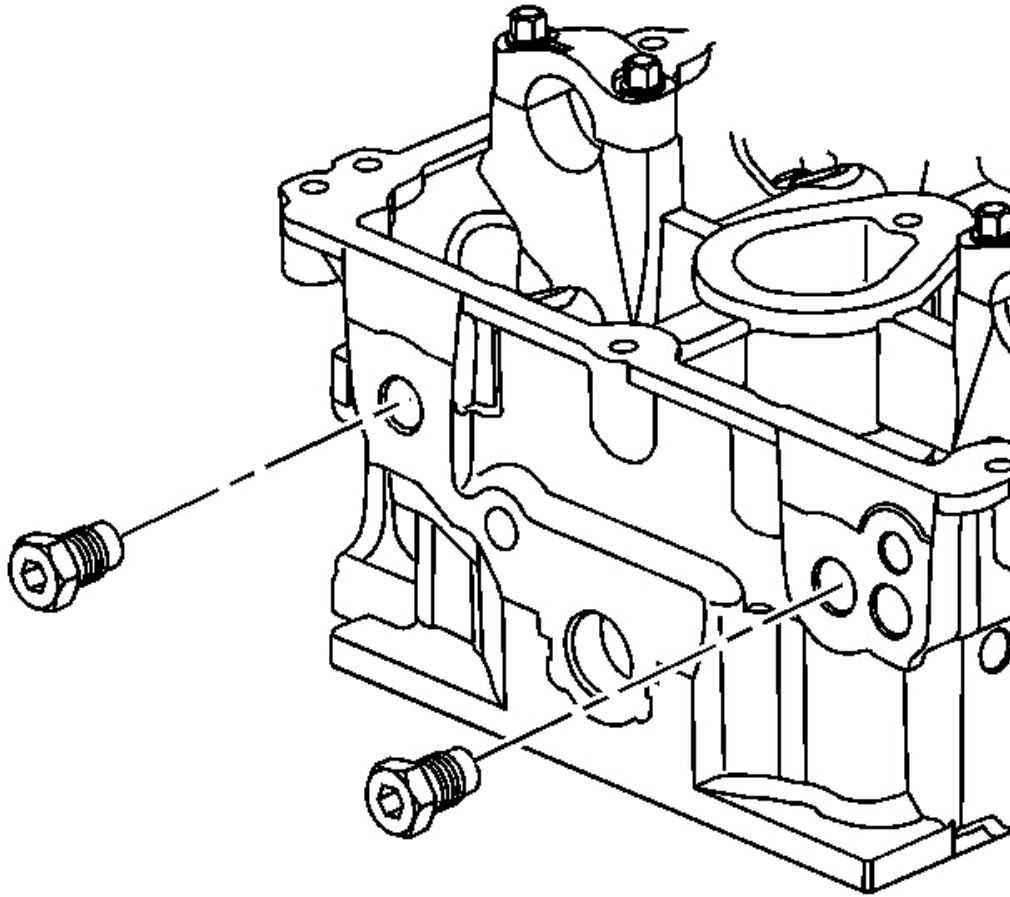


Fig. 446: Oil Gallery Plugs
Courtesy of GENERAL MOTORS CORP.

12. Inspect the (end) oil gallery plugs, for leakage. Replace if necessary.

CYLINDER HEAD CLEANING AND INSPECTION

Tools Required

J 9666 Valve Spring Tester

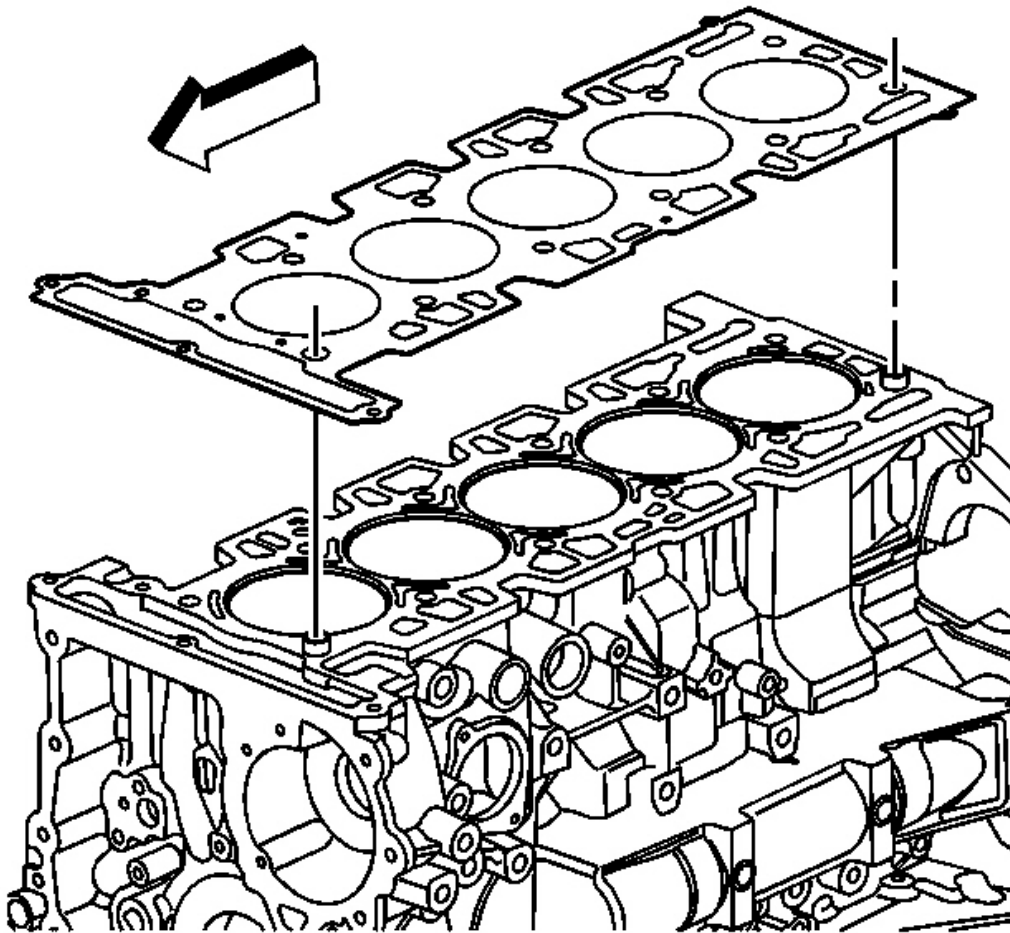


Fig. 447: View Of Cylinder Head Gasket
Courtesy of GENERAL MOTORS CORP.

1. Inspect the cylinder head gasket and the mating surface. Inspect for leaks, corrosion, and blowby.

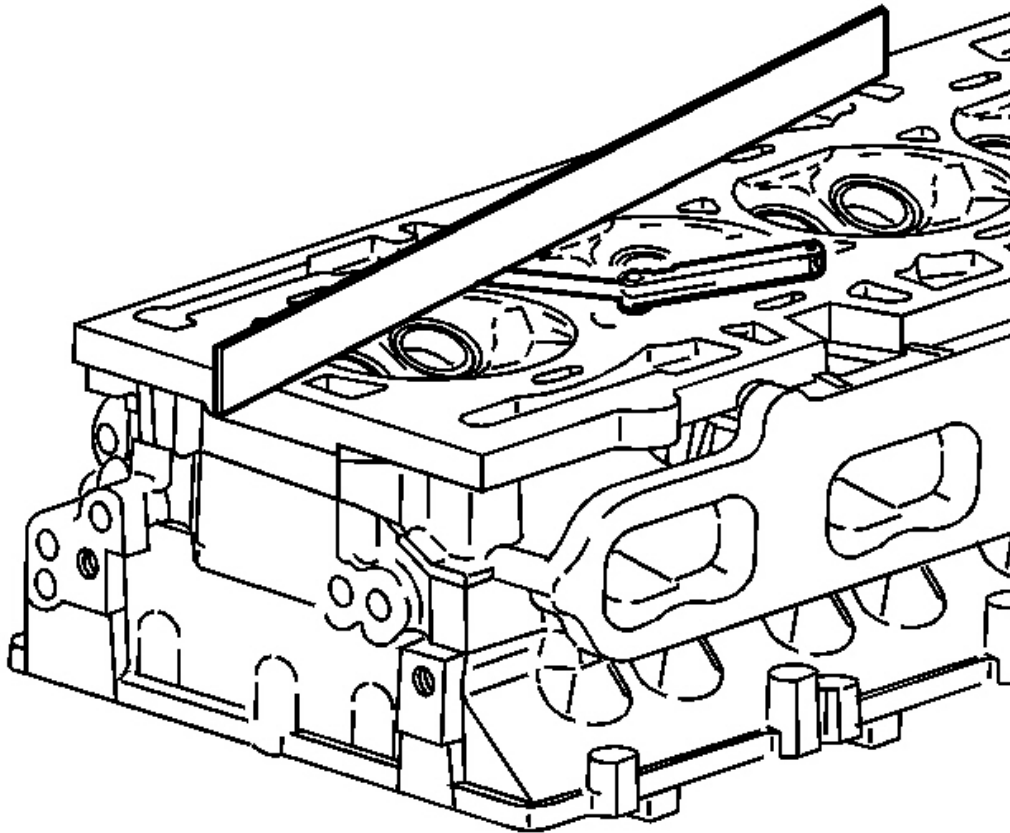


Fig. 448: Checking For Cylinder Head Warpage
Courtesy of GENERAL MOTORS CORP.

2. If the gasket failed, determine the cause. The following conditions may cause gasket failure:
 - Improper installation
 - Warped cylinder head
 - Missing or not fully seated dowel pins
 - Low torque on the cylinder head bolts
 - Incorrect length cylinder head bolts
 - A warped engine block surface
 - Scratched surfaces
 - Foreign material

- Cracked engine block threaded holes

3. Clean the following components:

- The gasket surfaces

Do not use a motorized brush on the head gasket sealing surface.

- Valve stems and valve heads
- The bolt hole threads

Remove all dirt, debris, or threadlocking material from the bolt holes.

4. Inspect the cylinder head mating surfaces for flatness. Use a feeler gauge and a straight edge.
5. Replace the cylinder head if warped more than 0.08 mm (0.003 in).
6. Inspect the cylinder head for cracks.

IMPORTANT: Do not attempt to weld the cylinder head. If the cylinder head is damaged, replace the cylinder head. Minor nicks may be repaired with a fine flat file or emery cloth.

7. Inspect the cylinder head deck for corrosion.

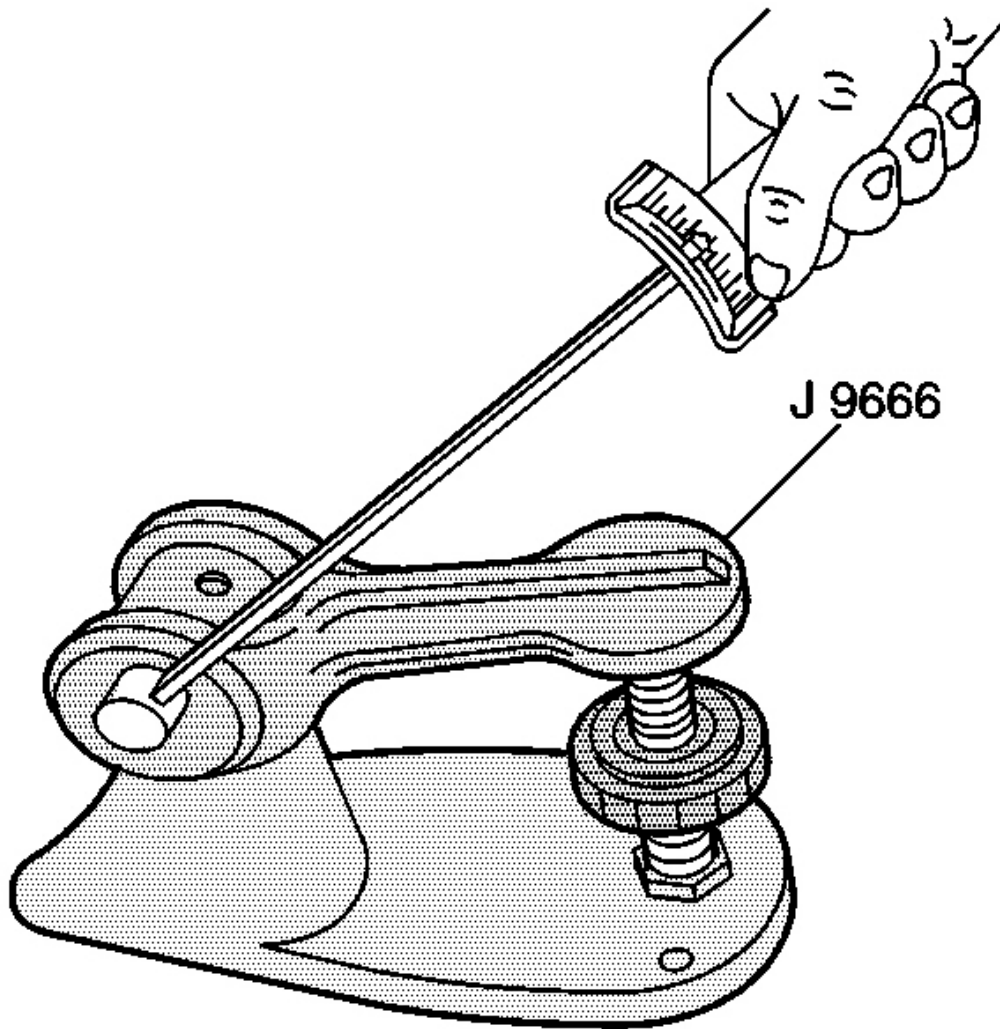


Fig. 449: Measuring Valve Spring Tension
Courtesy of GENERAL MOTORS CORP.

8. Inspect the valve springs for squareness.
9. Use **J 9666** to measure the valve spring tension. Replace the valve spring if the tension is not within specification.

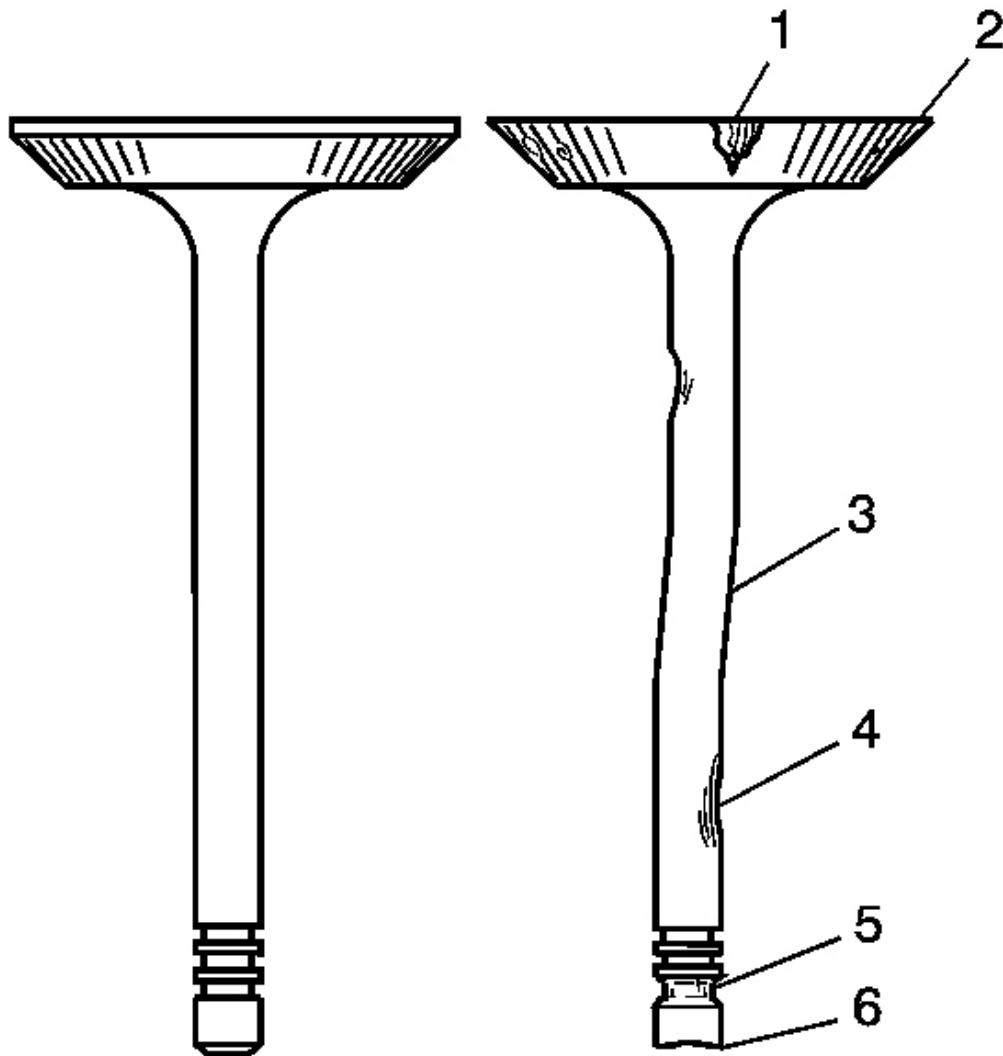


Fig. 450: Inspecting Valve Guides
Courtesy of GENERAL MOTORS CORP.

10. Inspect the valve guides for wear. The valve guides may be reamed oversized 0.075 mm (0.003 in) and oversized stemmed valves may be installed. The same size valve seal should be used.
11. Inspect the valve seats for excessive wear, damage, or hot spots.
12. Use the following procedure to measure the valve seat concentricity:

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1. Lift the valve off the valve seat.
 2. Apply a dab of blue dye to the valve face.
 3. Seat and rotate the valve. The blue dye traces transferred to the valve seat are an indication of concentricity of the valve seat.
13. Use the following procedure to measure the valve runout:
1. Clean off the blue dye.
 2. Apply blue dye to the valve seat.
 3. Seat and rotate the valve.
 4. The traces of blue dye transferred to the valve indicates valve runout.
14. Replace the head if the valve seats are damaged.
15. Inspect the valves for the following damage:
- Grooving (1, 2)
 - Bent valve stem (3). Replace any bent valve.
 - Burrs or scratches (4). Minor burrs or scratches may be removed with a fine oil stone.
 - Chipped or worn key grooves (5). Replace if damaged.
 - Valve tip wear (6). Replace if worn.

CYLINDER HEAD ASSEMBLE

Tools Required

- **J 8062** Valve Spring Compressor. See **Special Tools**.
 - **J 42037** Valve Spring Compressor Adapter. See **Special Tools**.
 - **J 38820** Valve Stem Seal Remover/Installer. See **Special Tools**.
1. Apply sealant GM P/N 12378521 (Canadian P/N 88901148) or equivalent to the threads.

NOTE: Refer to Fastener Notice in Cautions and Notices.

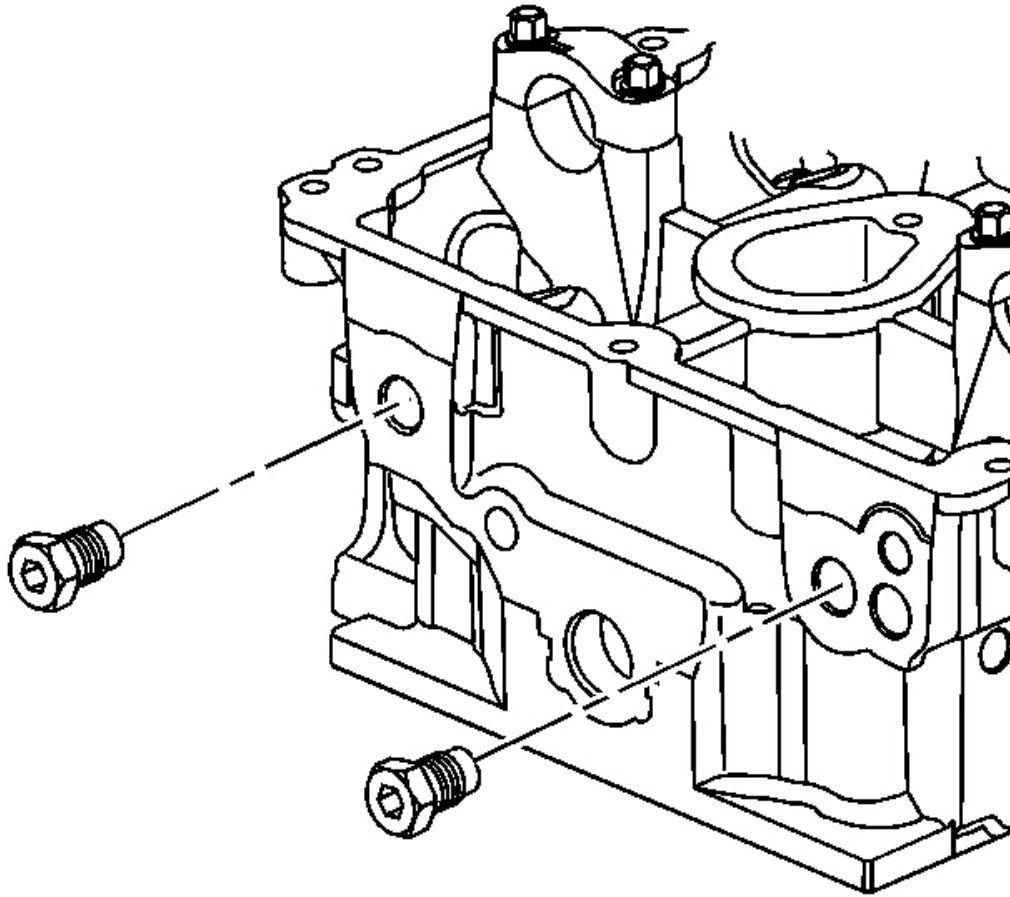


Fig. 451: Oil Gallery Plugs
Courtesy of GENERAL MOTORS CORP.

2. Install the (end) oil gallery plugs.

Tighten: Tighten the oil gallery plugs to 38 N.m (28 lb ft).

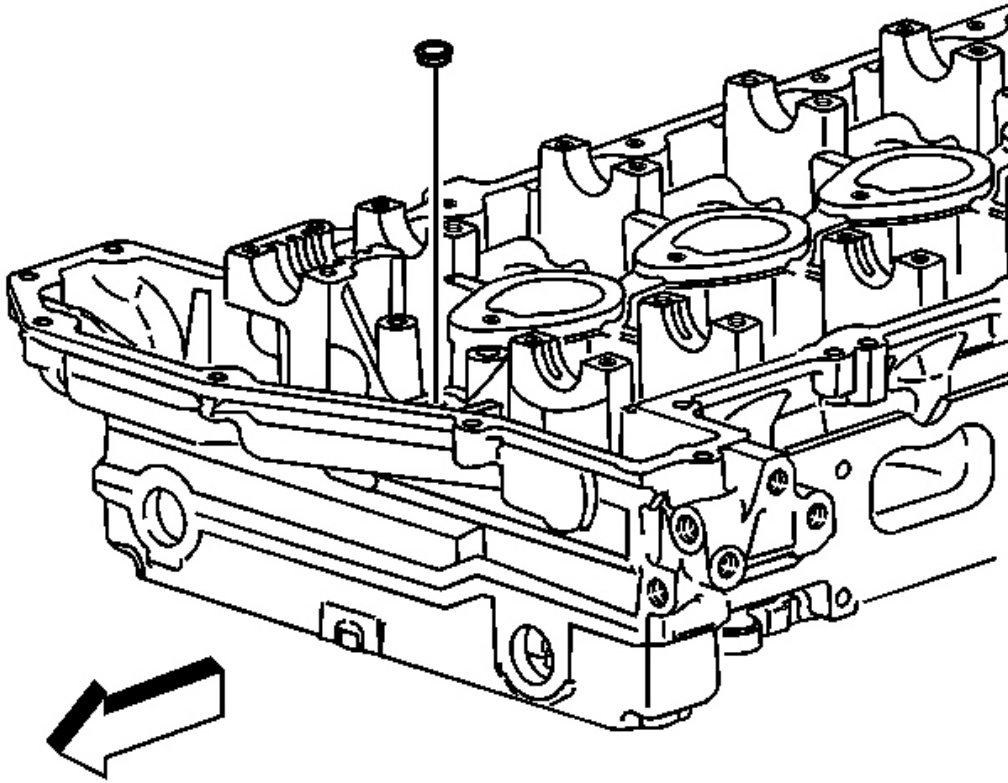


Fig. 452: View Of Inner Oil Gallery Plug
Courtesy of GENERAL MOTORS CORP.

3. Apply sealant GM P/N 12378521 (Canadian P/N 88901148) or equivalent to the plugs.
4. Install the (inner) oil gallery plugs.

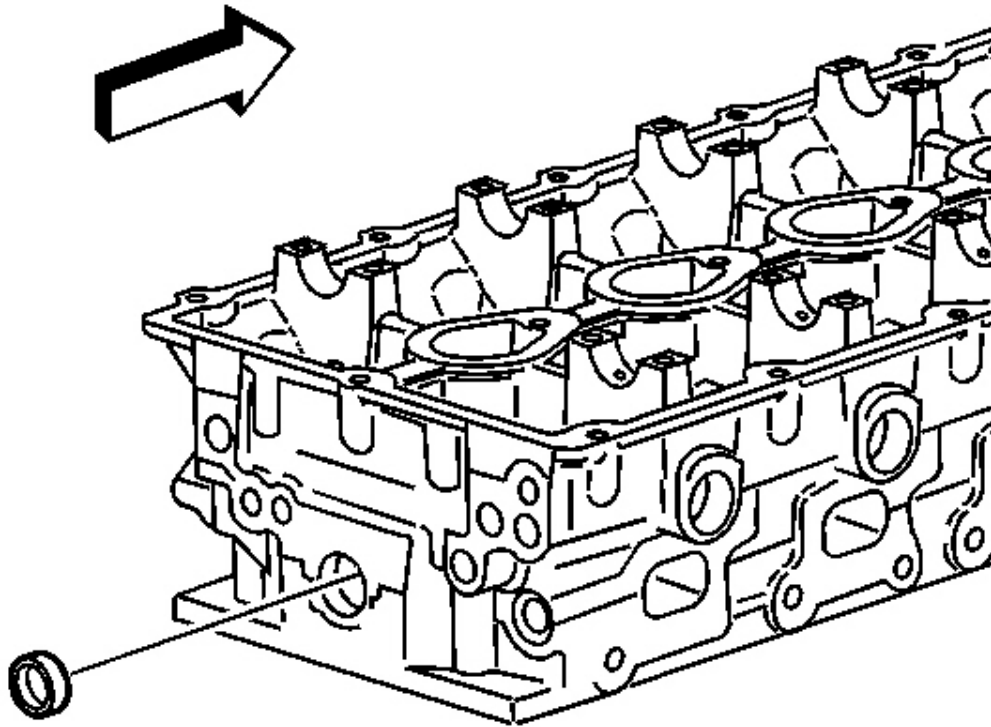


Fig. 453: View Of Water Jacket Plug
Courtesy of GENERAL MOTORS CORP.

5. Apply sealant GM P/N 12378521 (Canadian P/N 88901148) or equivalent to the plug.
6. Install the water jacket plug.

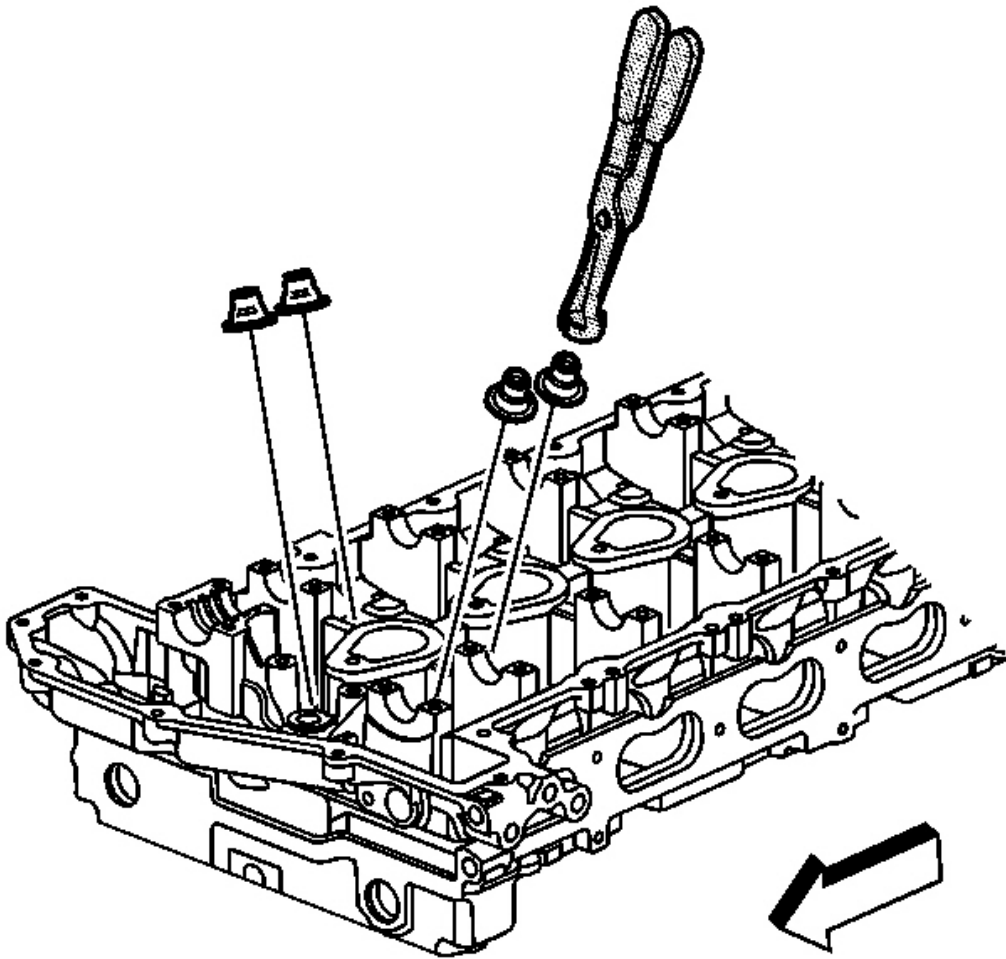


Fig. 454: Removing Valve Stem Seals
Courtesy of GENERAL MOTORS CORP.

7. Use **J 38820** to install the valve seals. See **Special Tools**. There is only one size valve seal.

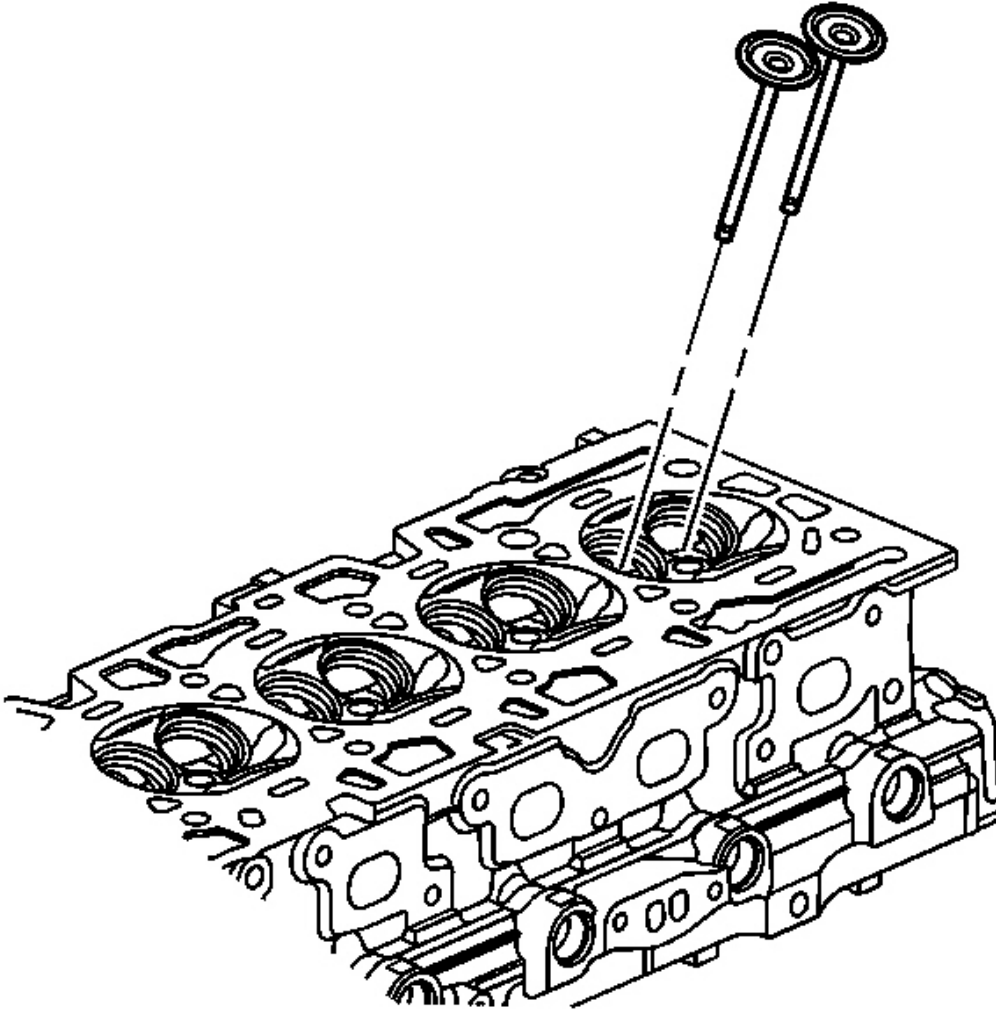


Fig. 455: View Of Valves

Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Lubricate the valve stems with clean engine oil before installing.

8. Install the valves. 0.075 mm (0.003 in) oversized valves are available if the valve guides needed to be reamed. Use the same (original size) valve seal.

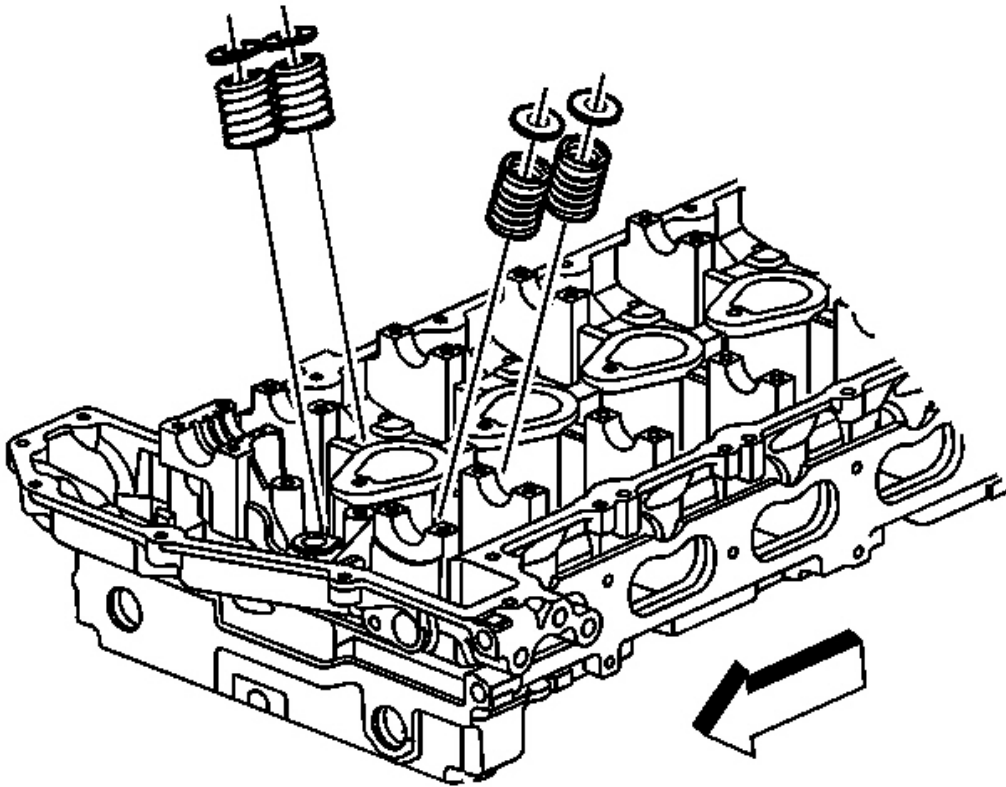


Fig. 456: View Of Valve Springs & Retainers
Courtesy of GENERAL MOTORS CORP.

9. Install the valve spring and the valve spring retainer.

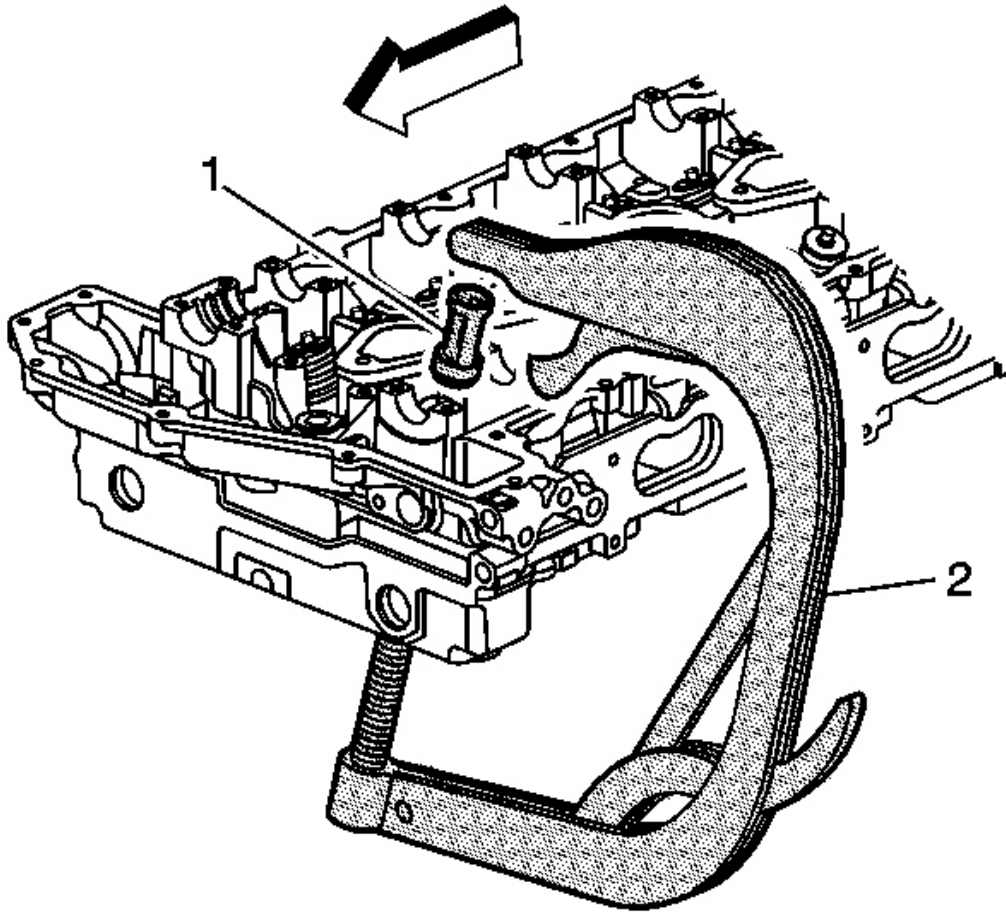


Fig. 457: Using J 8062 & J 42037 To Compress Valve Spring
Courtesy of GENERAL MOTORS CORP.

10. Use **J 8062** (2) and **J 42037** (1) to compress the valve spring. See **Special Tools**.

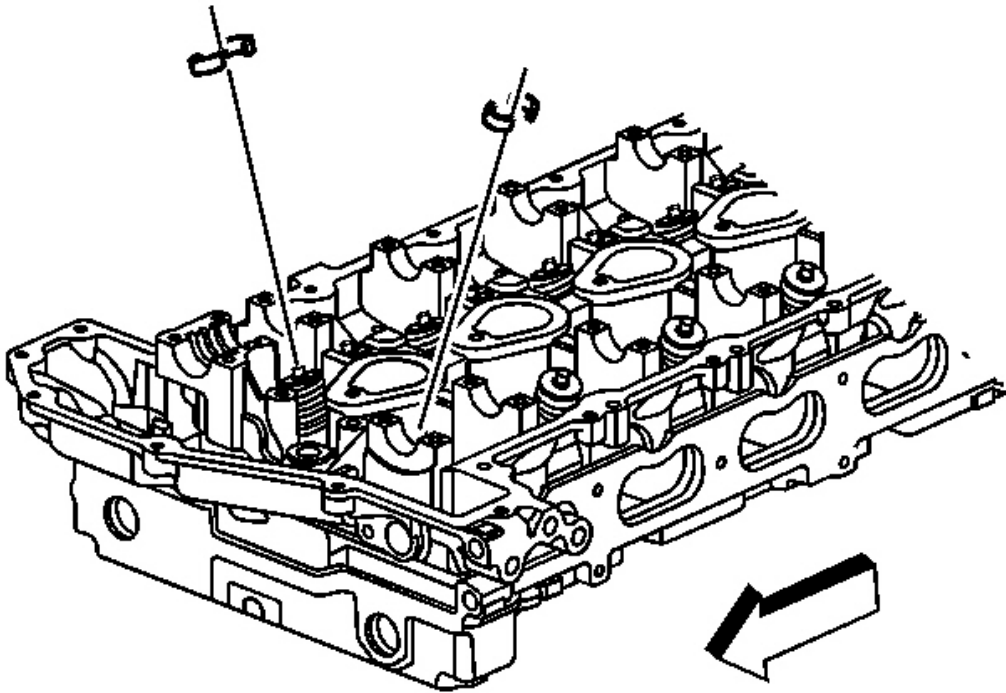


Fig. 458: View Of Valve Keys
Courtesy of GENERAL MOTORS CORP.

11. Install the valve keys.
12. Remove **J 8062** and **J 42037** . See **Special Tools**.

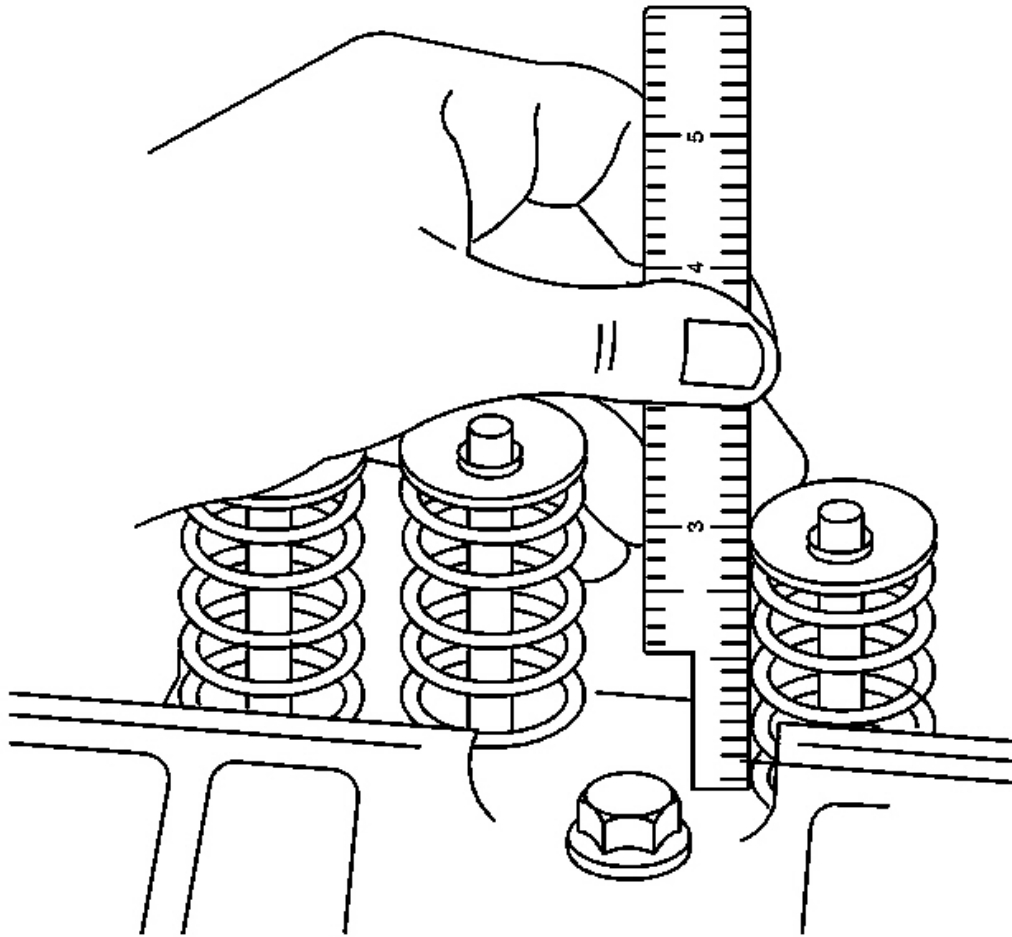


Fig. 459: Measuring Valve Spring Installed Height
Courtesy of GENERAL MOTORS CORP.

13. Measure the valve installed height using a ruler. Measure from the base of the valve spring to the top of the valve. Refer to **Engine Mechanical Specifications**.
14. Install the remaining valves, springs, and other components.

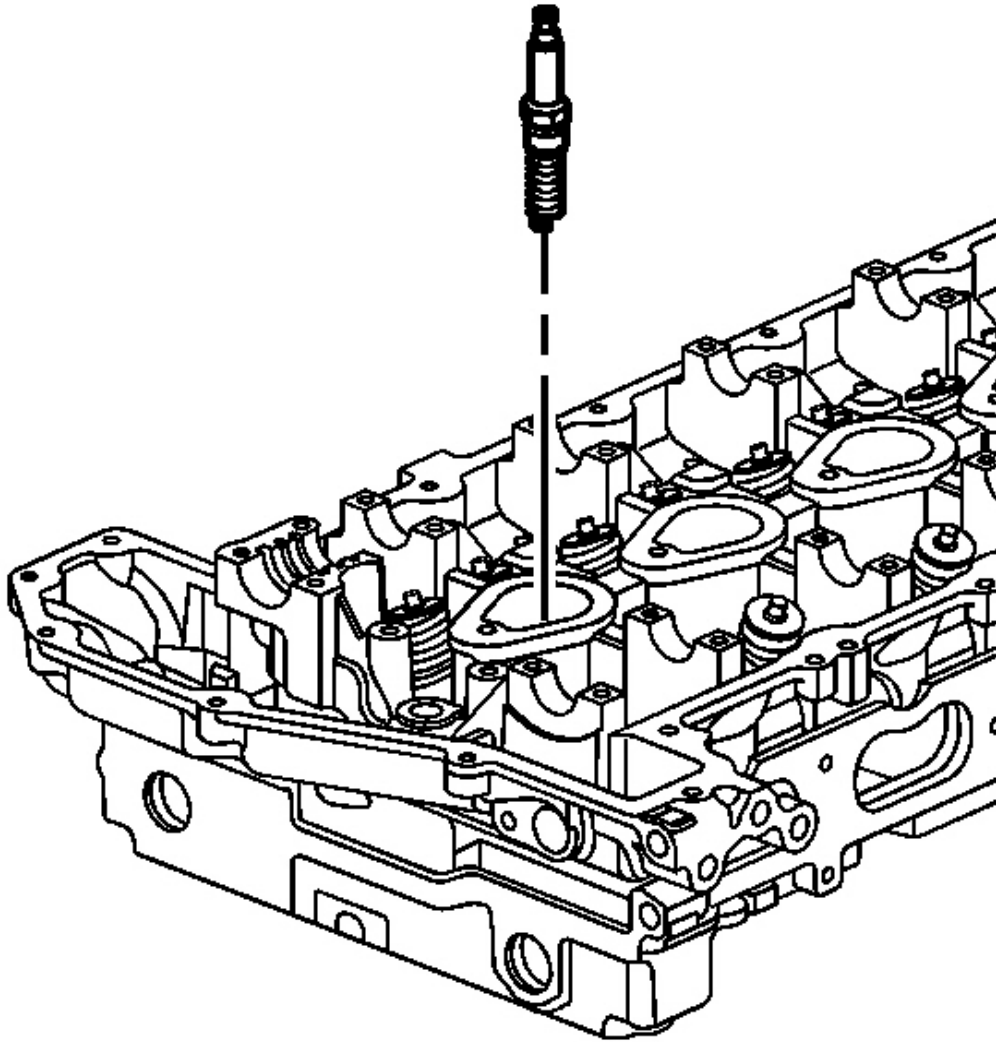


Fig. 460: Installing Spark Plugs
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Do not try to centralize the electrode on the spark plug. The electrode is offset by design.

15. Install the spark plugs.

Tighten: Tighten the spark plugs to 18 N.m (13 lb ft).

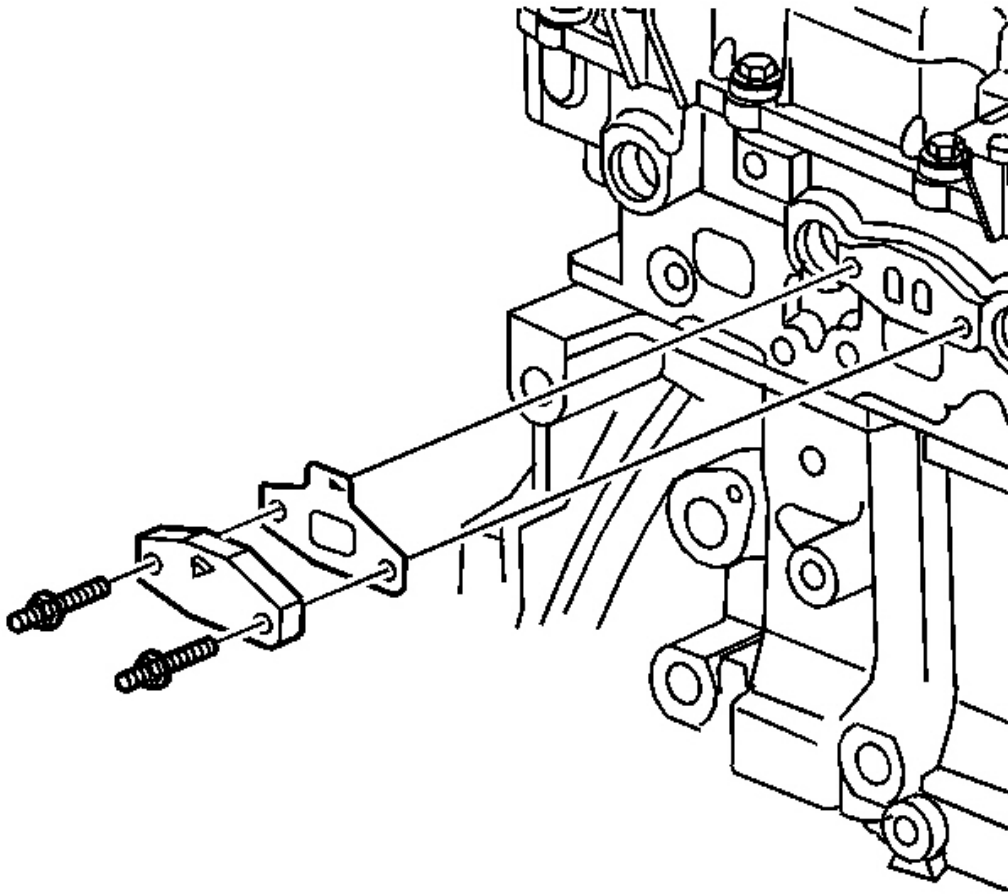


Fig. 461: View Of A.I.R. Injection Pipe Cover
Courtesy of GENERAL MOTORS CORP.

16. Install the A.I.R. injection pipe gasket.
17. Install the A.I.R. injection pipe cover.
18. Install the A.I.R. injection pipe studs.

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

CAMSHAFT COVER CLEANING AND INSPECTION

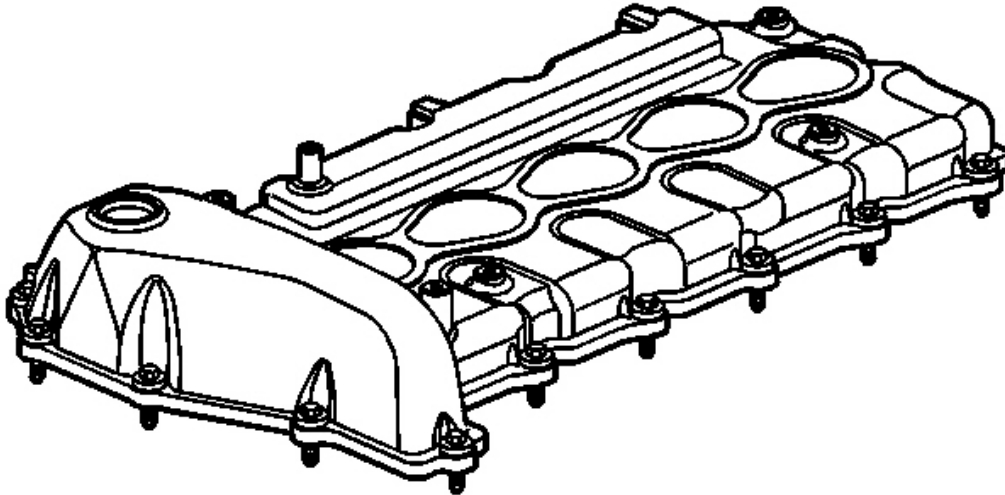


Fig. 462: Inspecting Camshaft Cover
Courtesy of GENERAL MOTORS CORP.

1. Remove and discard the rubber ignition coil seals, and the camshaft cover seal.
2. Clean the camshaft cover with a suitable cleaning solvent.
3. Inspect the camshaft cover for cracks or damage.
4. Inspect the bolt threads for damage.
5. Replace the camshaft cover if necessary.

OIL PUMP CLEANING AND INSPECTION

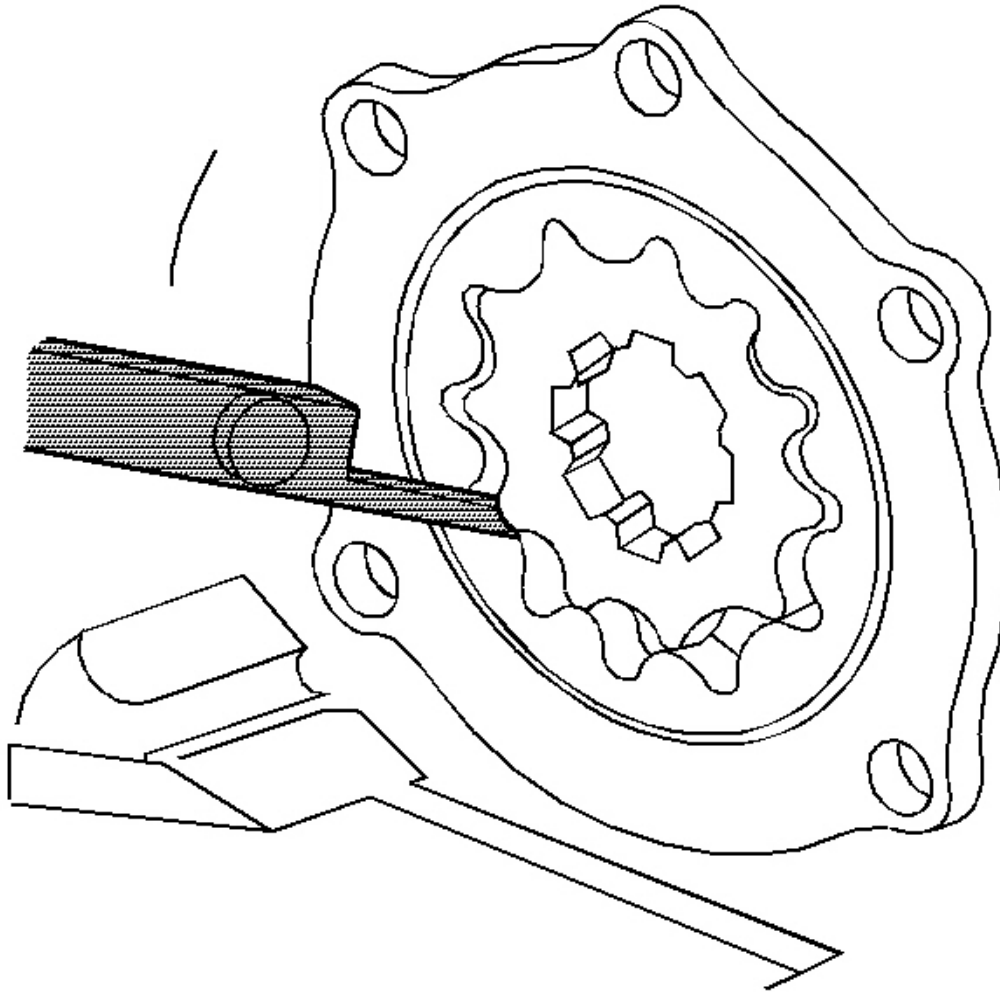


Fig. 463: Measuring Inner Oil Pump Gear Tip Clearance
Courtesy of GENERAL MOTORS CORP.

1. Clean all parts of sludge, oil, and varnish by soaking in carburetor cleaner or cleaning solvent.
2. Inspect for foreign material and determine the source of the foreign material.
3. Inspect the oil pump housing and engine front cover for the following conditions:
 - Cracks or casting imperfections
 - Scoring

- Damaged threads
4. Do not attempt to repair the oil pump housing. Replace the oil pump housing if damage is found.
 5. Inspect the oil pump gears for damage.
 6. Measure the inner oil pump gear tip clearance in several places.

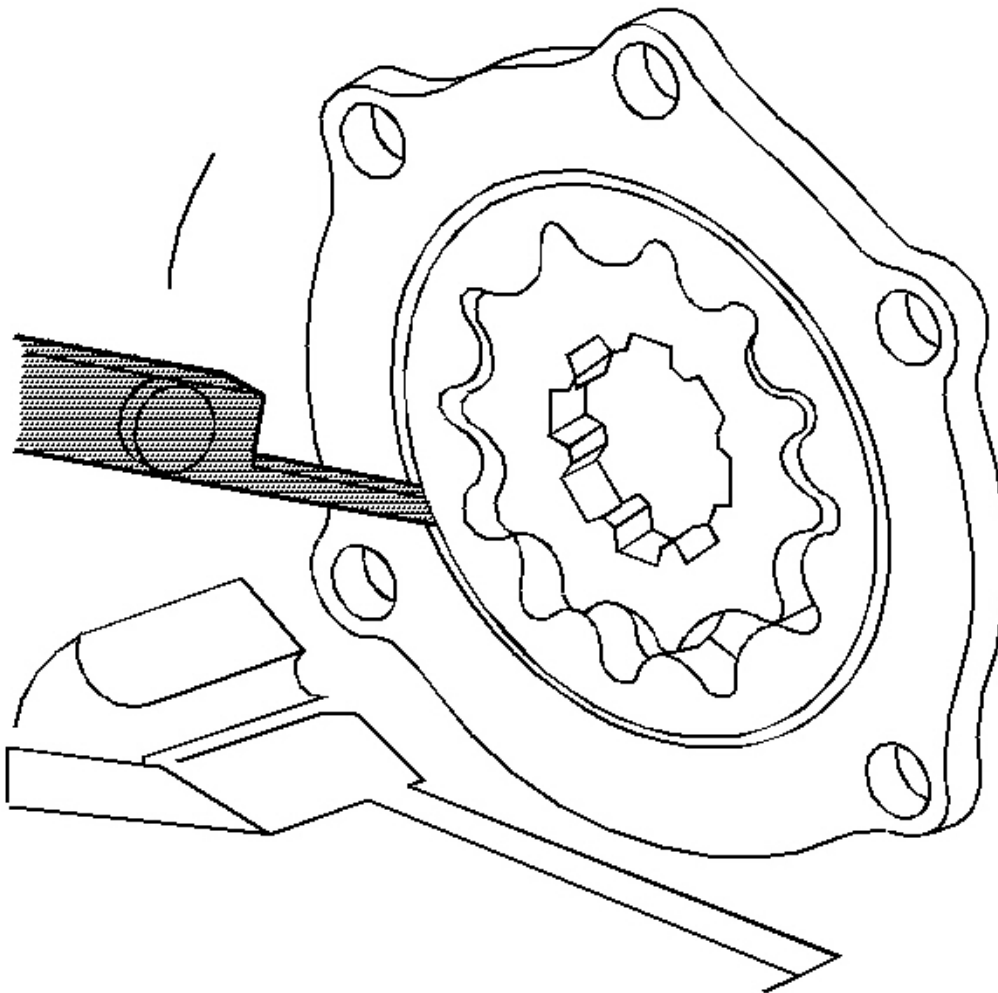


Fig. 464: Measuring Outer Oil Pump Gear Diameter Clearance
Courtesy of GENERAL MOTORS CORP.

7. Measure the outer oil pump gear tip clearance in several places.

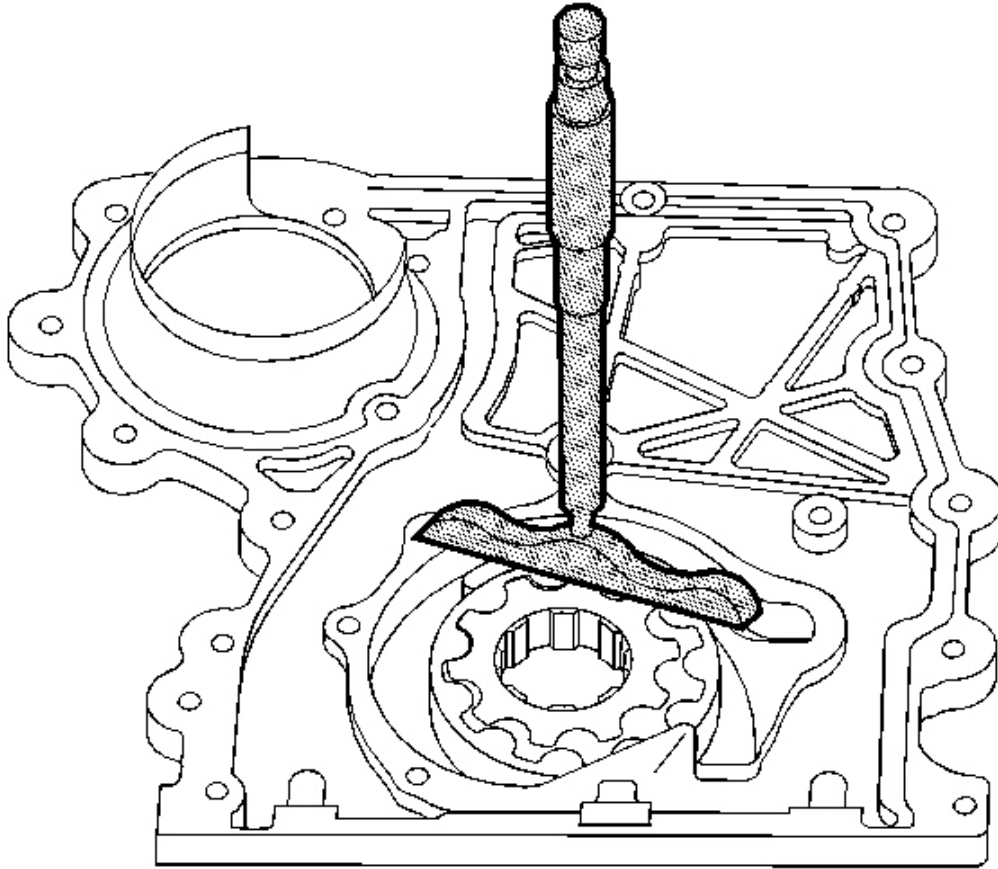


Fig. 465: Measuring Clearance Of Oil Pump Gear Side
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: When deciding oil pump serviceability based on end clearance, consider depth of the wear pattern in the pump cover.

8. Measure the oil pump gear side clearance.
9. Inspect the pressure regulator valve for the following conditions:
 - Scoring
 - Sticking
 - Burrs - Burrs may be removed using a fine oil stone.

10. Inspect the pressure regulator valve spring for loss of tension or bending. Replace the pressure regulator spring if damaged.
11. Inspect the oil pump pipe pickup tube and screen assembly for the following conditions:
 - Looseness - If the oil pump pipe pickup tube is loose or bent, replace the oil pump pipe pickup tube.
 - Broken wire mesh or screen
 - Inspect the O-ring seal at the base of the oil pump pickup tube for damage.

OIL PAN CLEANING AND INSPECTION

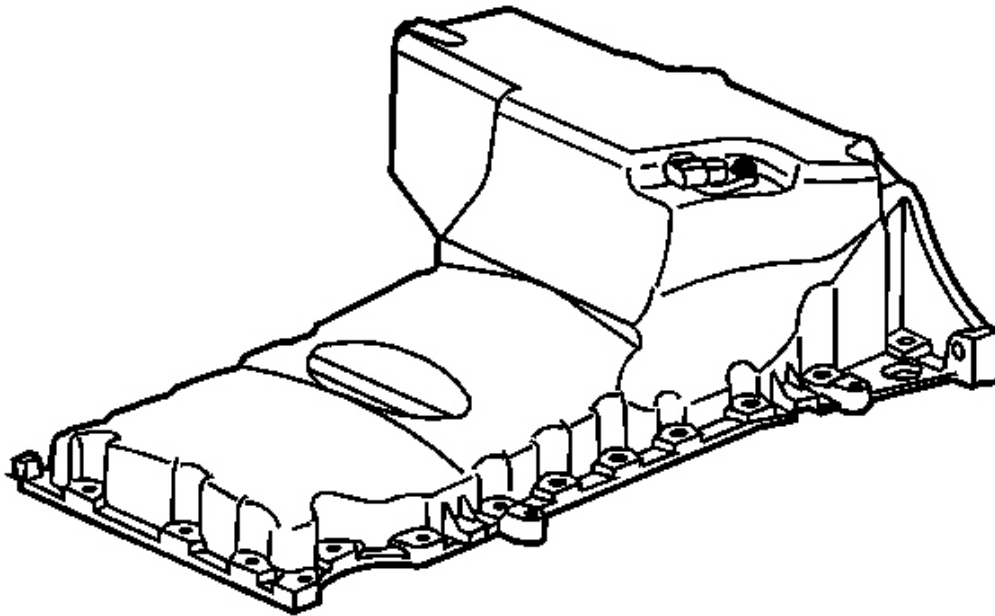


Fig. 466: Inspecting Oil Pan
Courtesy of GENERAL MOTORS CORP.

1. Clean the oil pan in solvent. Remove all sludge and debris from the oil pan.

IMPORTANT: Do not use a motorized tool or bristle disc to clean this component.

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2. Remove all sealing material from the oil pan rails.
3. Inspect the oil pan sealing surfaces for nicks or damage. Remove any minor nicks with a fine flat file.
4. Inspect the threads in the oil drain plug hole.
5. Replace the oil pan if necessary.

ENGINE FRONT COVER CLEANING AND INSPECTION

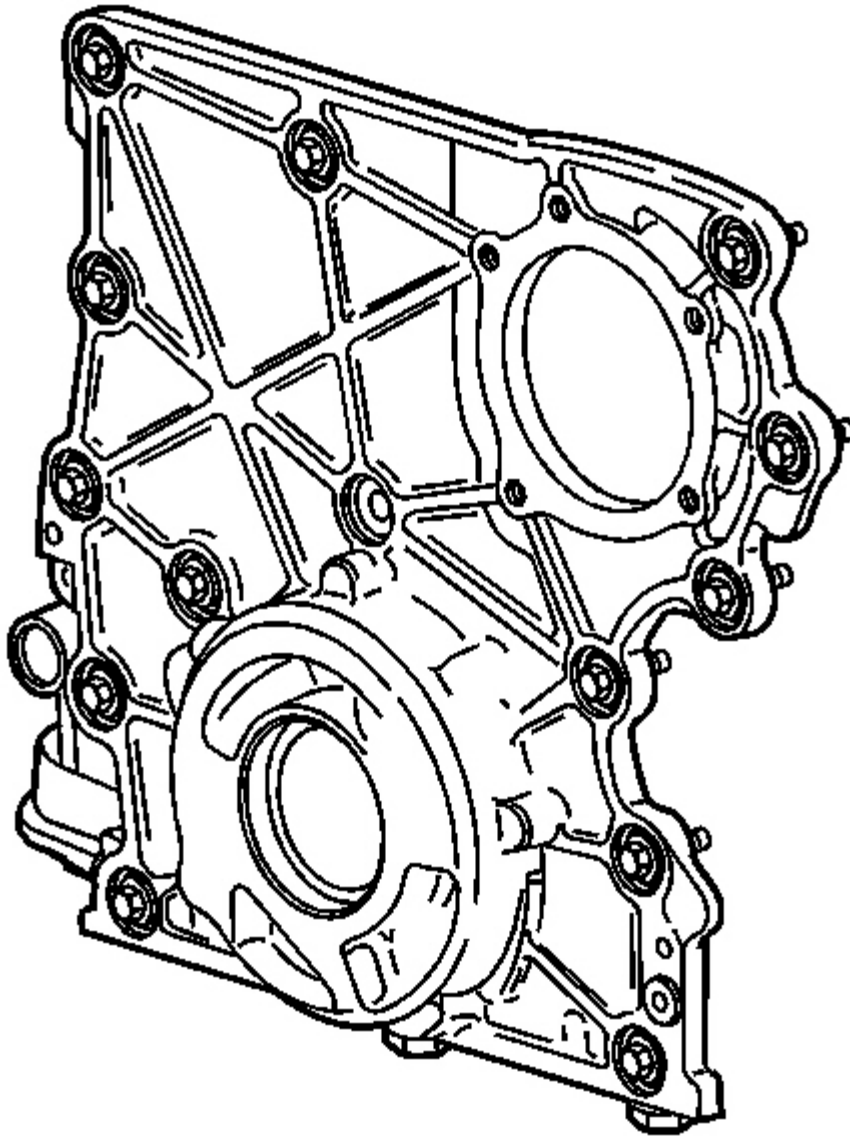


Fig. 467: Inspecting Engine Front Cover
Courtesy of GENERAL MOTORS CORP.

1. Clean the engine front cover with cleaning solvent.

IMPORTANT: Do not use a motorized tool or bristle disc to clean this

component.

2. Remove all sealing material.
3. Inspect the engine front cover sealing surfaces for nicks or damage. Use a fine flat file to remove any minor nicks.
4. Inspect the engine front cover threaded holes for damage.
5. Repair or replace the engine front cover as necessary.

INTAKE MANIFOLD CLEANING AND INSPECTION

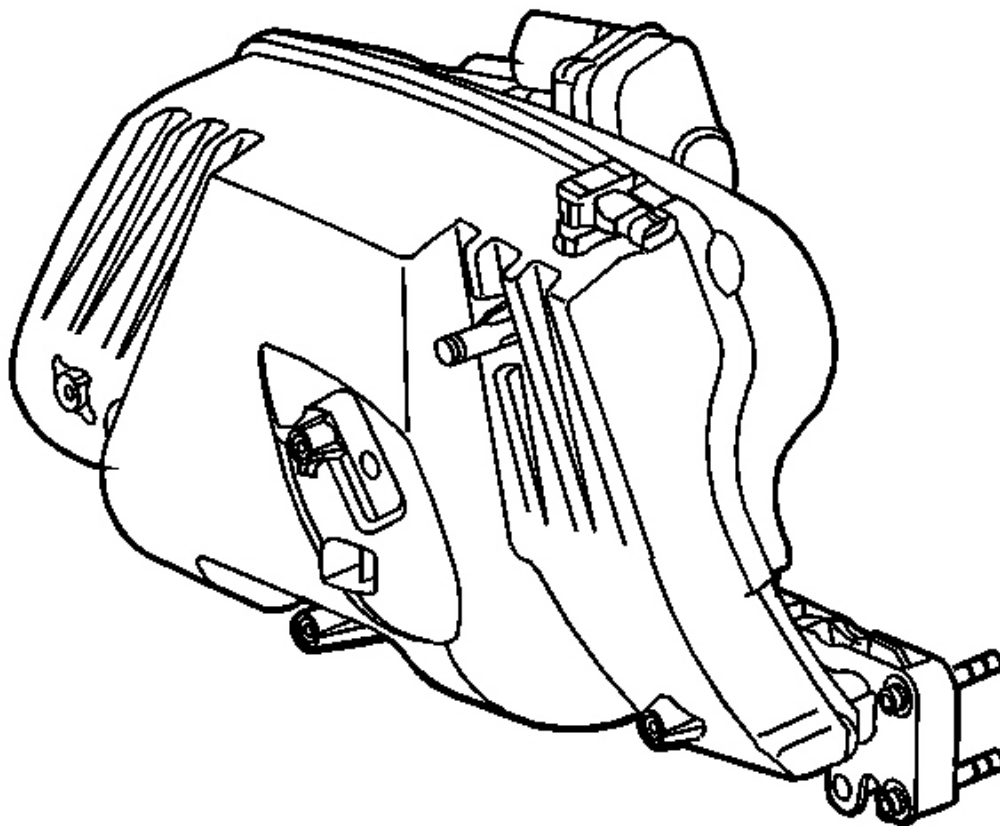


Fig. 468: Inspecting Intake Manifold
Courtesy of GENERAL MOTORS CORP.

1. Clean the intake manifold gasket mating surface.

2. Inspect the threads on the retaining bolts.
3. Inspect the intake manifold for cracks.
4. Clean the internal ports of all debris.
5. Replace the intake manifold if necessary.

EXHAUST MANIFOLD CLEANING AND INSPECTION

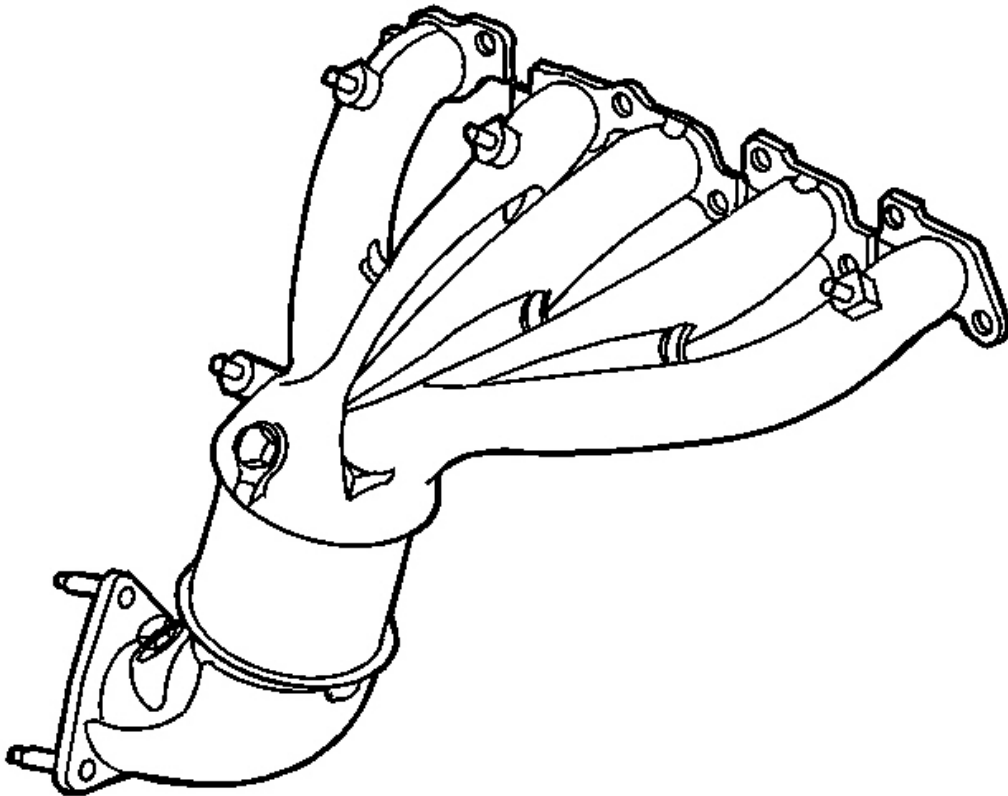


Fig. 469: Inspecting Exhaust Manifold
Courtesy of GENERAL MOTORS CORP.

1. Clean the exhaust manifold.
2. Inspect the exhaust manifold for cracks or damage.
3. Inspect the exhaust manifold threads and studs (if necessary).

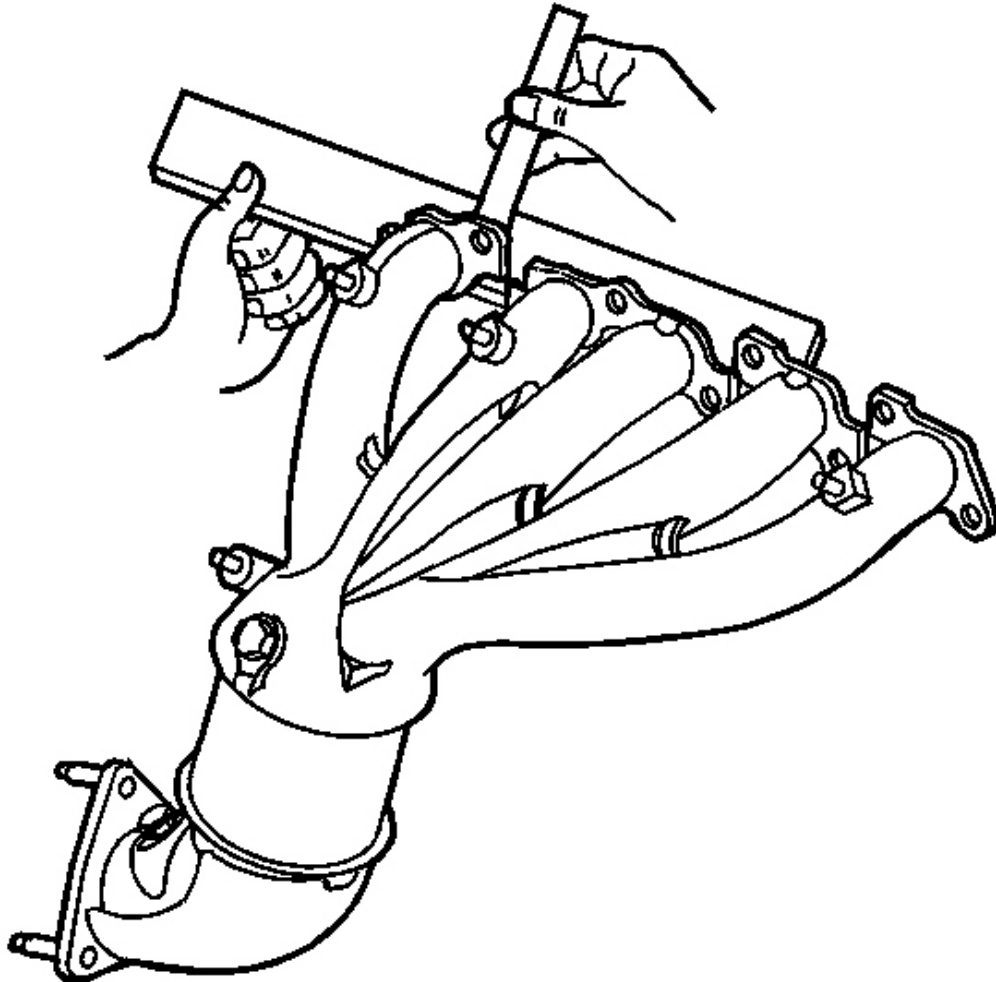


Fig. 470: Checking Exhaust Manifold Mating Surface For Flatness
Courtesy of GENERAL MOTORS CORP.

4. Check the exhaust manifold mating surface for flatness. Use a straight edge and a feeler gage.
5. Replace the exhaust manifold if necessary.

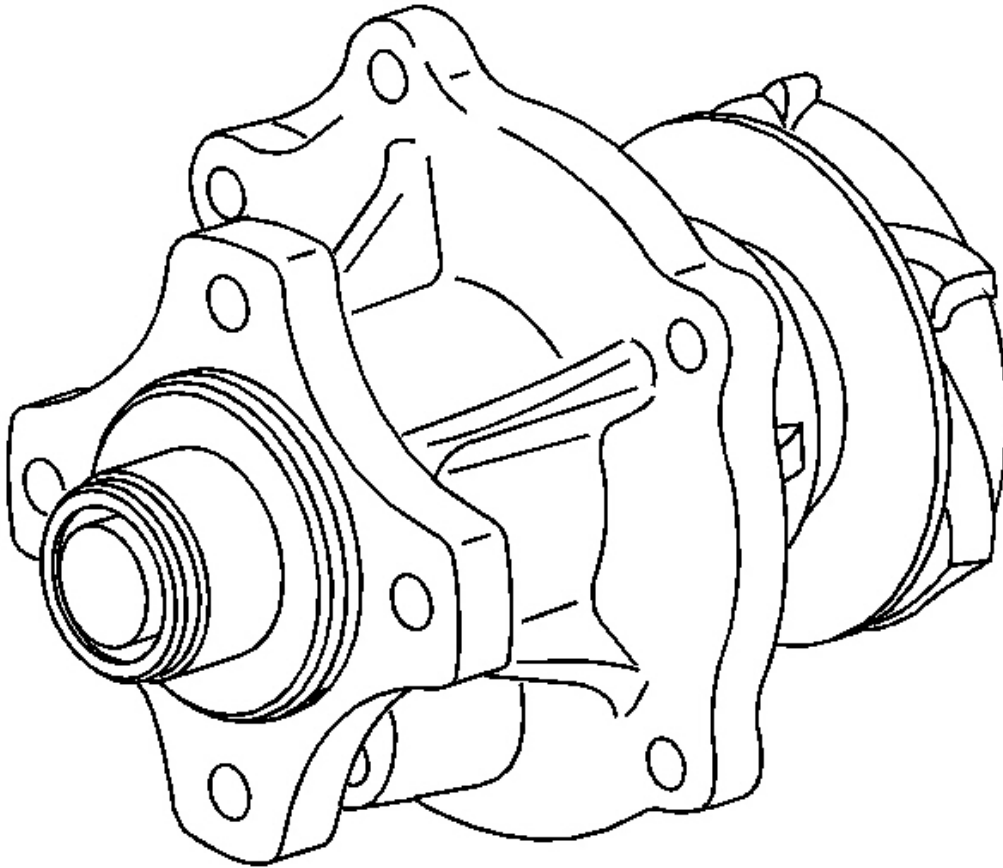


Fig. 471: View Of Water Pump
Courtesy of GENERAL MOTORS CORP.

1. Remove all sealing material from the sealing surface.
2. Inspect the water pump impeller for damage.
3. Inspect the water pump shaft for looseness.
4. Inspect the threads for damage.
5. Replace the water pump if necessary.

THREAD REPAIR

Tools Required

- **J 42385-400** Thread Repair Kit. See **Special Tools**.
- **J 43965** Extension Kit. See **Special Tools**.

The thread repair process involves a solid, thin walled, self-locking, carbon steel, bushing type insert. During the insert installation process, the installation driver tool cold-rolls the bottom internal threads and expands the bottom external threads of the insert into the base material. This action mechanically locks the insert into place.

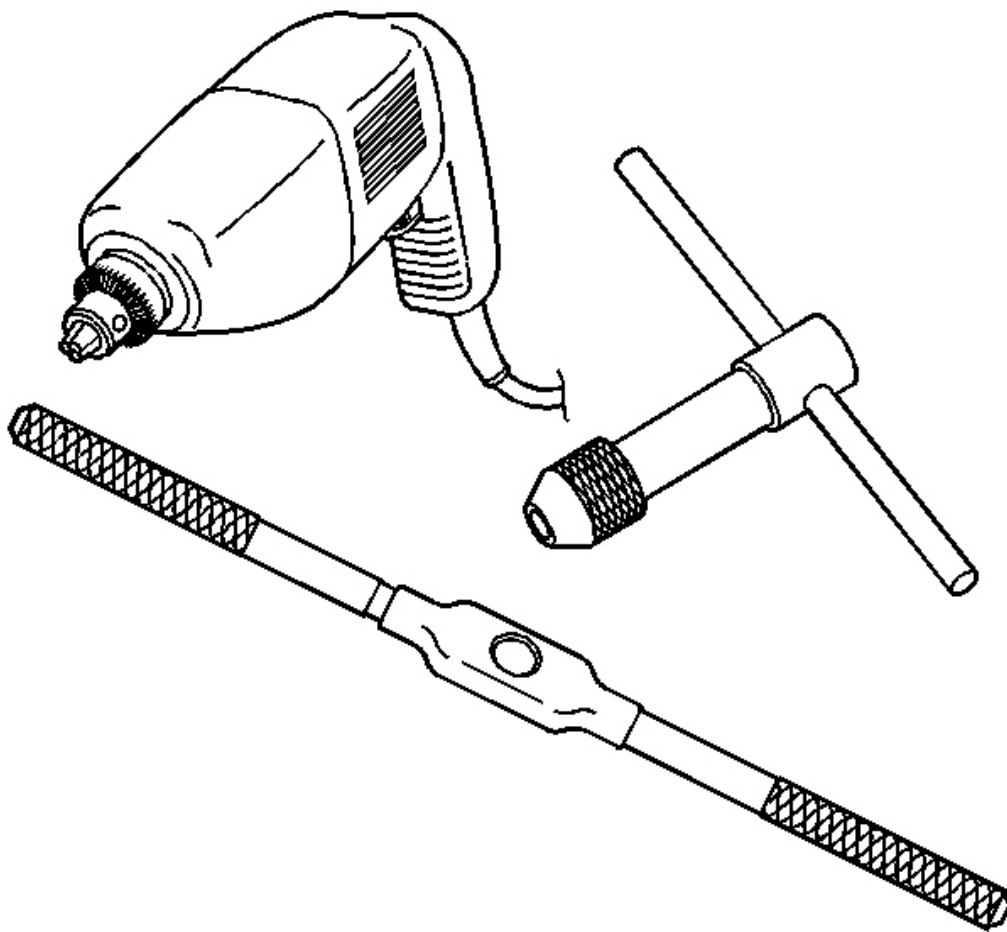


Fig. 472: View Of J 42385-400 Tool Kit
Courtesy of GENERAL MOTORS CORP.

The tool kit **J 42385-400** is designed for use with either a suitable tap wrench or drill motor. See

Special Tools. Limited access and larger hole repair may process better using a tap wrench. An extension **J 43965** may also be necessary to drive the thread repair tooling dependent on access to the hole being repaired. See **Special Tools**.

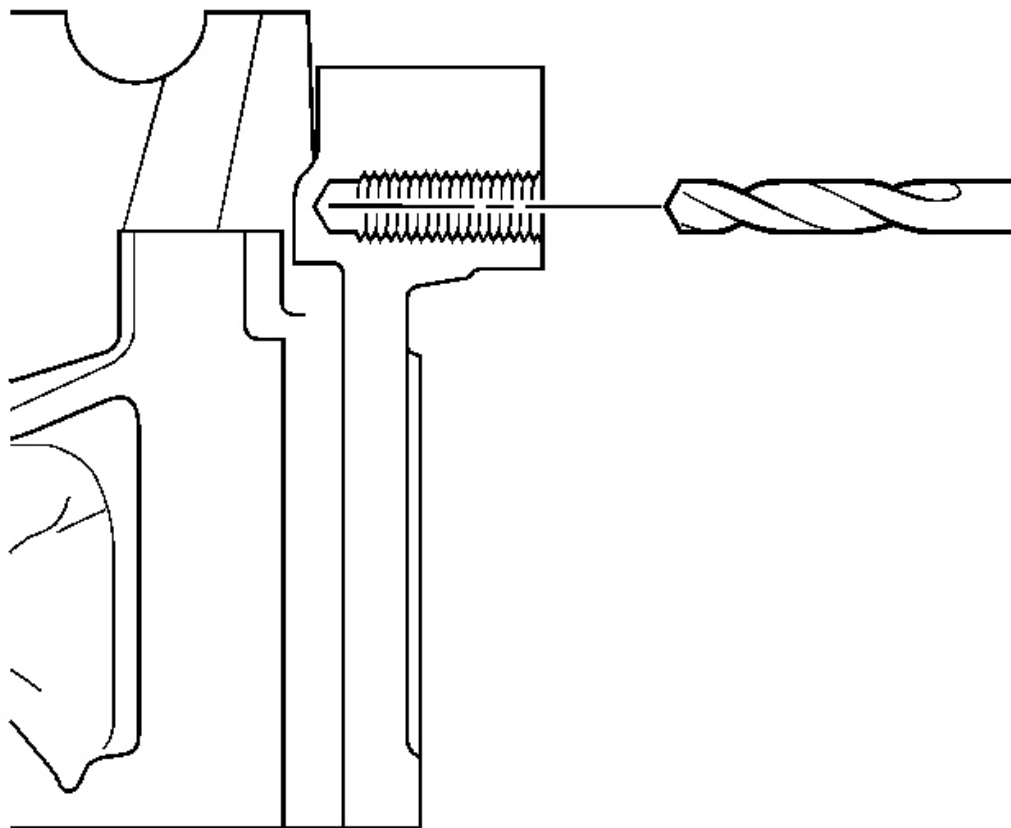


Fig. 473: Drilled Hole Centerline
Courtesy of GENERAL MOTORS CORP.

It is critical that the drilling, counterboring and tapping of the hole to be repaired follows the same centerline as the original hole.

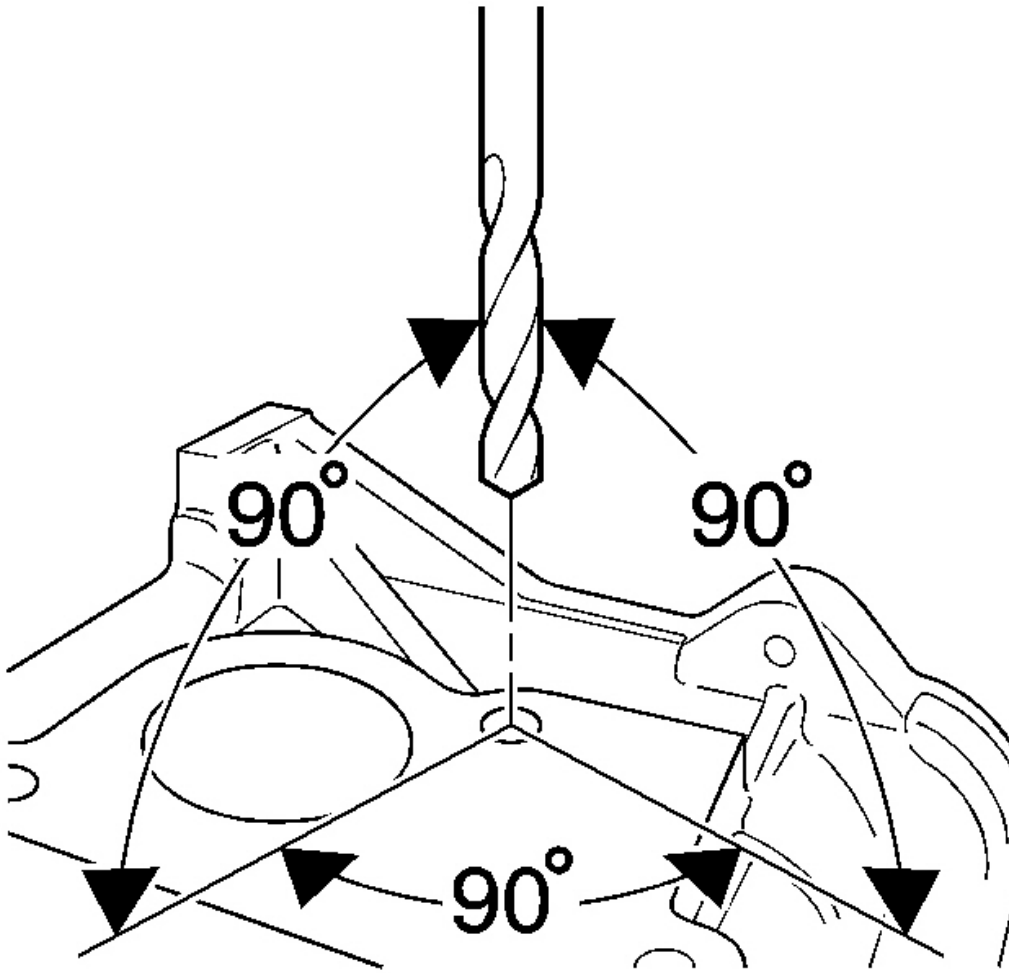


Fig. 474: Identifying Proper Drilling Angle
Courtesy of GENERAL MOTORS CORP.

During the drilling and tapping of the hole being repaired ensure the tooling is consistently machining perpendicular to the surface of the base material.

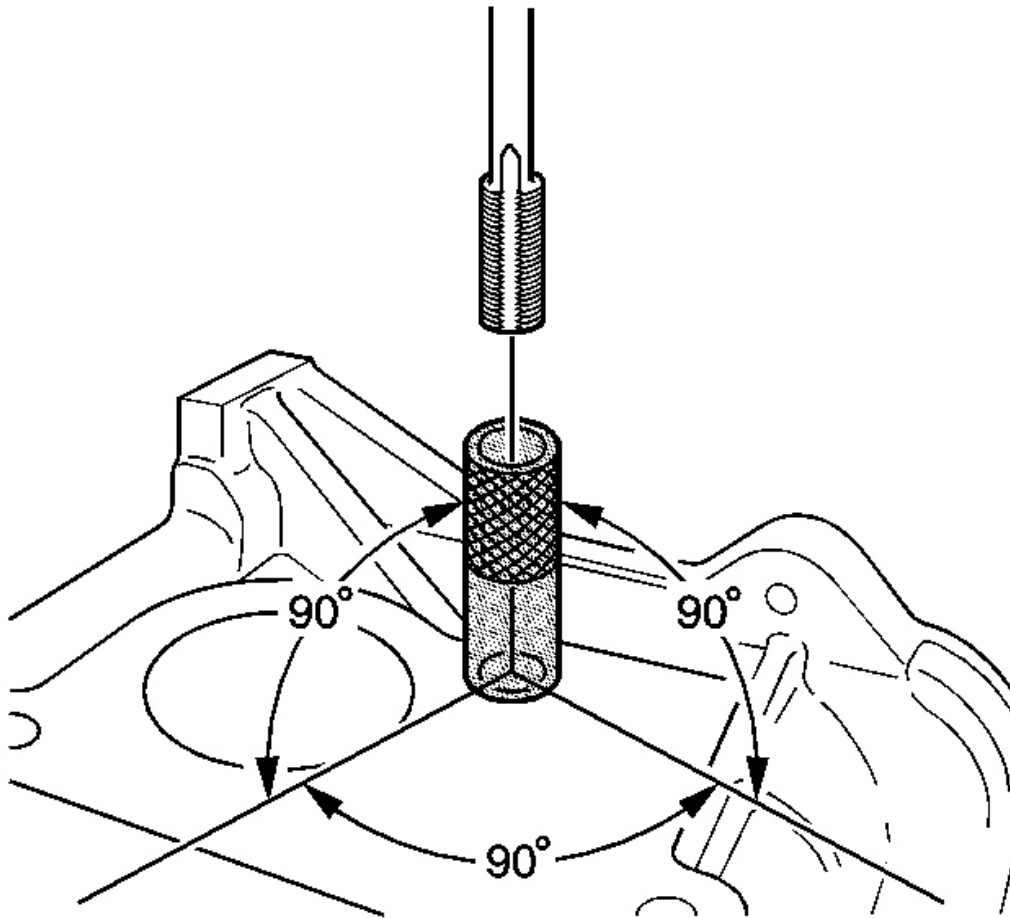


Fig. 475: View Of Tapping Guide
 Courtesy of GENERAL MOTORS CORP.

If the threaded hole being repaired has a base surface perpendicular to the hole centerline, tapping guides are available to aid in tapping the hole.

Thread Repair

Tap Size	Tap Guide	Tape Size	Tape Guide	Tap Size	Tape Guide
-	J 42385-	-	J 42385-	-	J 42385-
6 x 1.0	729	10 x 1.5	731	14 x 1.5	736
8 x 1.25	730	12 x 1.5	732	20 x 1.5	737

Standard Thread Repair - Flush Hole

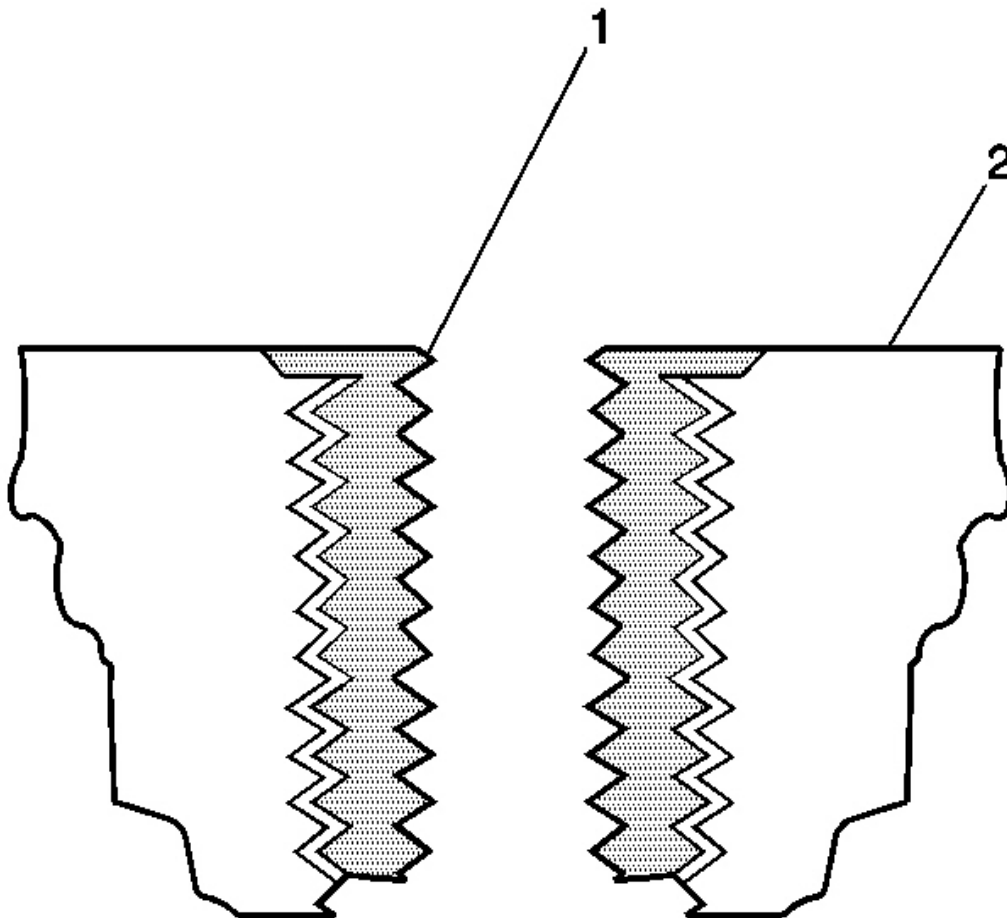


Fig. 476: View Of Bushing Type Insert & Base Material
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

IMPORTANT: The use of a cutting type fluid GM P/N 1052864 (Canadian P/N 992881), WD 40® or equivalent is recommended when performing the drilling, counterboring and tapping procedures.

When installed to the proper depth, the flange (1) of the insert will be seated against the counterbore of the drilled/tapped hole and just below the surface (2) of the base material.

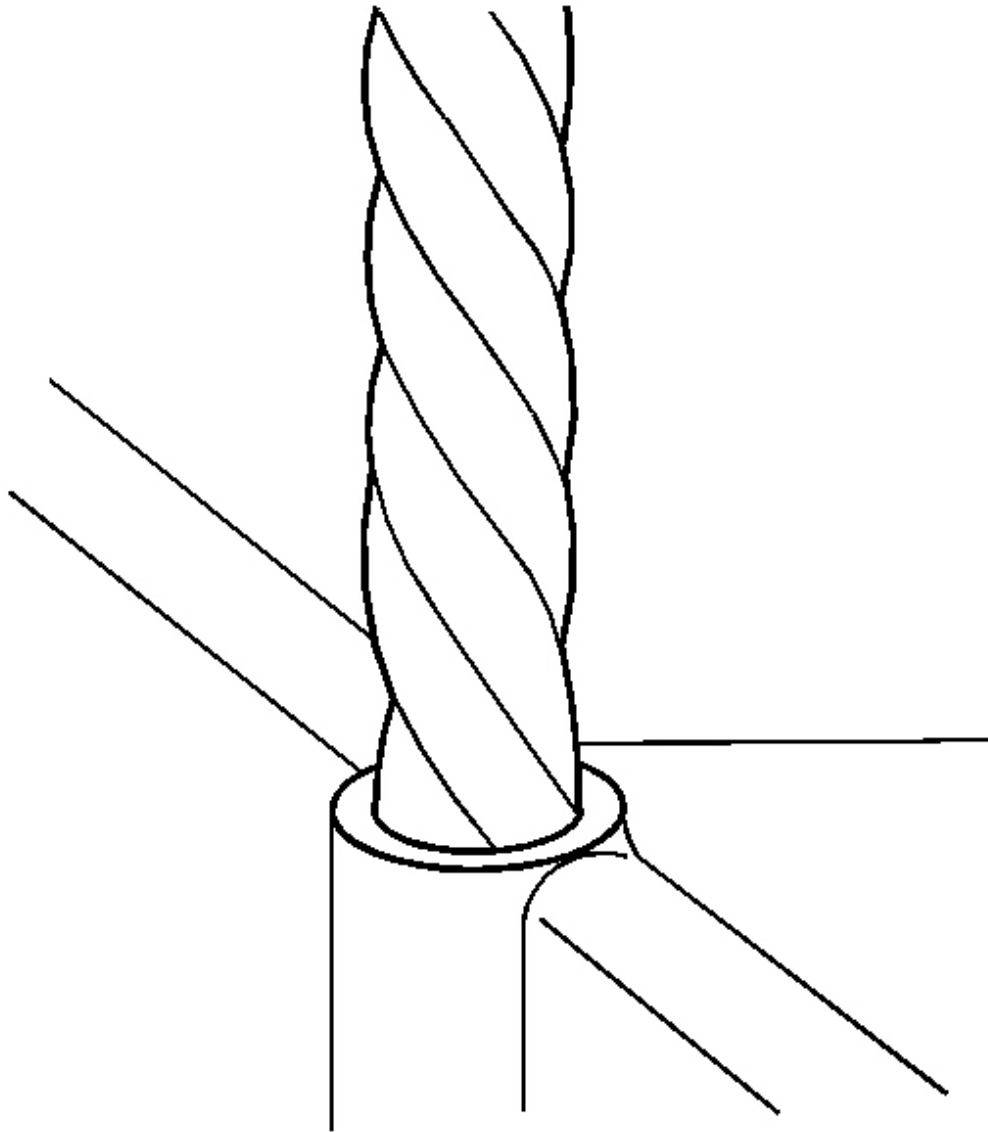


Fig. 477: Drilling Out Threads Of Damaged Hole
Courtesy of GENERAL MOTORS CORP.

- IMPORTANT:**
- During the drilling process, it is necessary to repeatedly remove the drill and clean chips from the hole and the flutes of the drill.
 - Do NOT drill any further than the original hole depth.

1. Drill out the threads of the damaged hole.

- M6 inserts require a minimum drill depth of 15 mm (0.59 in).
- M8 inserts require a minimum drill depth of 20 mm (0.79 in).
- M10 inserts require a minimum drill depth of 23.5 mm (0.93 in).

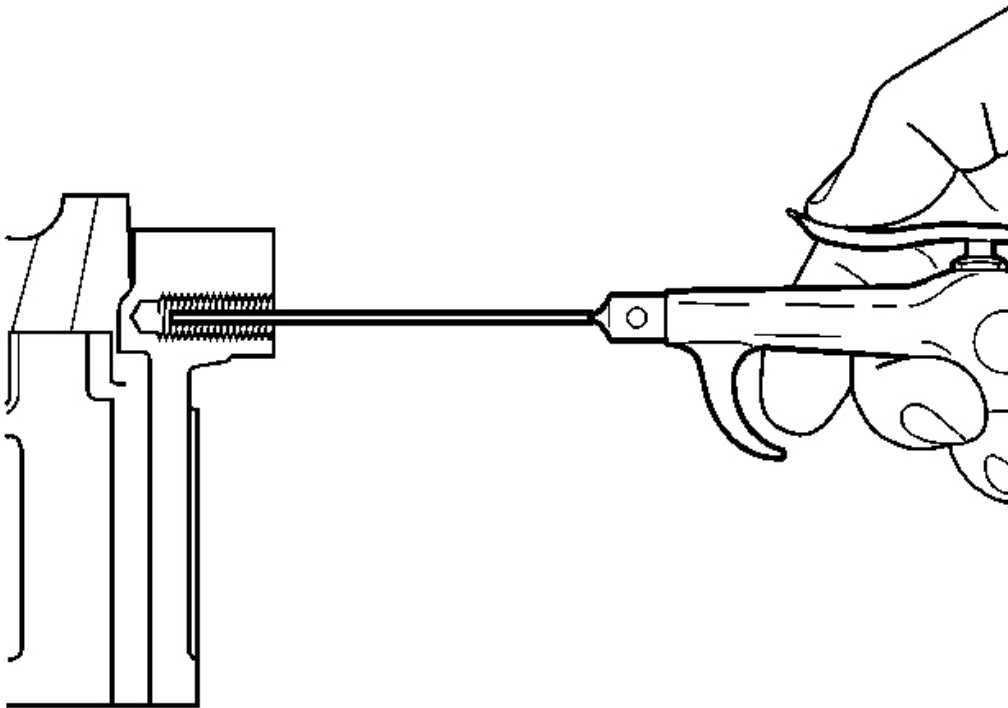


Fig. 478: Cleaning Out Metal Chips
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: All chips must be removed from the drilled hole prior to tapping.

2. Using compressed air, clean out any chips.

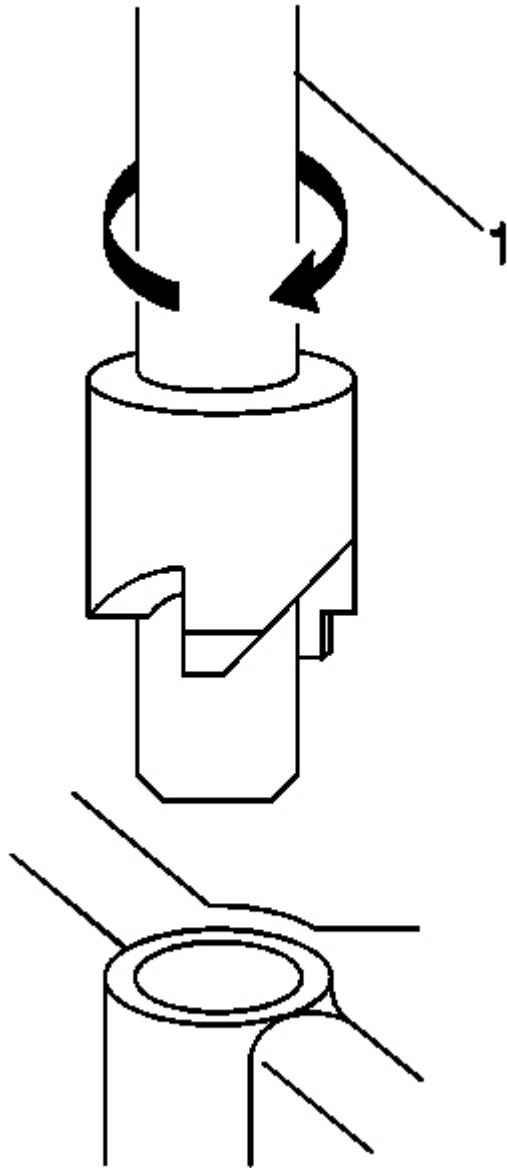


Fig. 479: View Of Counterbore Drill
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: A properly counterbored hole will show a slight burnishing on the surface of the base material for 360 degrees around the drilled hole.

3. Counterbore the drilled hole to the full depth permitted by the tool (1).

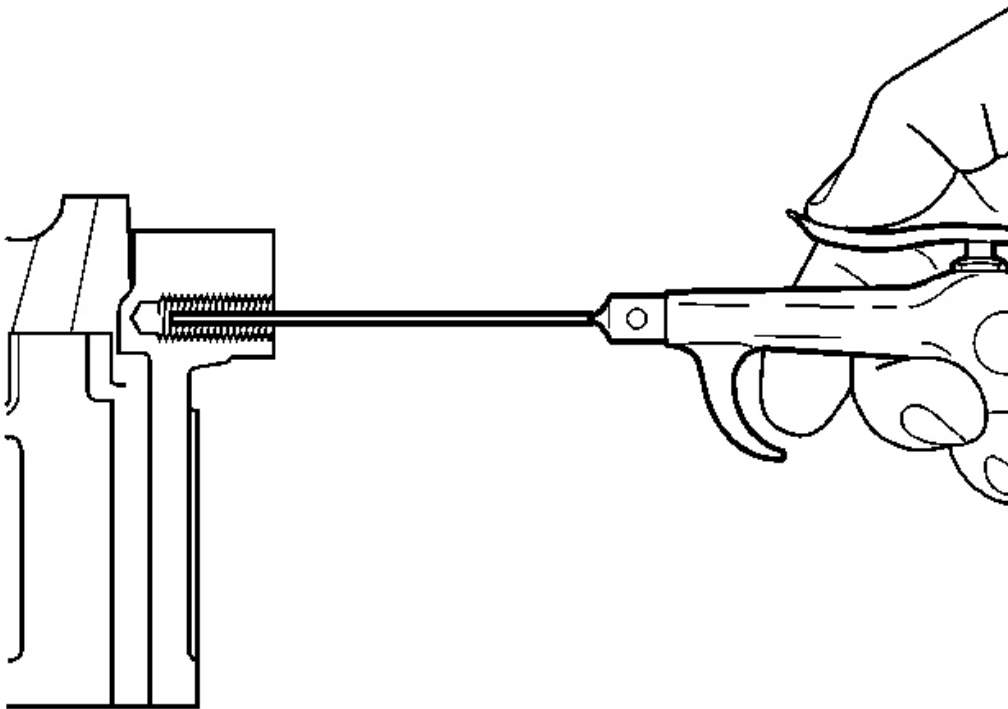


Fig. 480: Cleaning Out Metal Chips
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: All chips must be removed from the drilled hole prior to tapping.

4. Using compressed air, clean out any chips.

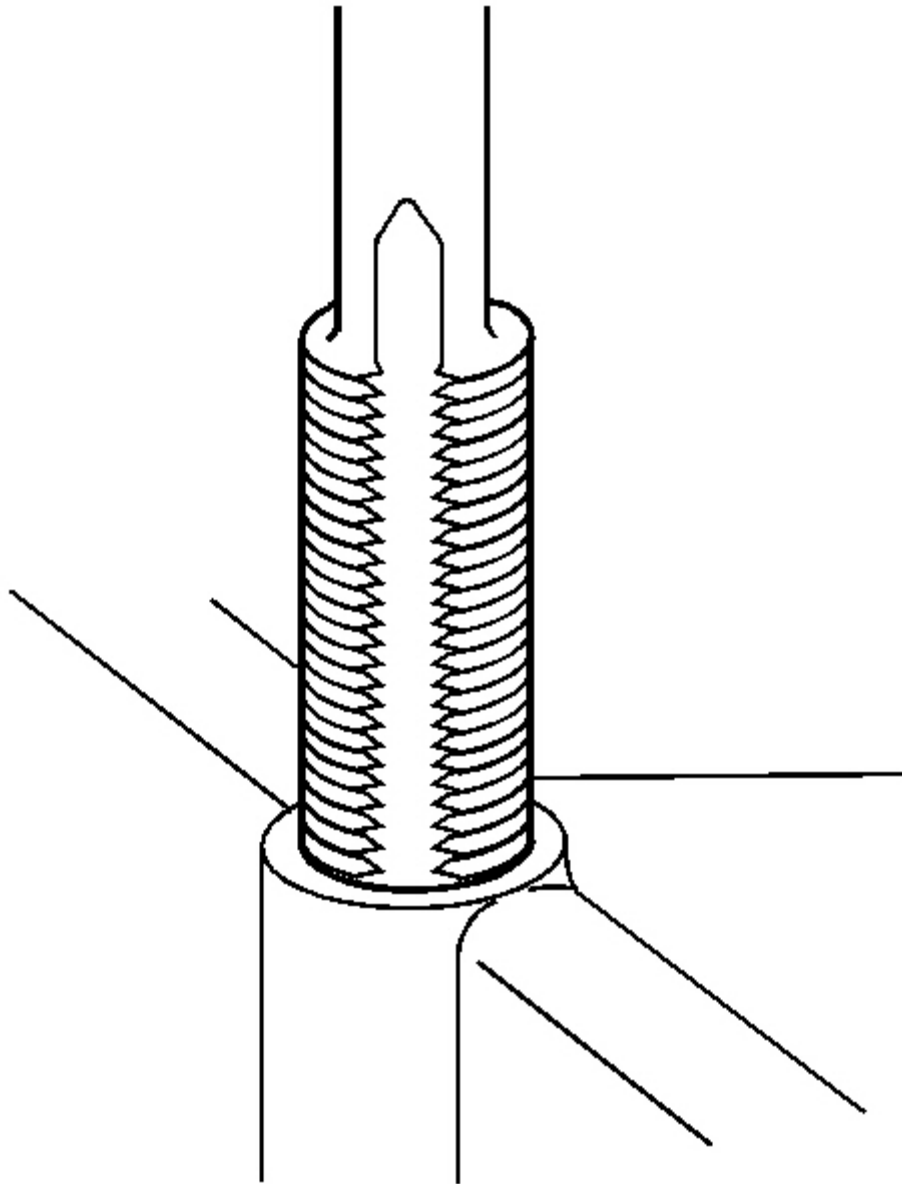


Fig. 481: Tapping Threads Of Drilled Hole
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: • During the tapping process, it is necessary to repeatedly

remove the tap and clean chips from the hole and the flutes of the tap.

- **Ensure the tap has created full threads at least to the depth equal to the insert length.**

5. Using a suitable tapping wrench, tap the threads of the drilled hole.

- M6 inserts require a minimum tap depth of 15 mm (0.59 in).
- M8 inserts require a minimum tap depth of 20 mm (0.79 in).
- M10 inserts require a minimum tap depth of 23.5 mm (0.93 in).

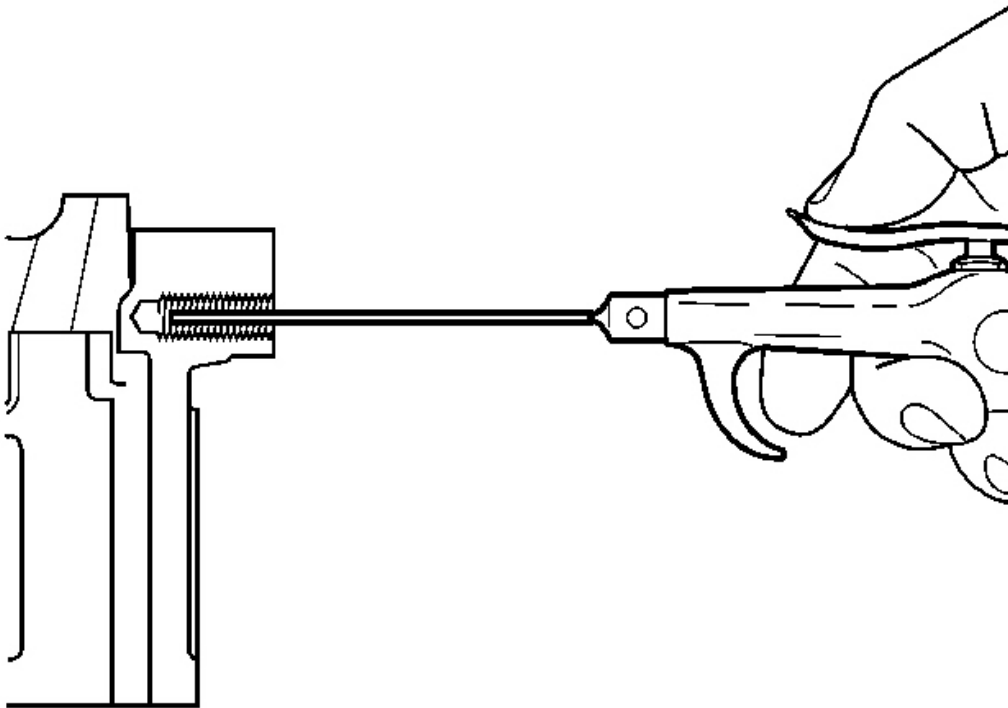


Fig. 482: Cleaning Out Metal Chips
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: All chips must be removed from the tapped hole prior to insert installation.

- Using compressed air, clean out any chips.

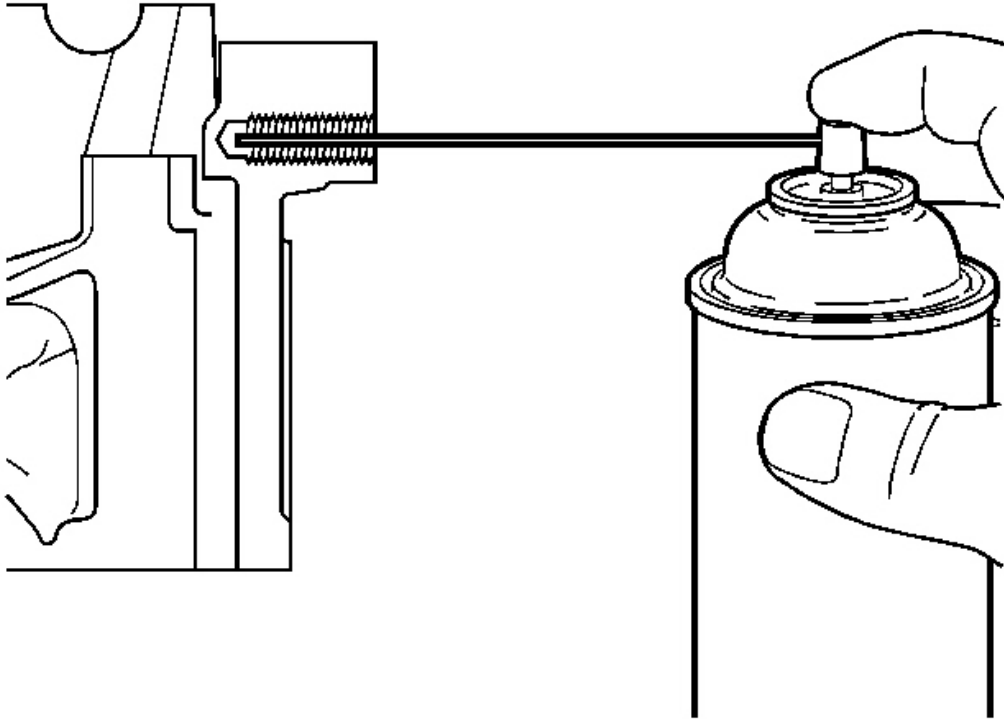


Fig. 483: Spraying Cleaner Into Tapped Hole
Courtesy of GENERAL MOTORS CORP.

- Spray cleaner GM P/N 12377981 (Canadian P/N 10953463) or equivalent into the tapped hole.

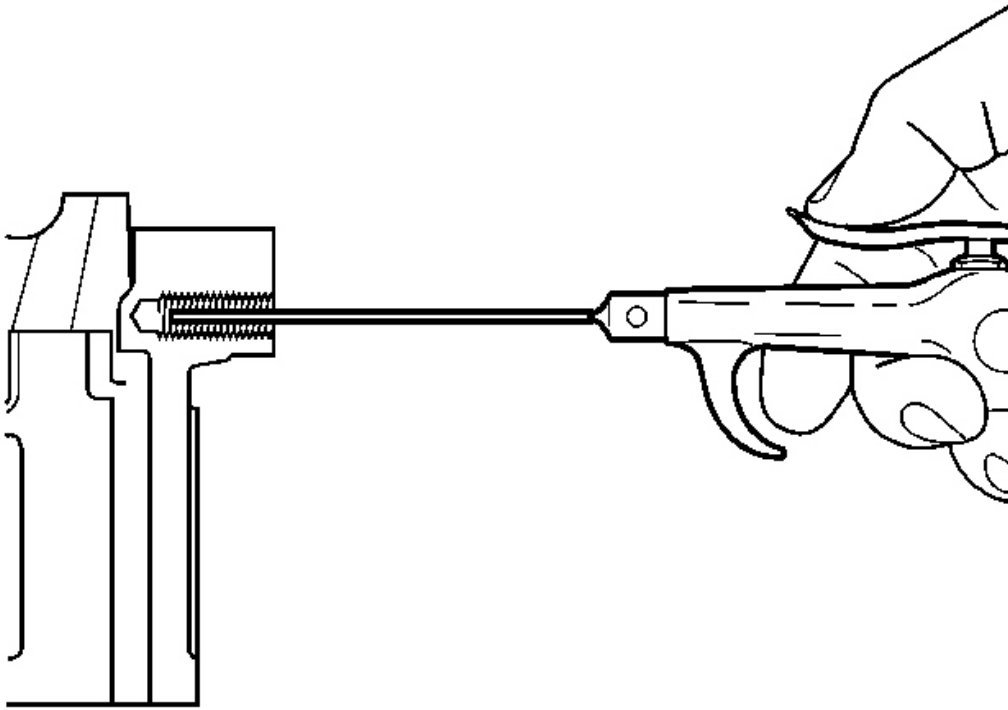


Fig. 484: Cleaning Out Metal Chips
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: All chips must be removed from the tapped hole prior to insert installation.

8. Using compressed air, clean out any chips.

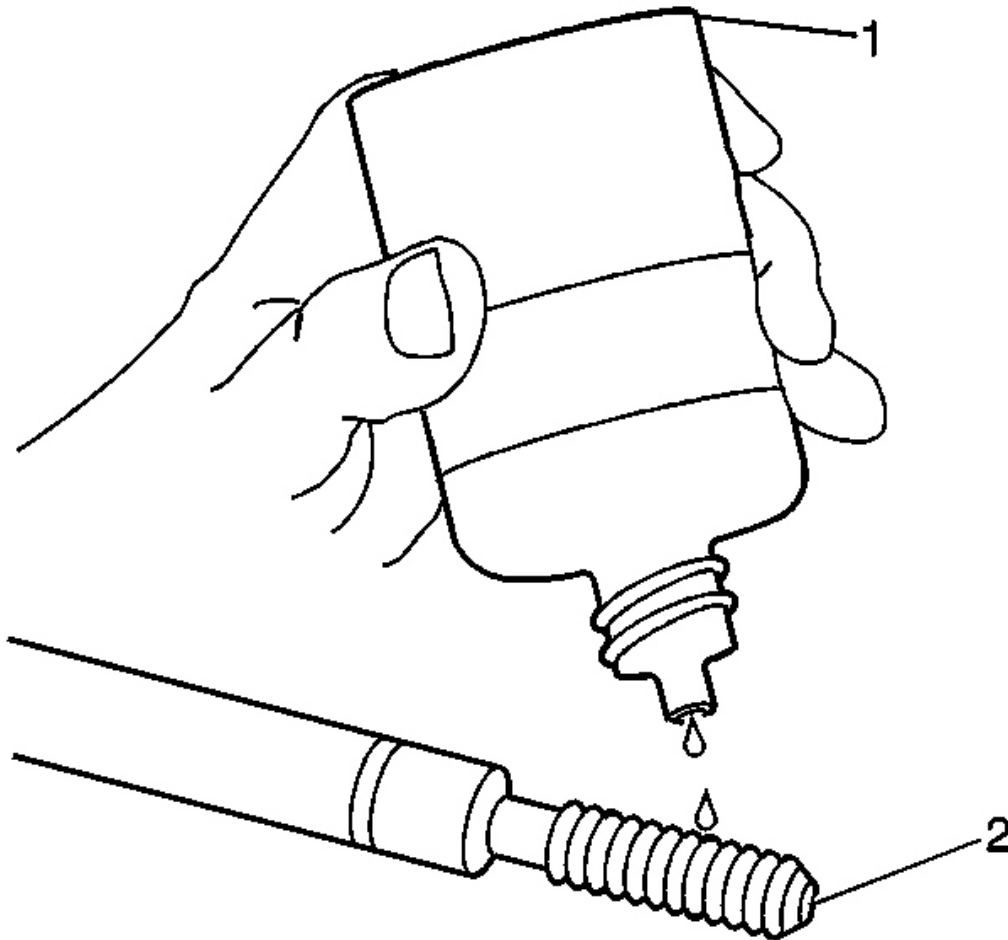


Fig. 485: Lubricating Installer Tool Using Driver Oil
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Do not allow oil or other foreign material to contact the outside diameter (OD) of the insert.

9. Lubricate the threads of the driver installation tool (2) with the driver oil (1) J 42385-110.

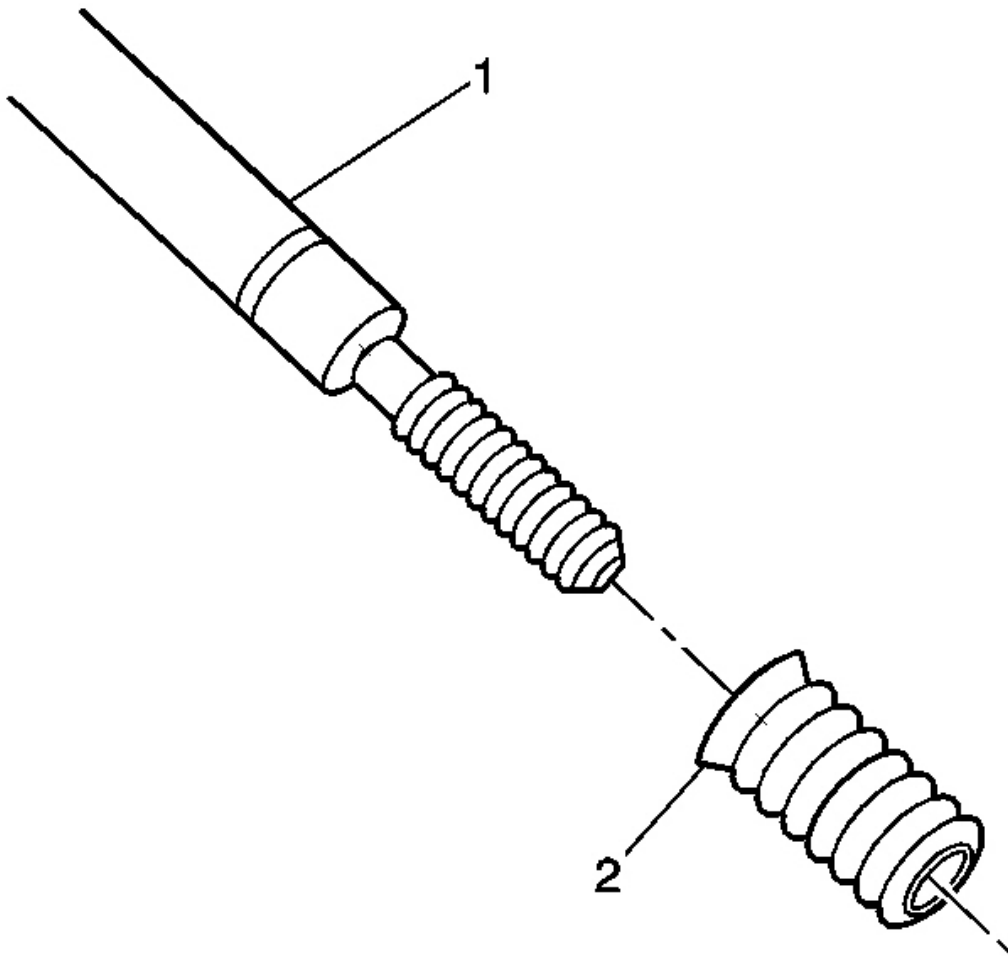


Fig. 486: View of Bushing Type Insert
Courtesy of GENERAL MOTORS CORP.

10. Install the insert (2) onto the driver installation tool (1).

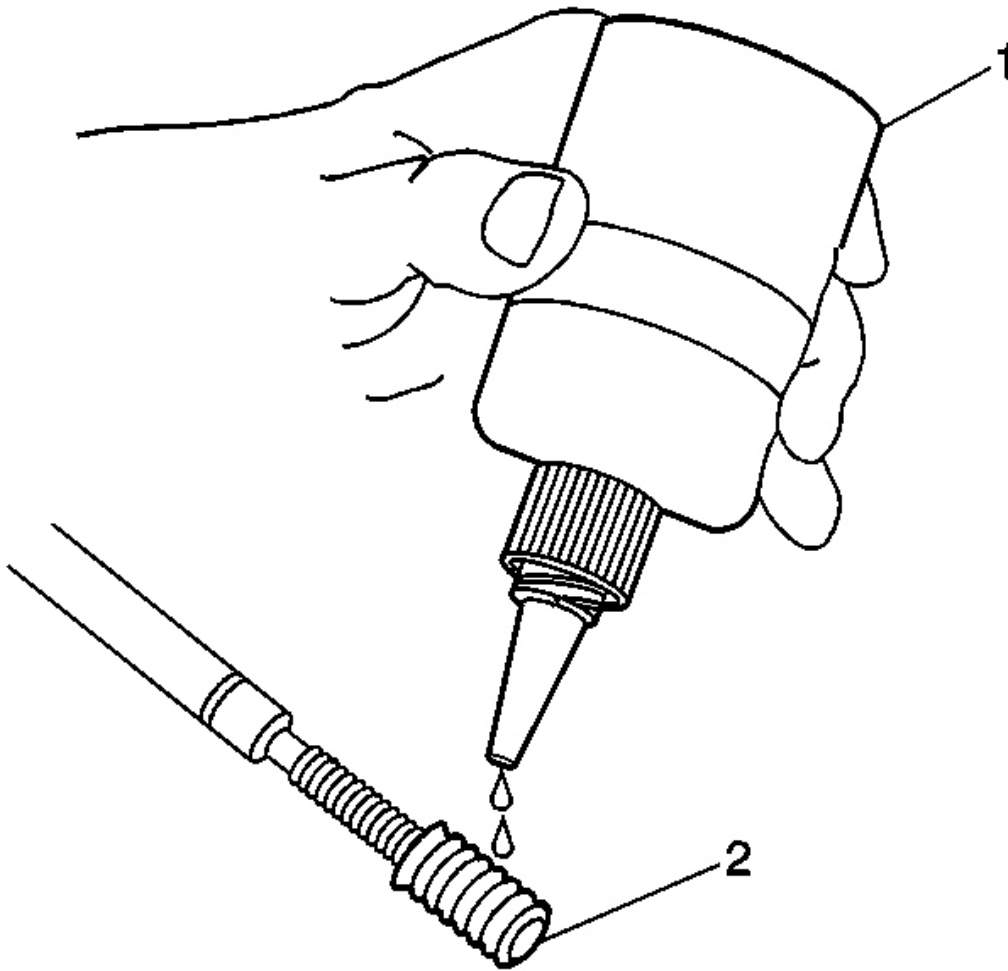


Fig. 487: Applying Threadlock To Insert
Courtesy of GENERAL MOTORS CORP.

11. Apply threadlock sealant GM P/N 12345493 (Canadian P/N 10953488), J 42385-109, LOCTITE 277® or equivalent (1) to the insert OD threads (2).

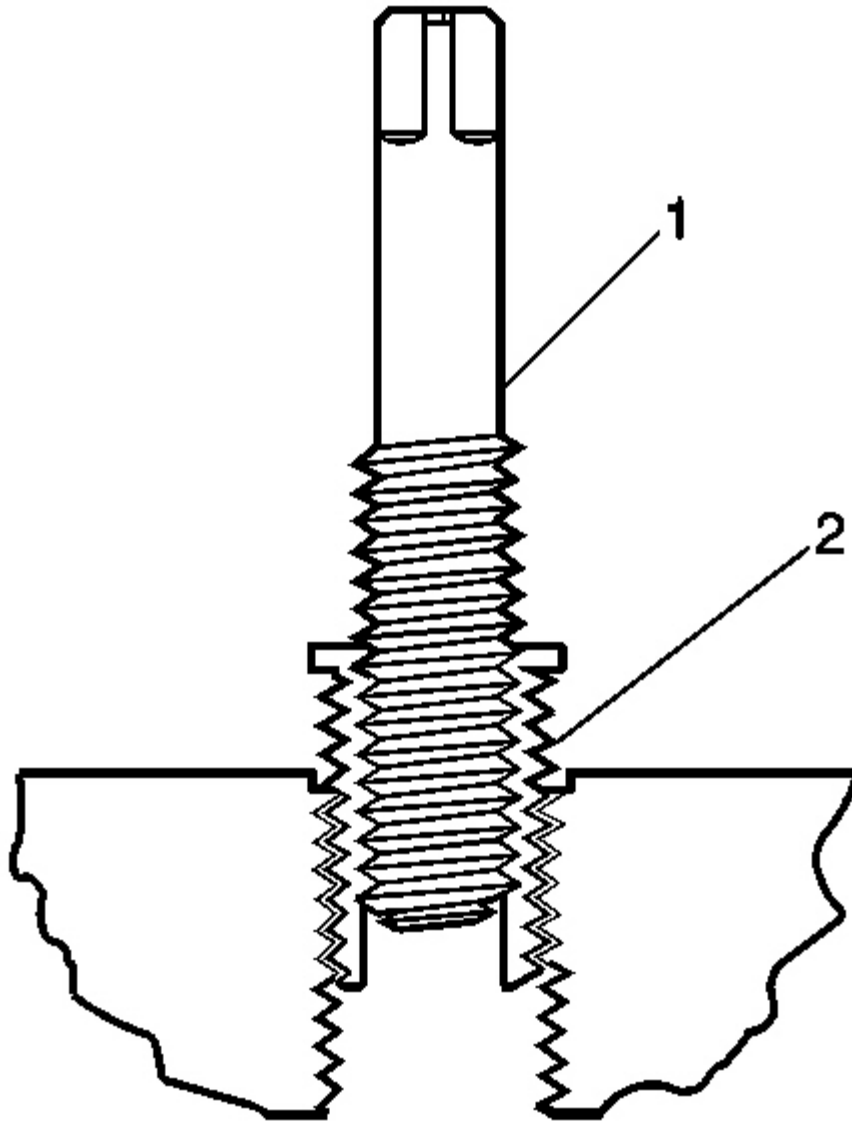


Fig. 488: Installing Insert Into Tapped Bolt Hole
Courtesy of GENERAL MOTORS CORP.

12. Install the insert (2) into the tapped hole.

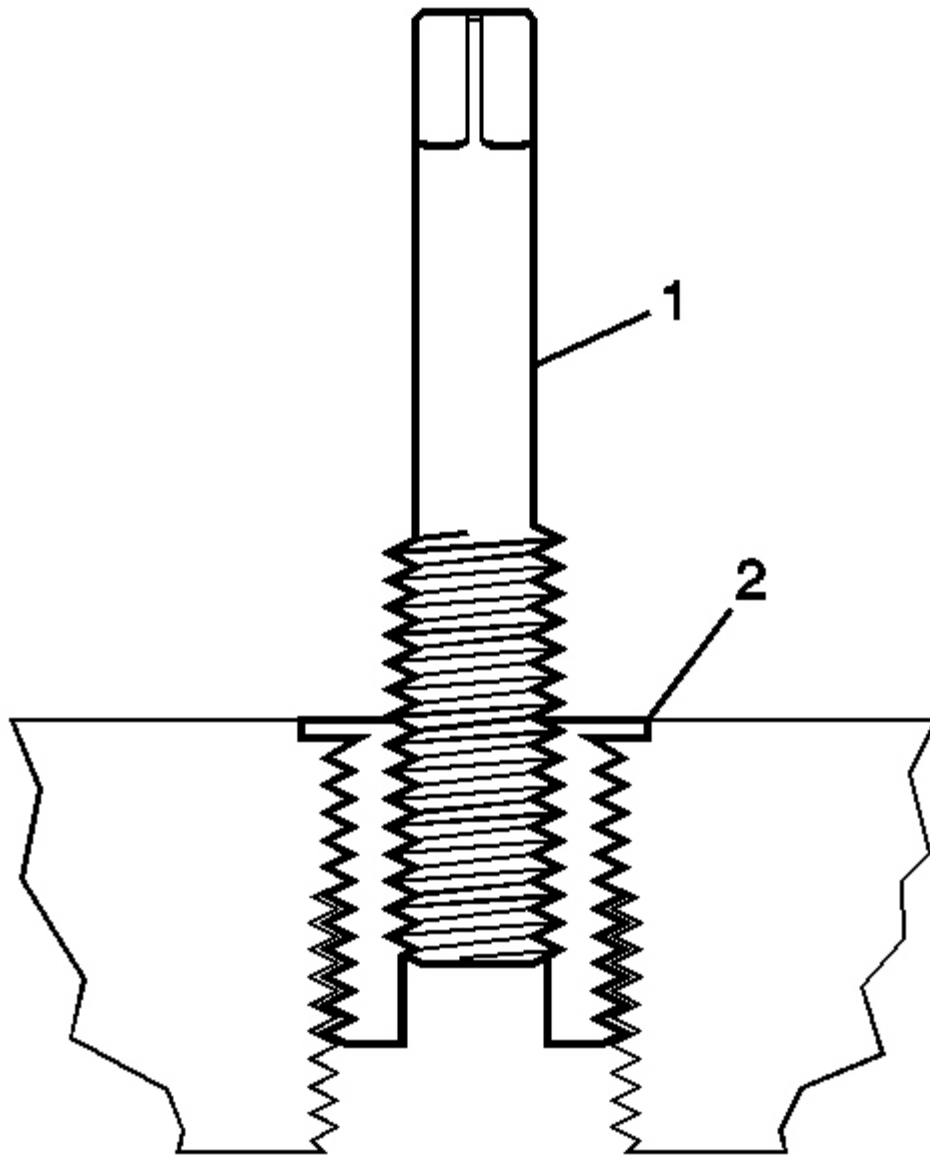


Fig. 489: Installing Insert - Standard Thread
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: If the insert will not thread down until the flange contacts the counterbored surface, remove the insert immediately with a

screw extracting tool and inspect the tapped hole for any remaining chips and/or improper tapping.

13. Install the insert until the flange (2) of the insert contacts the counterbored surface.

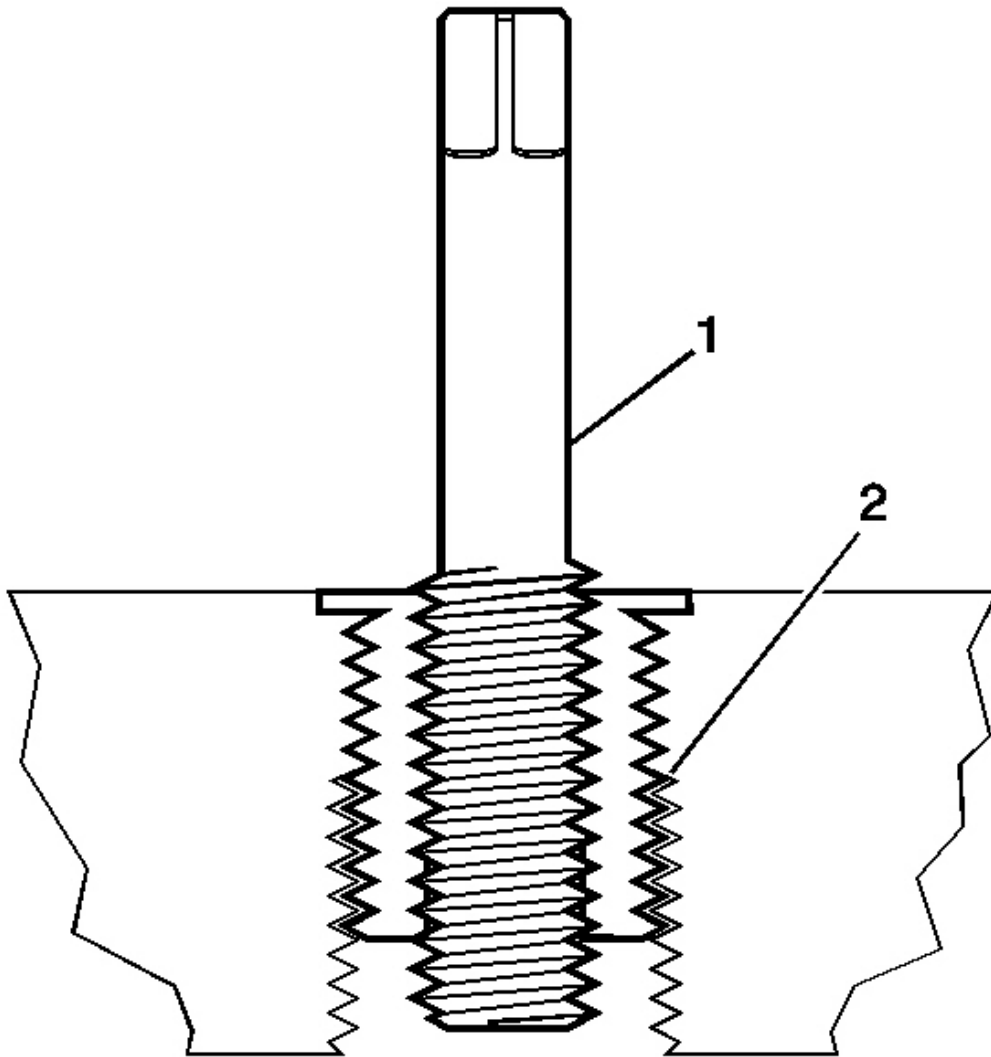


Fig. 490: View Insert And Tool - Standard Thread
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The driver installation tool will tighten up before screwing completely through the insert. This is acceptable. The threads at the bottom of the insert are being formed and the insert is mechanically locking the insert into the base material threads.

14. Continue to rotate the driver installation tool (1) through the insert (2).

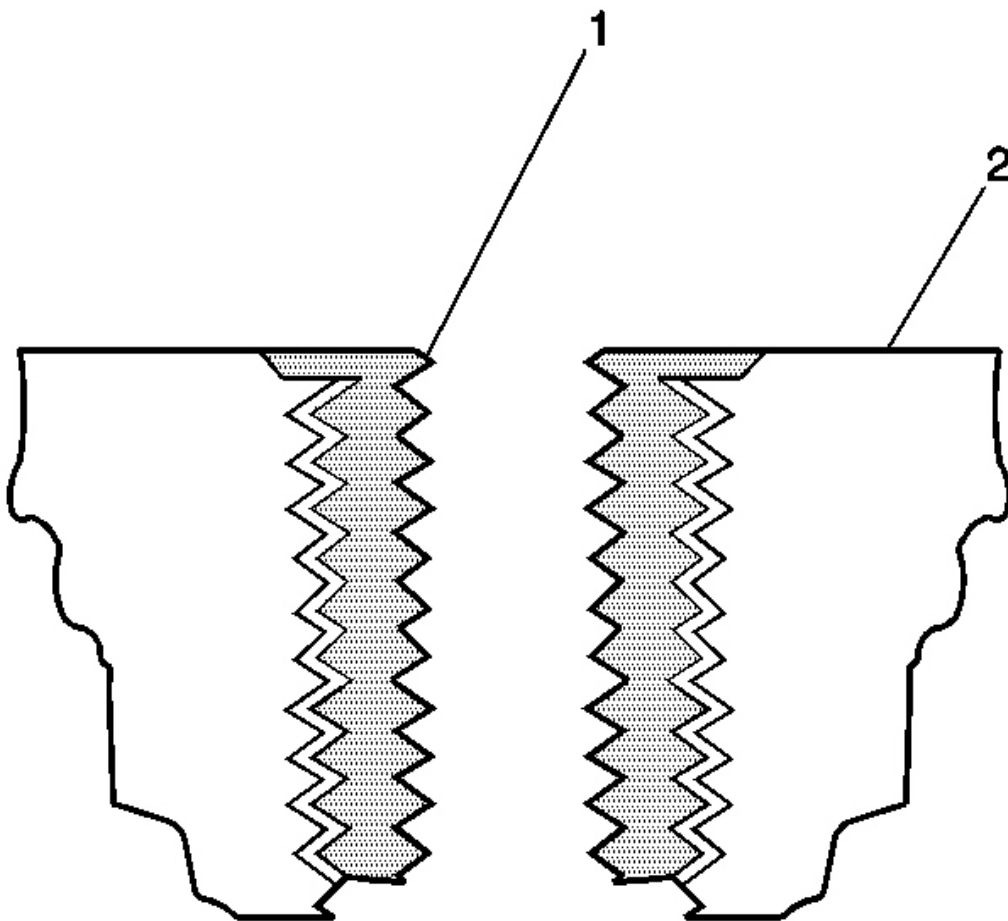


Fig. 491: View Of Bushing Type Insert & Base Material
Courtesy of GENERAL MOTORS CORP.

15. Inspect the insert for proper installation into the tapped hole. A properly installed insert (1)

will be either flush or slightly below flush with the surface of the base material (2).

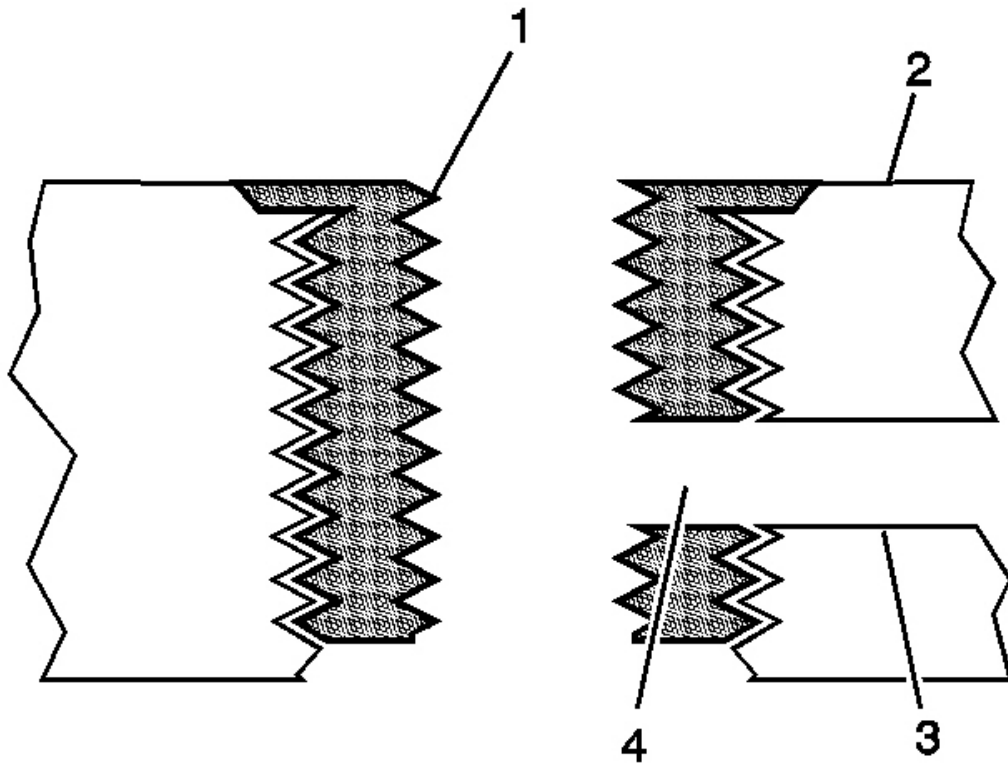


Fig. 492: View Of Restricted Engine Coolant Passages - Standard Thread Repair
Courtesy of GENERAL MOTORS CORP.

16. Any installed insert that restricts or blocks an oil or engine coolant passage (3) will need to have the oil or engine coolant passage drilled out (4) to the original size of the oil or engine coolant passage. After drilling the restriction or blockage, clean out any chips and thread the installation driver tool through the insert again to remove any burrs caused by the drilling of the oil or engine coolant passage.

Recessed Thread Repair

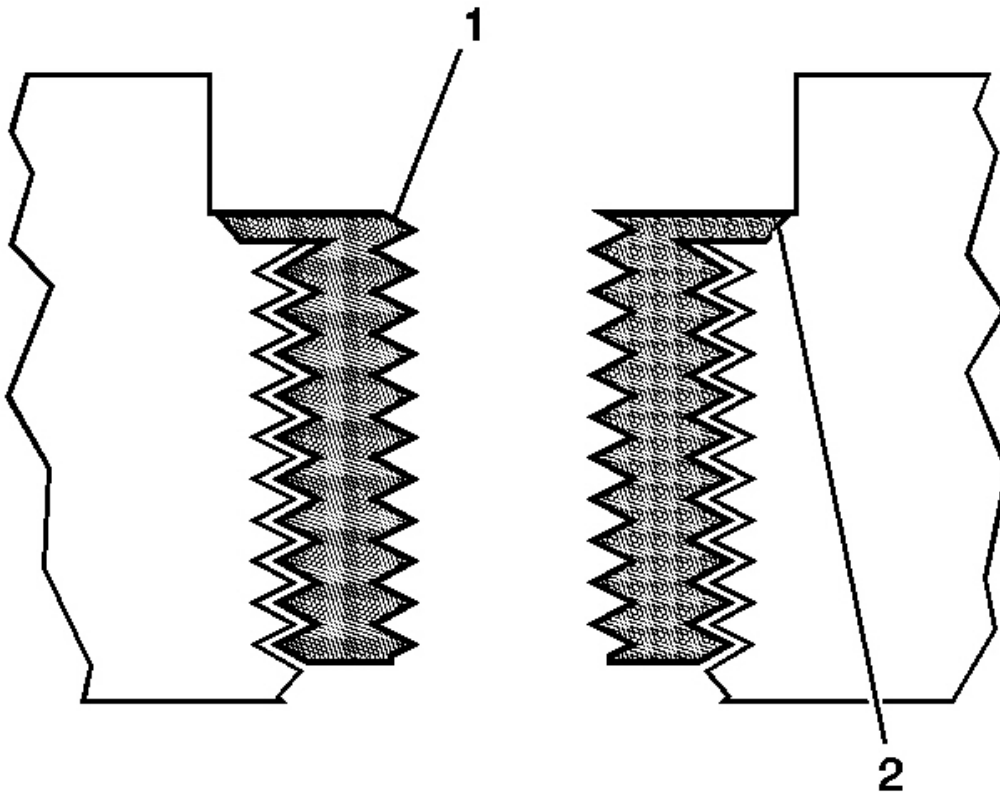


Fig. 493: Inspecting Insert For Proper Installation - Recessed Thread
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

- IMPORTANT:**
- The use of a cutting type fluid GM P/N 1052864 (Canadian P/N 992881), WD 40® or equivalent is recommended when performing the drilling, counterboring and tapping procedures.
 - Do NOT remove the original stop collar from a counterbore drill.

When installed to the proper depth, the flange of the insert (1) will be seated against the

counterbore (2) of the drilled/tapped hole.

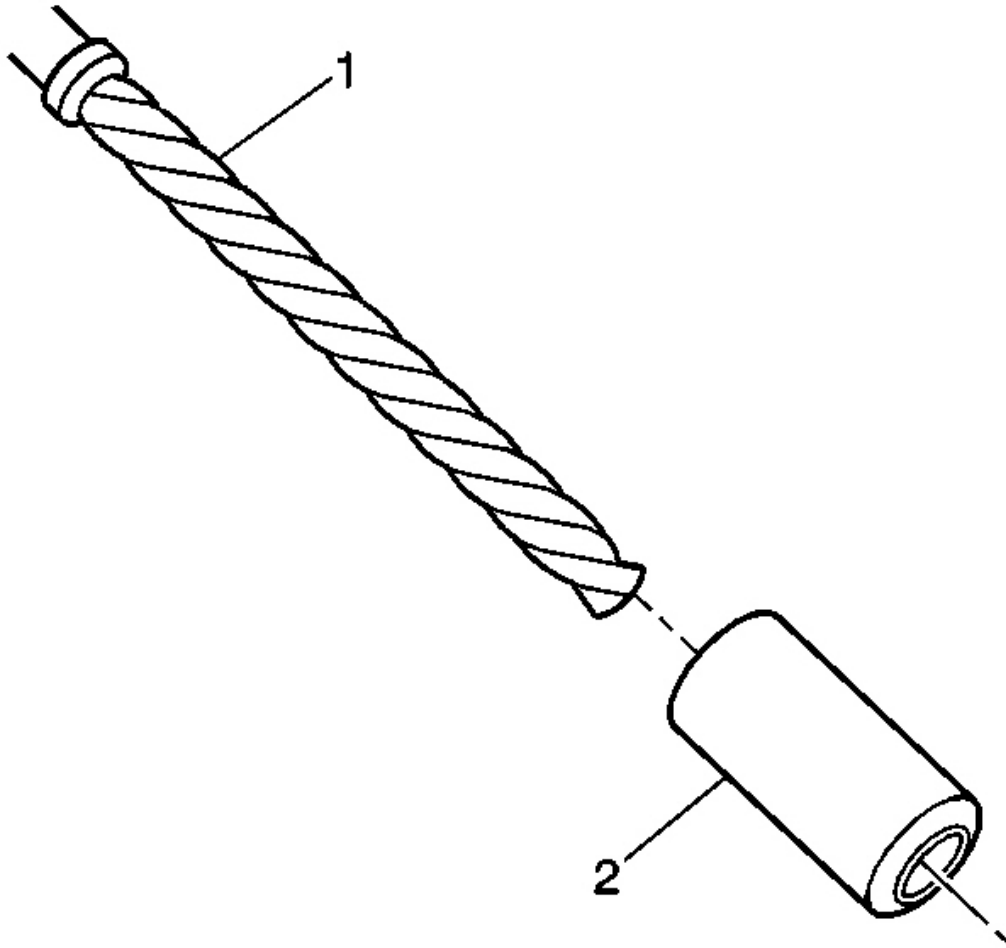


Fig. 494: View Of Stop Collar & Counterbore Drill
Courtesy of GENERAL MOTORS CORP.

1. Install a stop collar (2) on the counterbore drill (1), if required.

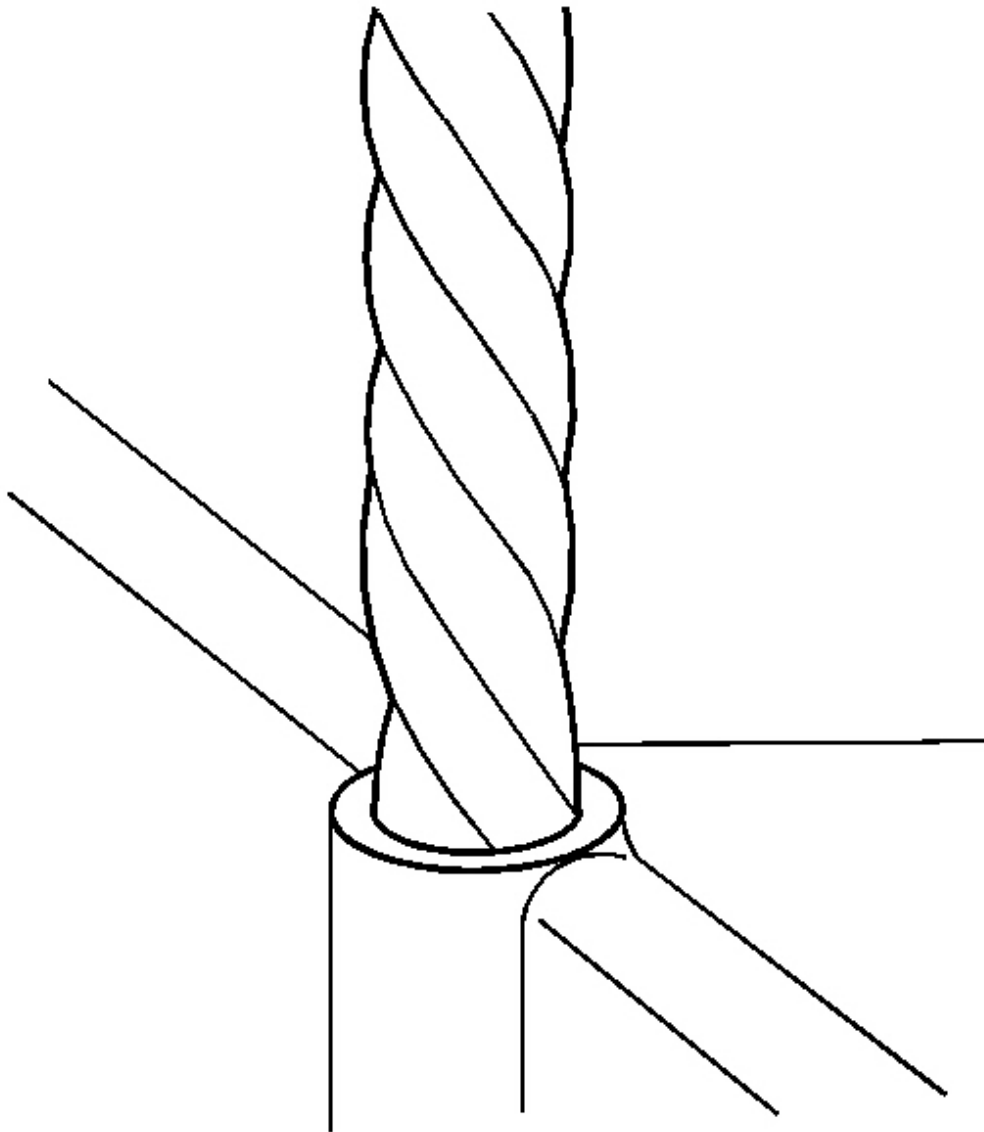


Fig. 495: Drilling Out Threads Of Damaged Hole
Courtesy of GENERAL MOTORS CORP.

IMPORTANT:

- During the drilling process, it is necessary to repeatedly remove the drill and clean chips from the hole and the flutes of the drill.

- **Drill the hole until the stop collar contacts the surface of the base material.**

2. Drill out the threads of the damaged hole.

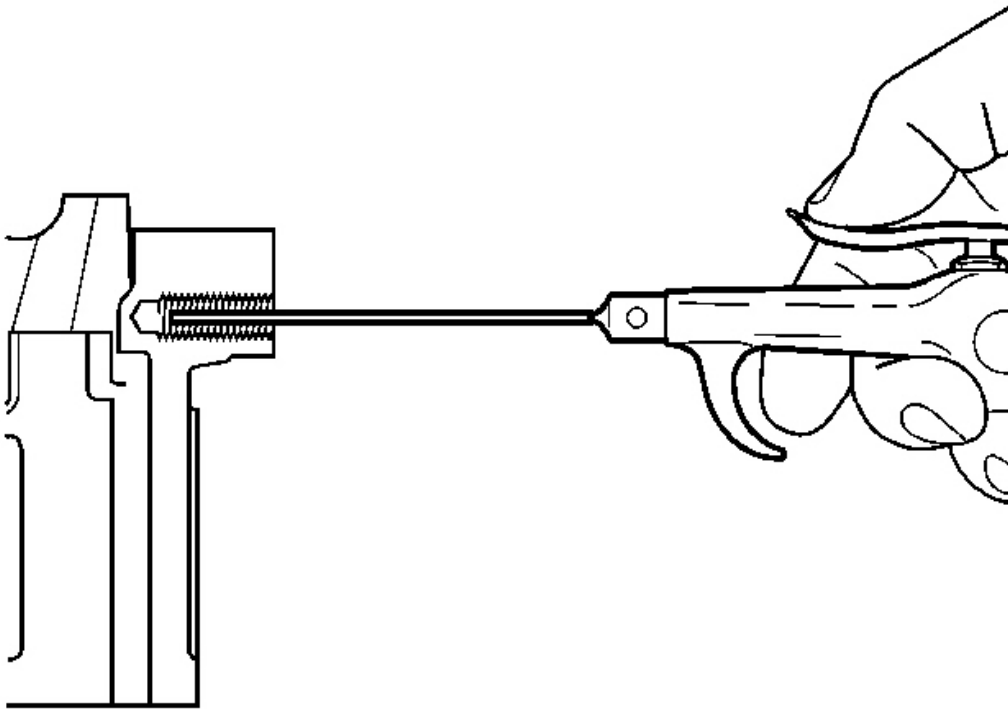


Fig. 496: Cleaning Out Metal Chips
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: All chips must be removed from the drilled hole prior to tapping.

3. Using compressed air, clean out any chips.

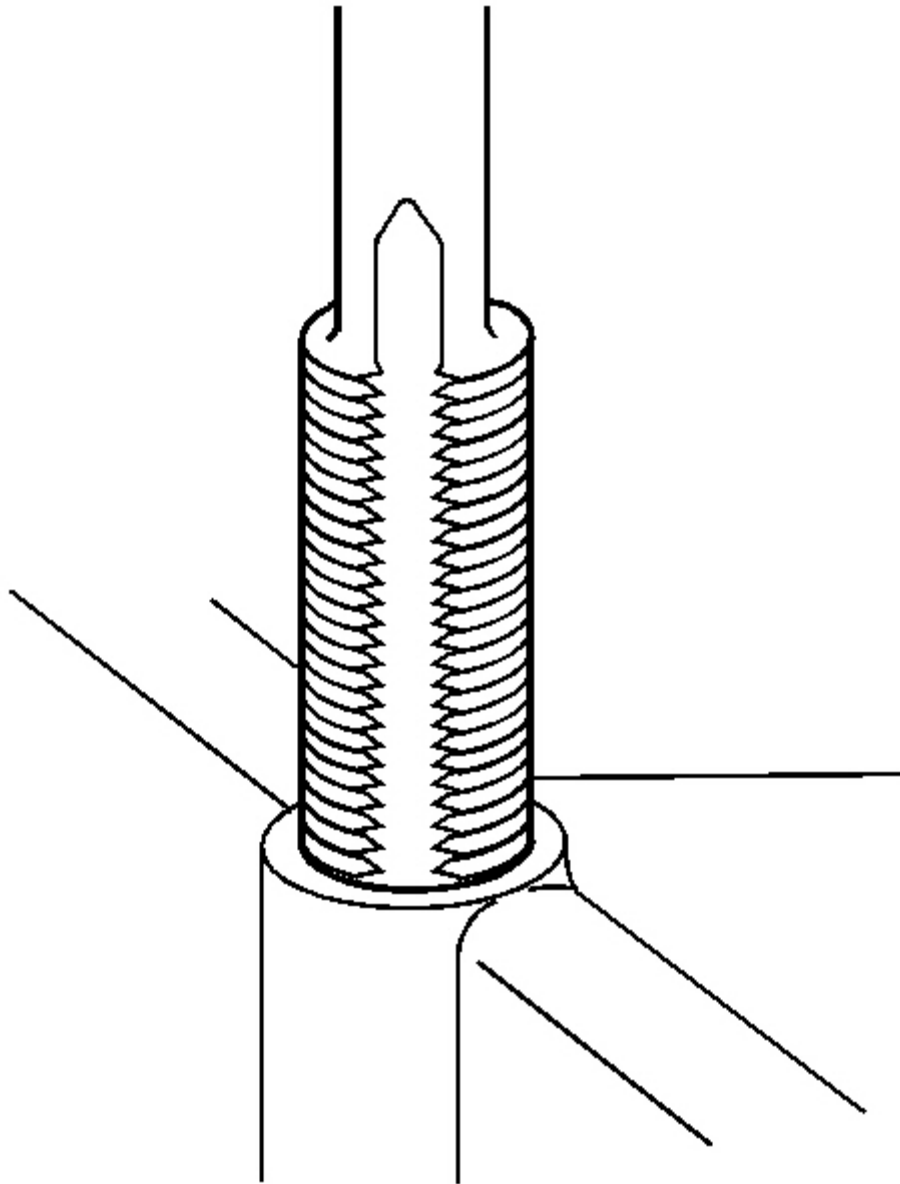


Fig. 497: Tapping Threads Of Drilled Hole
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: • During the tapping process, it is necessary to repeatedly

remove the tap and clean chips from the hole and the flutes of the tap.

- Ensure the tap has created full threads at least to the depth equal to the insert length.

4. Using a suitable tapping wrench, tap the threads of the drilled hole.

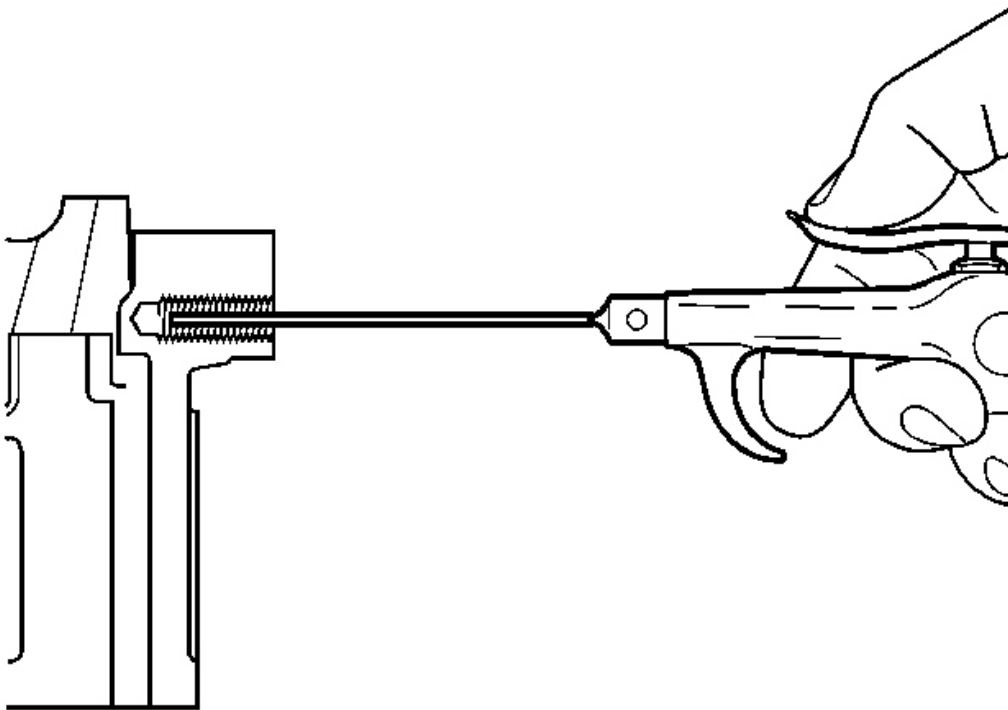


Fig. 498: Cleaning Out Metal Chips
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: All chips must be removed from the tapped hole prior to insert installation.

5. Using compressed air, clean out any chips.

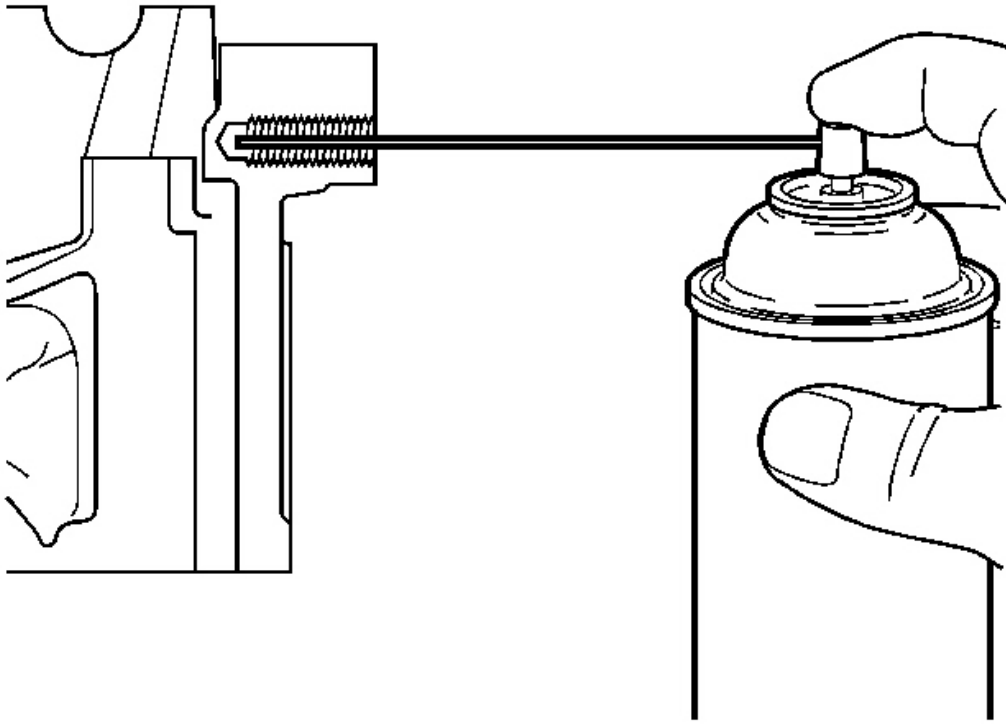


Fig. 499: Spraying Cleaner Into Tapped Hole
Courtesy of GENERAL MOTORS CORP.

6. Spray cleaner GM P/N 12377981 (Canadian P/N 10953463) or equivalent into the tapped hole.

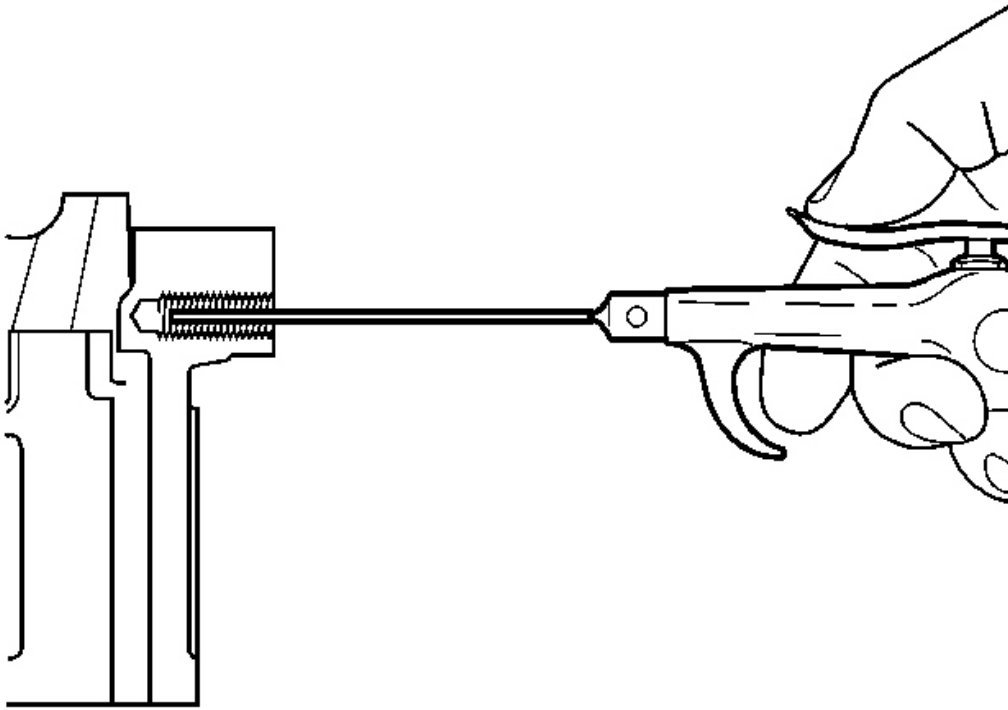


Fig. 500: Cleaning Out Metal Chips
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: All chips must be removed from the tapped hole prior to insert installation.

7. Using compressed air, clean out any chips.

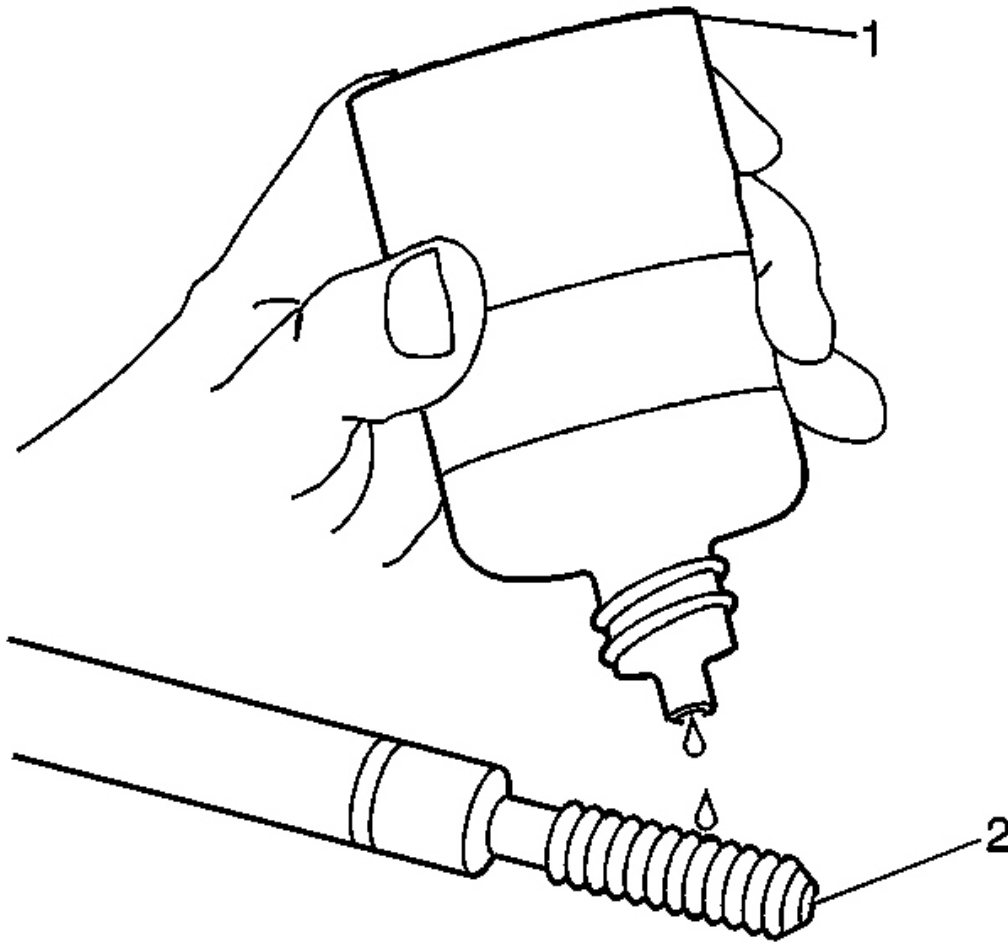


Fig. 501: Lubricating Installer Tool Using Driver Oil
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Do not allow oil or other foreign material to contact the outside diameter (OD) of the insert.

8. Lubricate the threads of the driver installation tool (2) with the driver oil (1) J 42385-110.

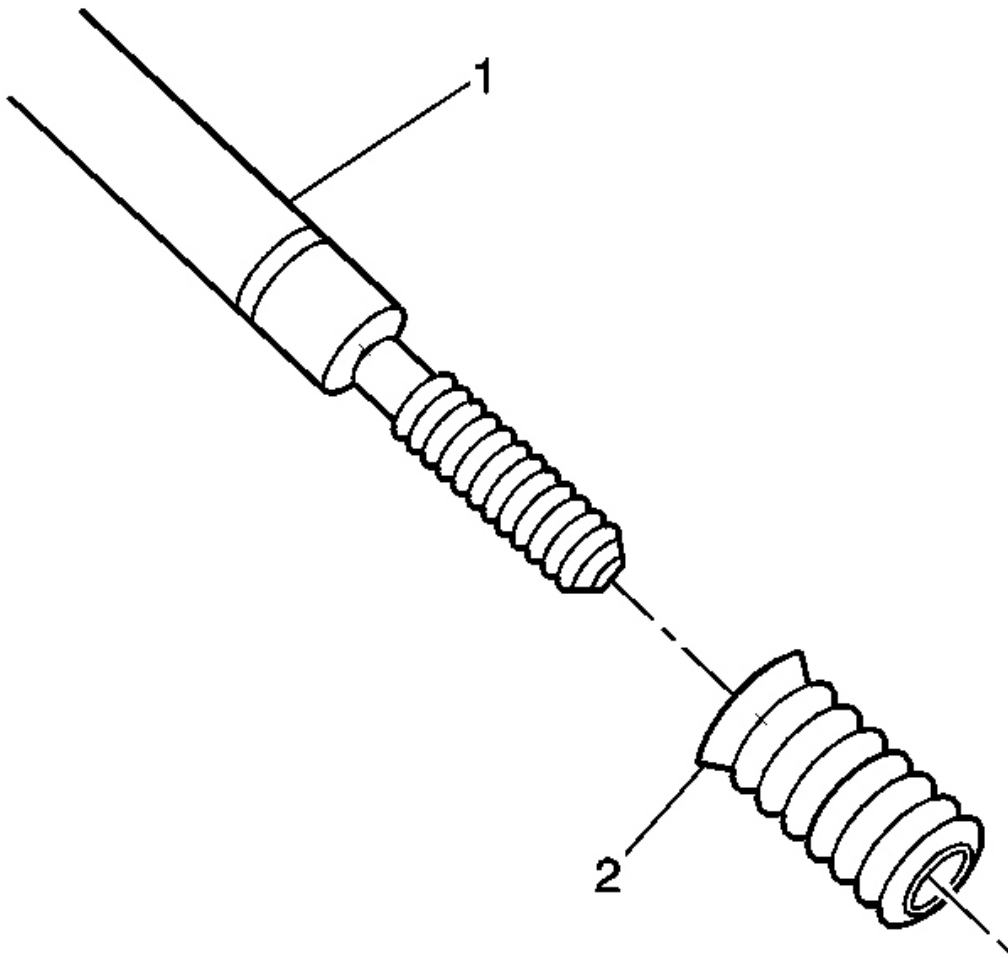


Fig. 502: View of Bushing Type Insert
Courtesy of GENERAL MOTORS CORP.

9. Install the insert (2) onto the driver installation tool (1).

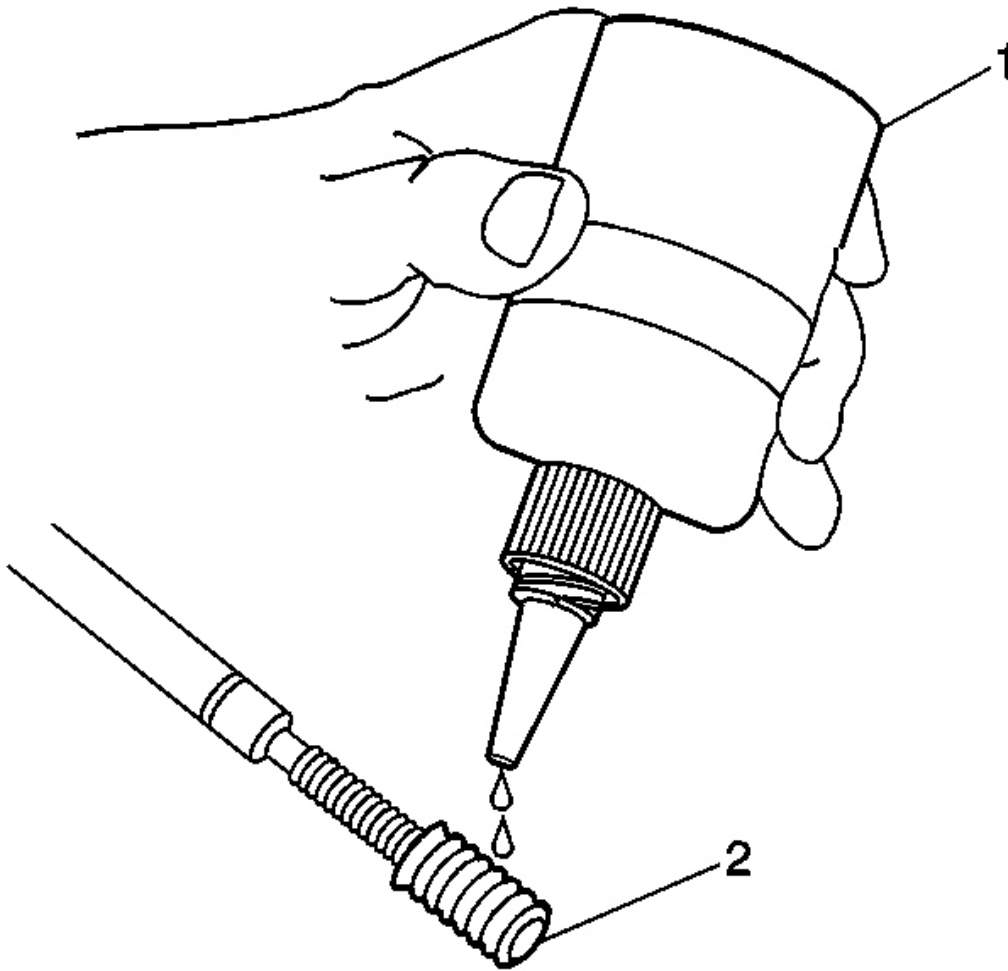


Fig. 503: Applying Threadlock To Insert
Courtesy of GENERAL MOTORS CORP.

10. Apply threadlock sealant GM P/N 12345493 (Canadian P/N 10953488), J 42385-109, LOCTITE 277® or equivalent (1) to the insert OD threads (2).

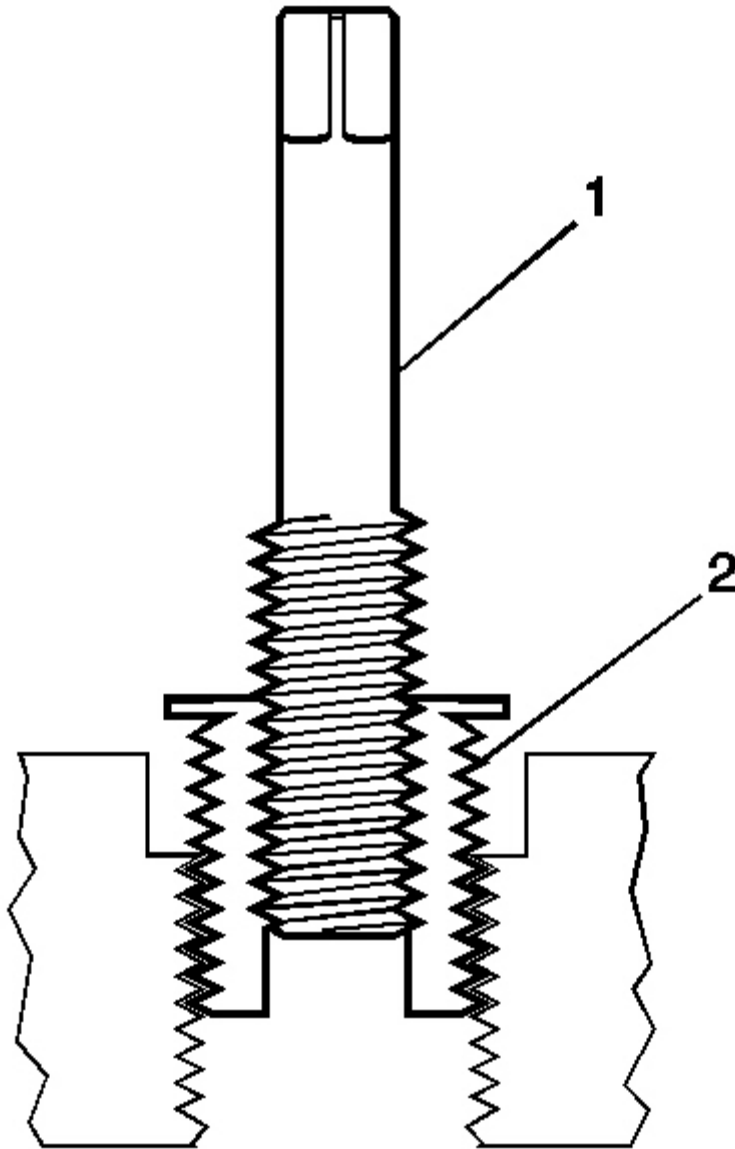


Fig. 504: Installing Insert - Recessed Thread
Courtesy of GENERAL MOTORS CORP.

11. Install the insert (2) into the tapped hole.

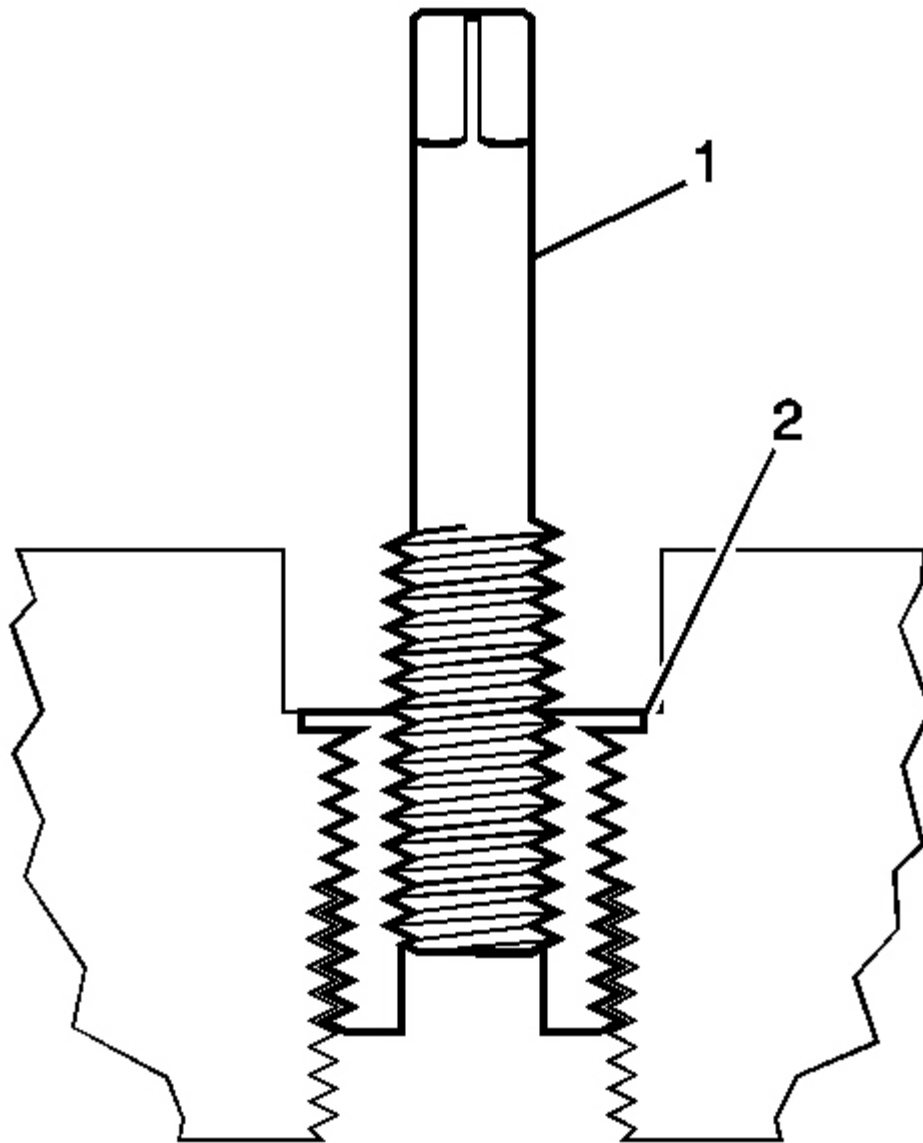


Fig. 505: View Of Installed Insert - Recessed Thread
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: If the insert will not thread down until the flange contacts the counterbored surface remove the insert immediately with a screw extracting tool and inspect the tapped hole for any

remaining chips and/or improper tapping.

12. Install the insert until the flange (2) of the insert contacts the counterbored surface.

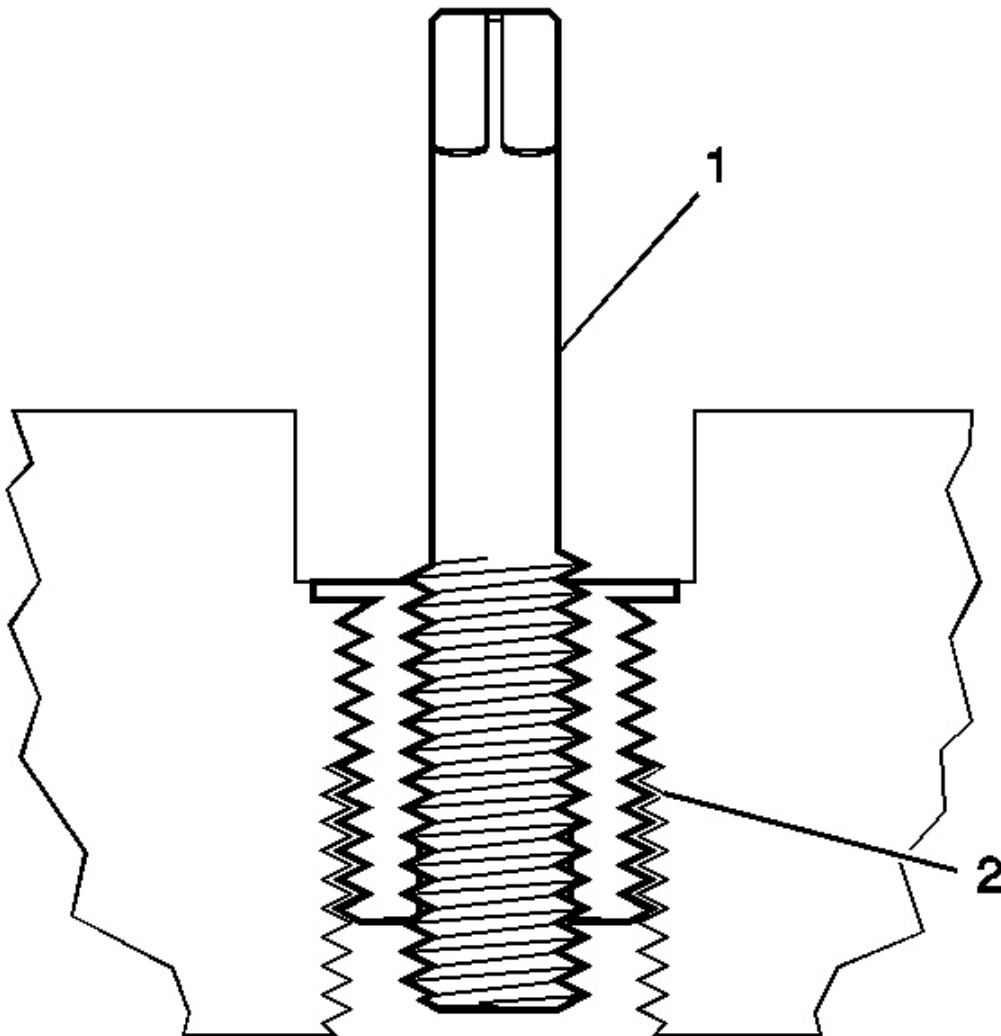


Fig. 506: Installed Insert - Recessed Thread Repair
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The driver installation tool will tighten up before screwing completely through the insert. This is acceptable. The

threads at the bottom of the insert are being formed and the insert is mechanically locking the insert into the base material threads.

13. Continue to rotate the driver installation tool (1) through the insert (2).

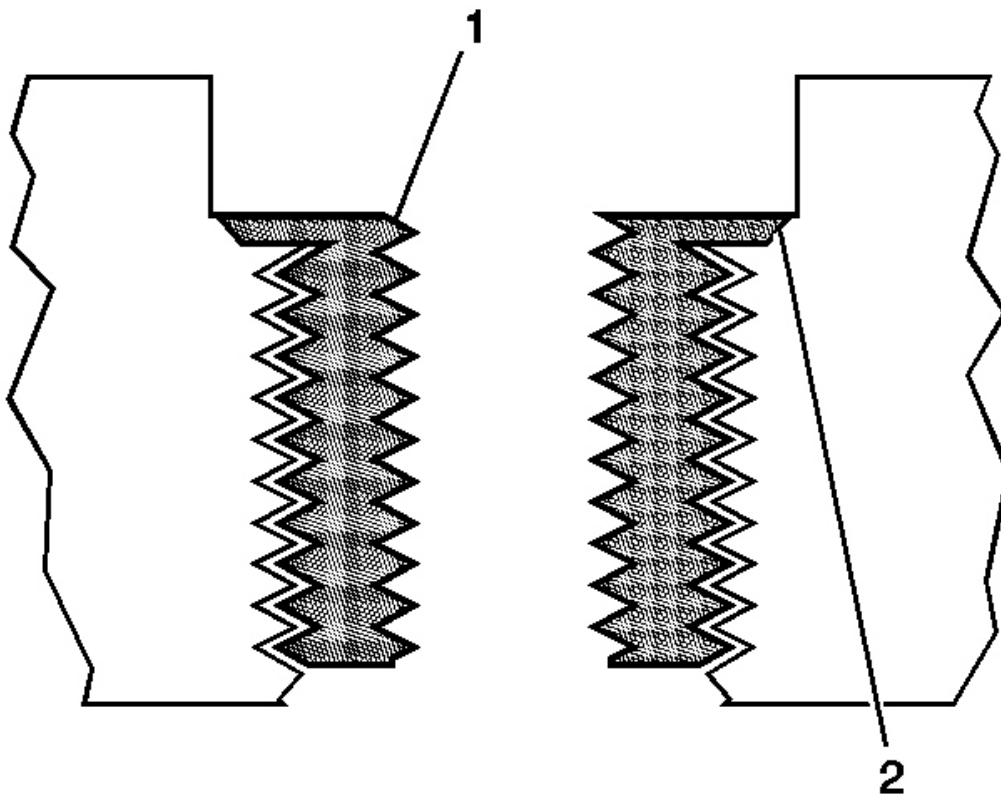


Fig. 507: Inspecting Insert For Proper Installation - Recessed Thread
Courtesy of GENERAL MOTORS CORP.

14. Inspect the insert (1) for proper installation (2) into the tapped hole.

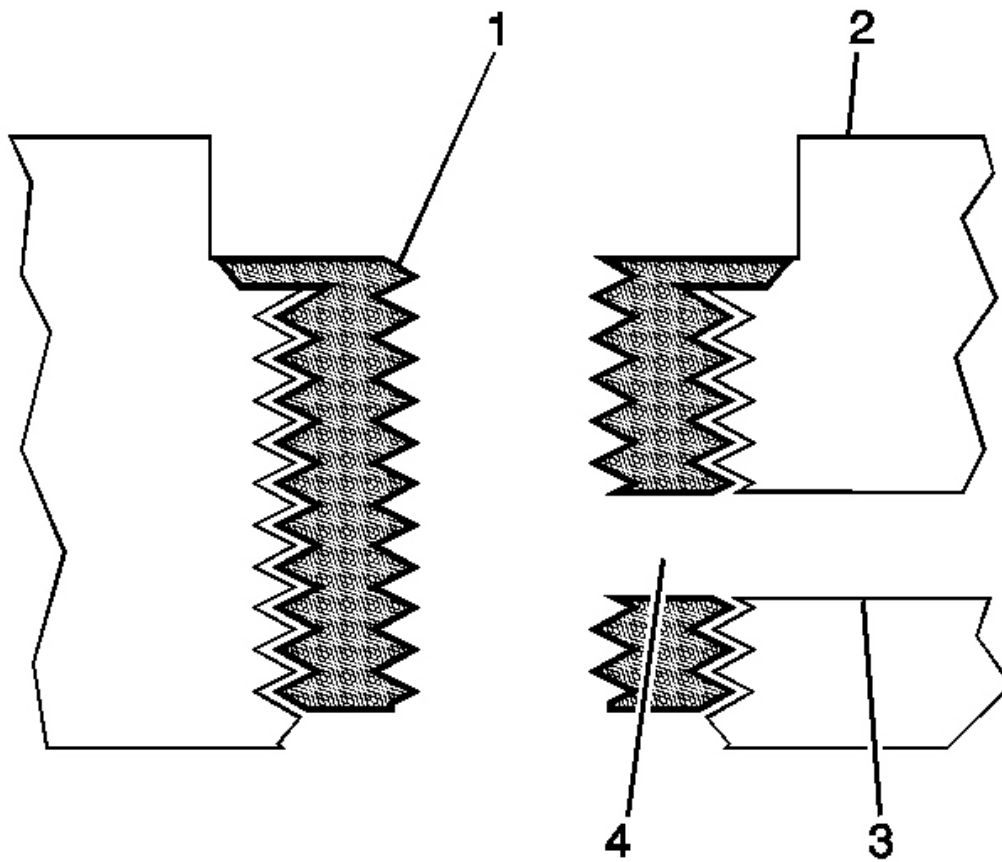


Fig. 508: View Of Restricted Engine Coolant Passage - Recessed Thread Repair
Courtesy of GENERAL MOTORS CORP.

15. Any installed insert that restricts or blocks an oil or engine coolant passage (3) will need to have the oil or engine coolant passage drilled out (4) to the original size of the oil or engine coolant passage. After drilling the restriction or blockage, clean out any chips and thread the installation driver tool through the insert again to remove any burrs caused by the drilling of the oil or engine coolant passage.

Tapered Pipe Thread Repair

The thread repair insert for tapered pipe threads is coated with a clear silver zinc coating.

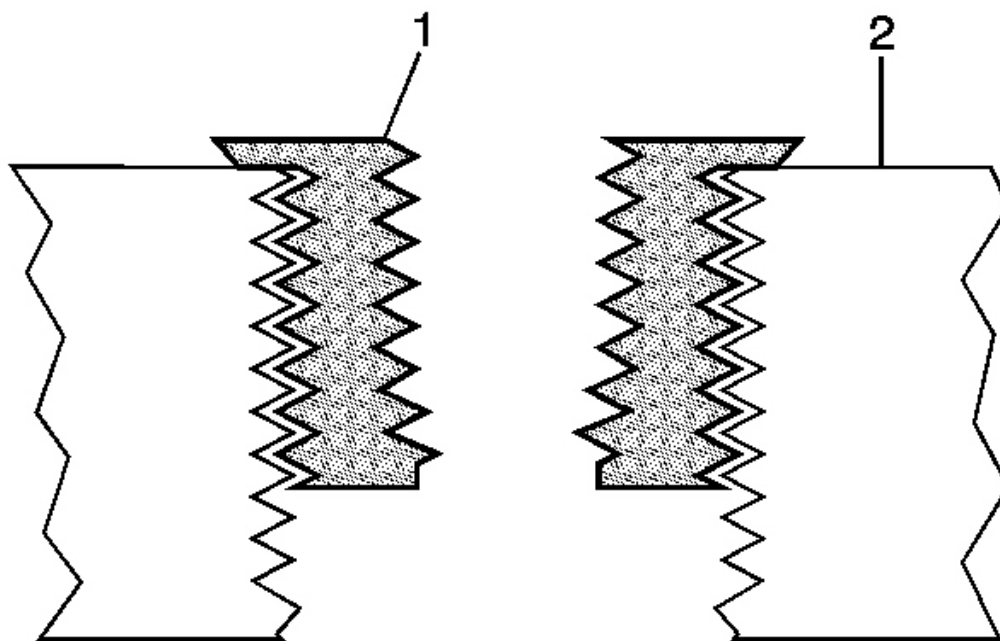


Fig. 509: Inspecting Insert For Proper Installation - Tapered Thread
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

IMPORTANT: The use of a cutting type fluid GM P/N 1052864 (Canadian P/N 992881), WD 40® or equivalent is recommended when performing the drilling, counterboring and tapping procedures.

When installed to the proper depth, the flange (1) of the insert will be seated against surface (2) of the base material of the drilled/tapped hole.

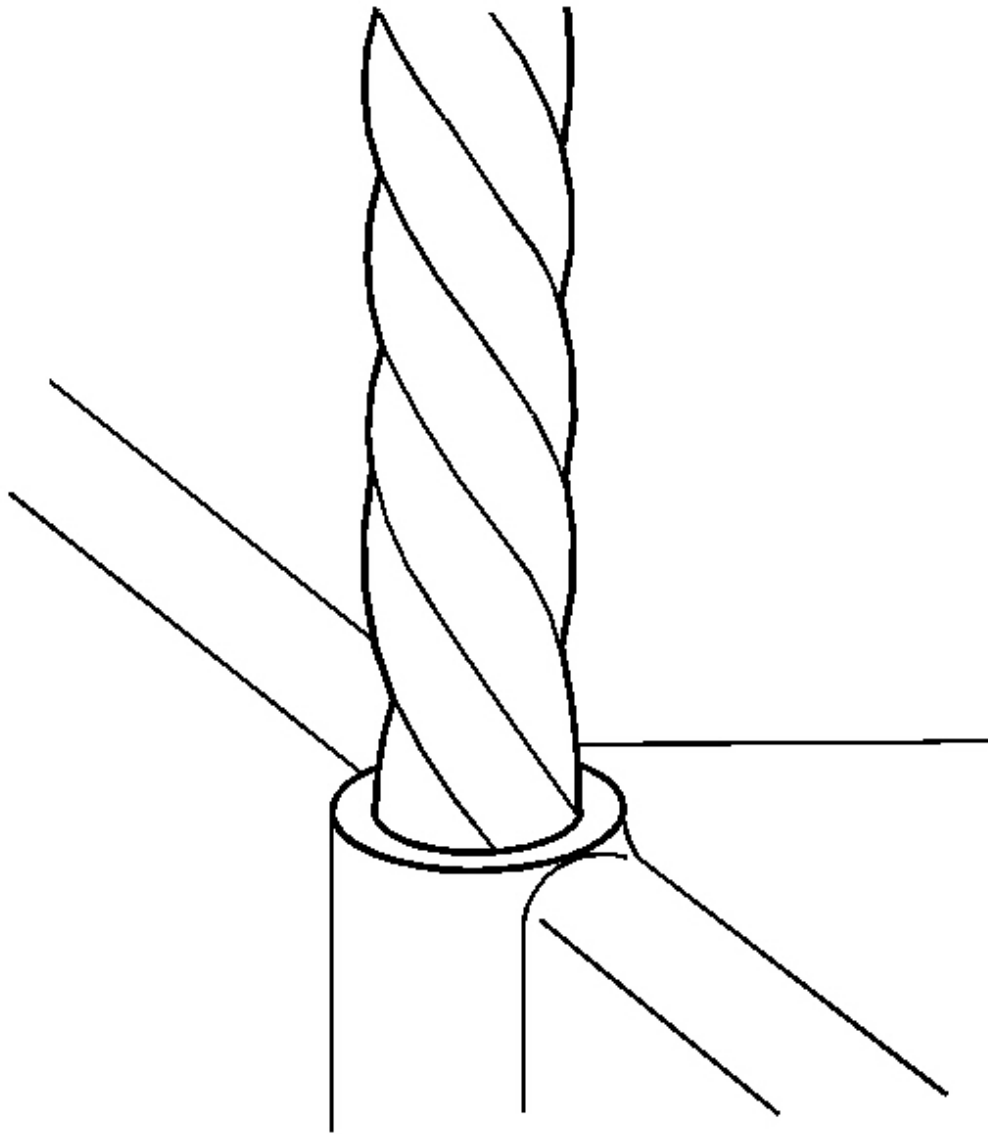


Fig. 510: Drilling Out Threads Of Damaged Hole
Courtesy of GENERAL MOTORS CORP.

IMPORTANT:

- During the drilling process, it is necessary to repeatedly remove the drill and clean chips from the hole and the flutes of the drill.

- **Drill the hole until the stop collar contacts the surface of the base material.**

1. Drill out the threads of the damaged hole.

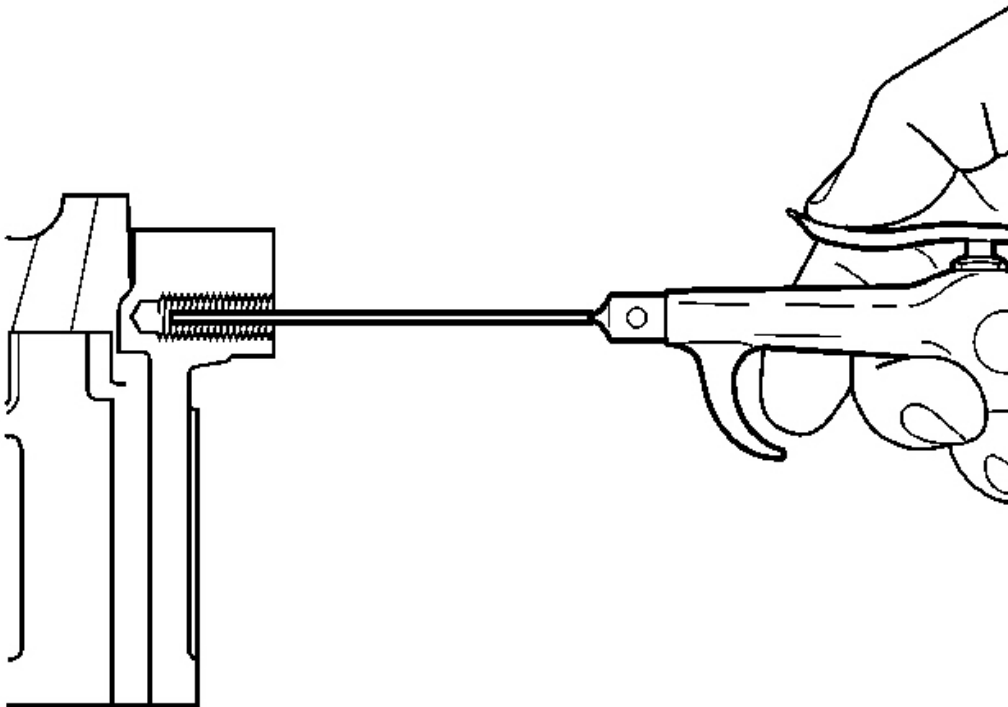


Fig. 511: Cleaning Out Metal Chips
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: All chips must be removed from the drilled hole prior to tapping.

2. Using compressed air, clean out any chips.

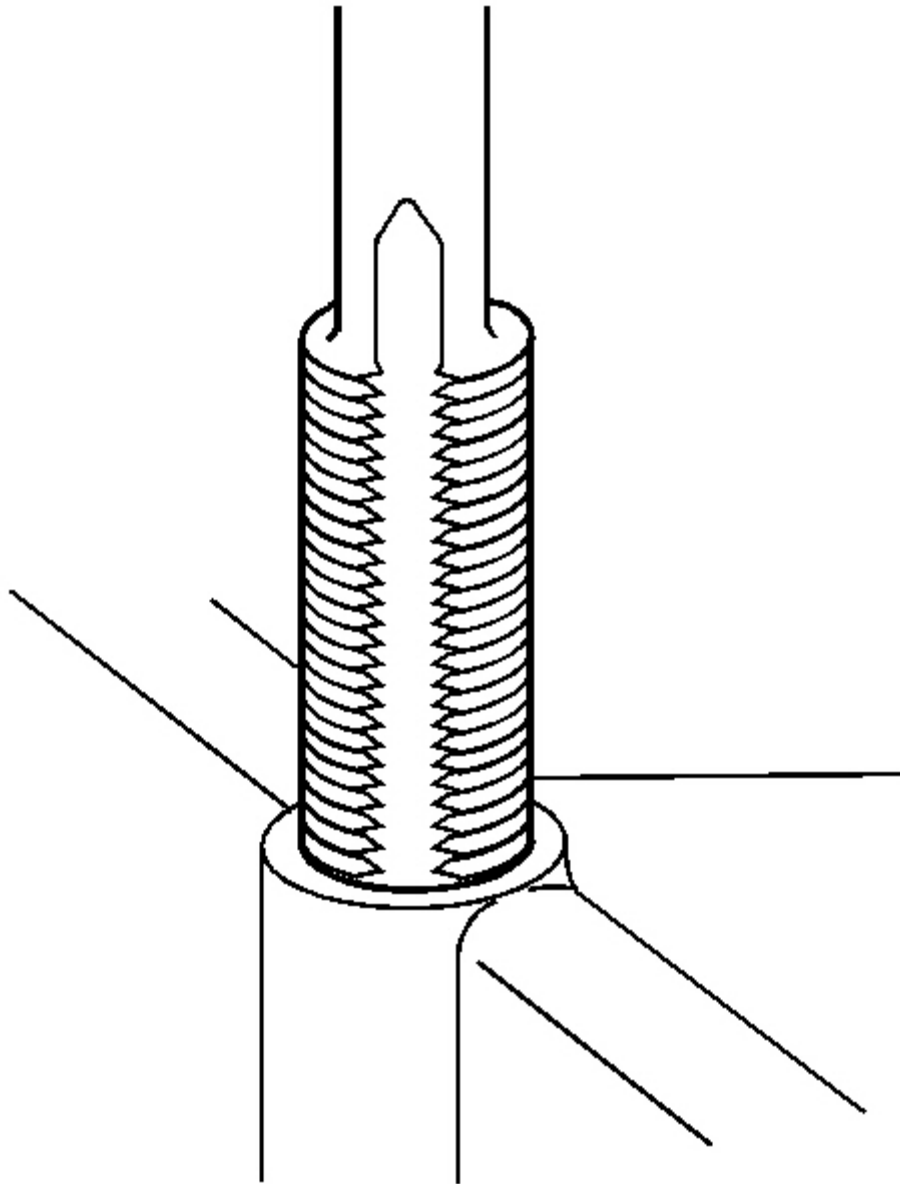


Fig. 512: Tapping Threads Of Drilled Hole
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: • During the tapping process, it is necessary to repeatedly

remove the tap and clean chips from the hole and the flutes of the tap.

- Ensure the tap has created full threads at least to the depth equal to the insert length.

3. Using a suitable tapping wrench, tap the threads of the drilled hole.

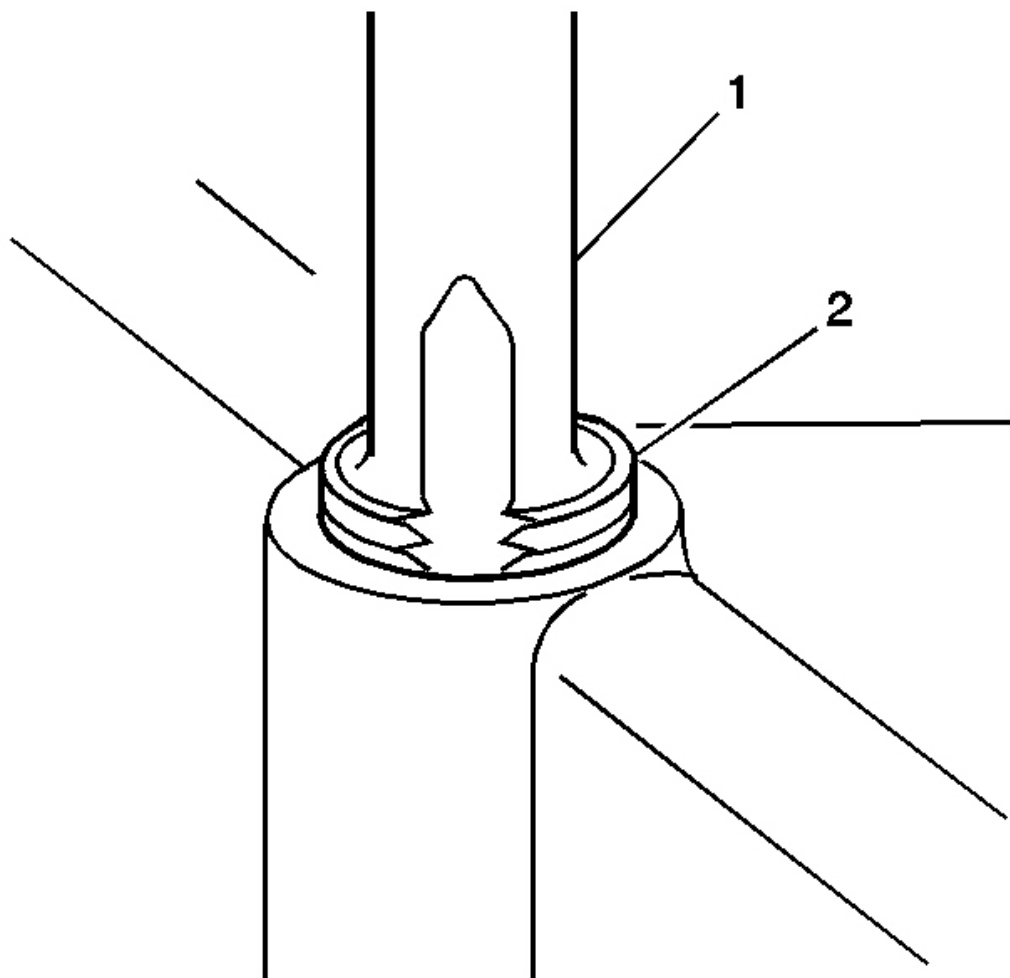


Fig. 513: View Of Proper Tapping Distance - Tapered Thread
Courtesy of GENERAL MOTORS CORP.

4. Tap the drilled hole until the threads at the top of the tap (2) are down to the surface of the

base material.

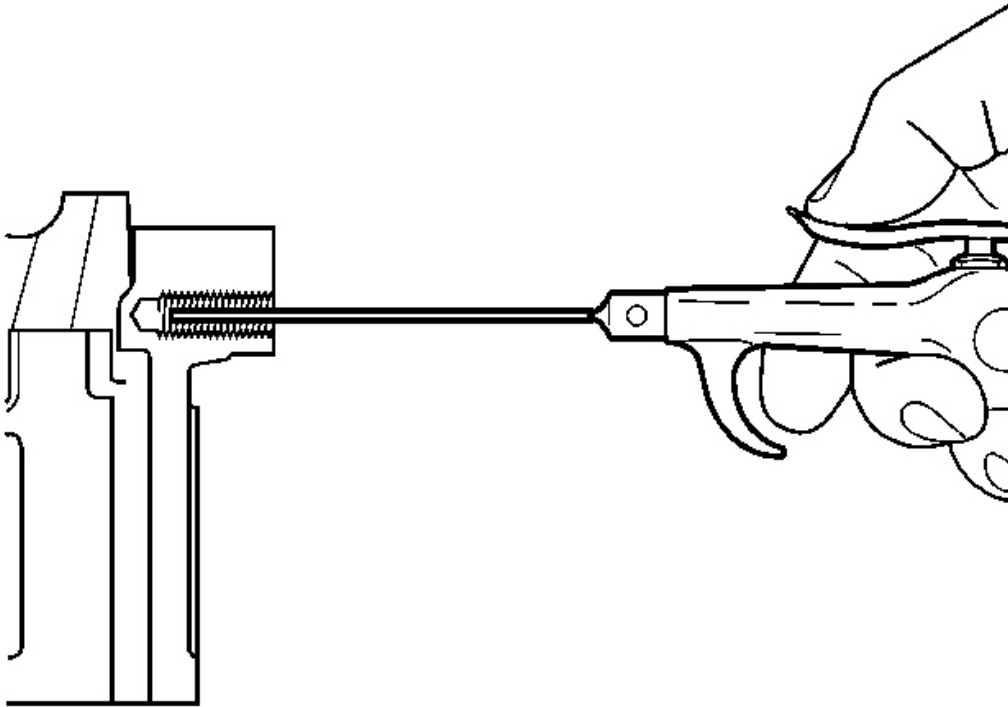


Fig. 514: Cleaning Out Metal Chips
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: All chips must be removed from the tapped hole prior to insert installation.

5. Using compressed air, clean out any chips.

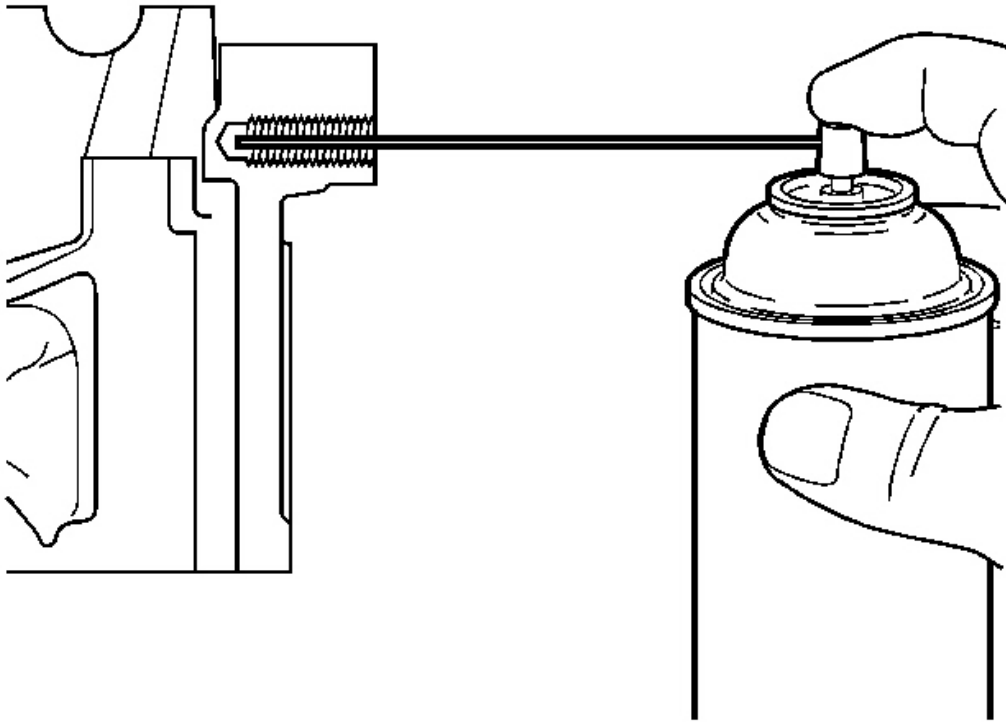


Fig. 515: Spraying Cleaner Into Tapped Hole
Courtesy of GENERAL MOTORS CORP.

6. Spray cleaner GM P/N 12377981 (Canadian P/N 10953463) or equivalent into the tapped hole.

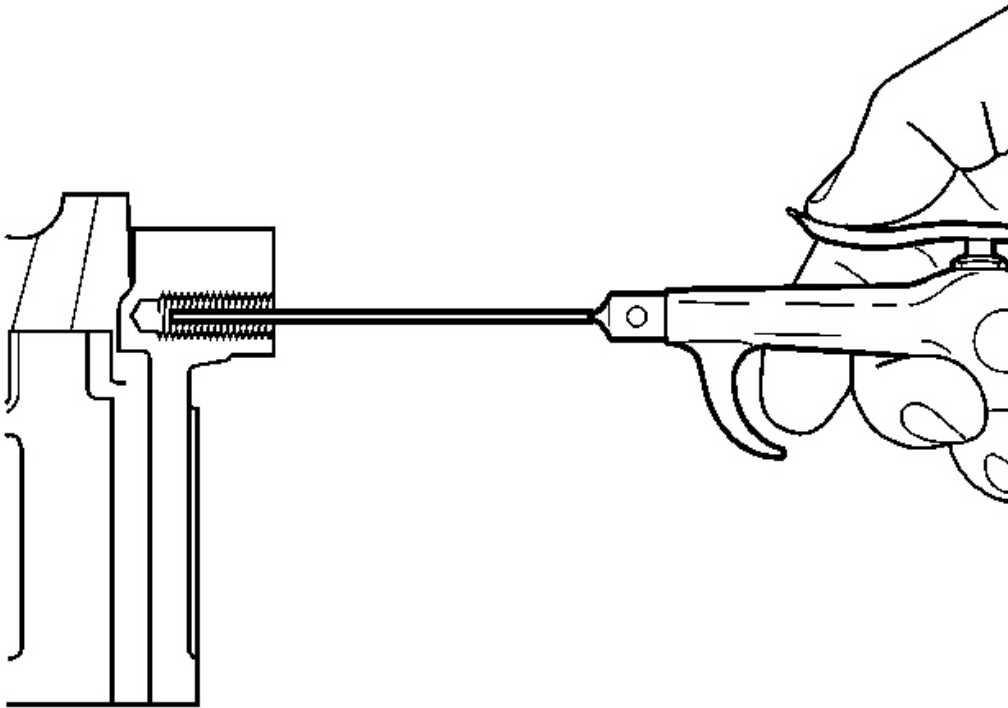


Fig. 516: Cleaning Out Metal Chips
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: All chips must be removed from the tapped hole prior to insert installation.

7. Using compressed air, clean out any chips.

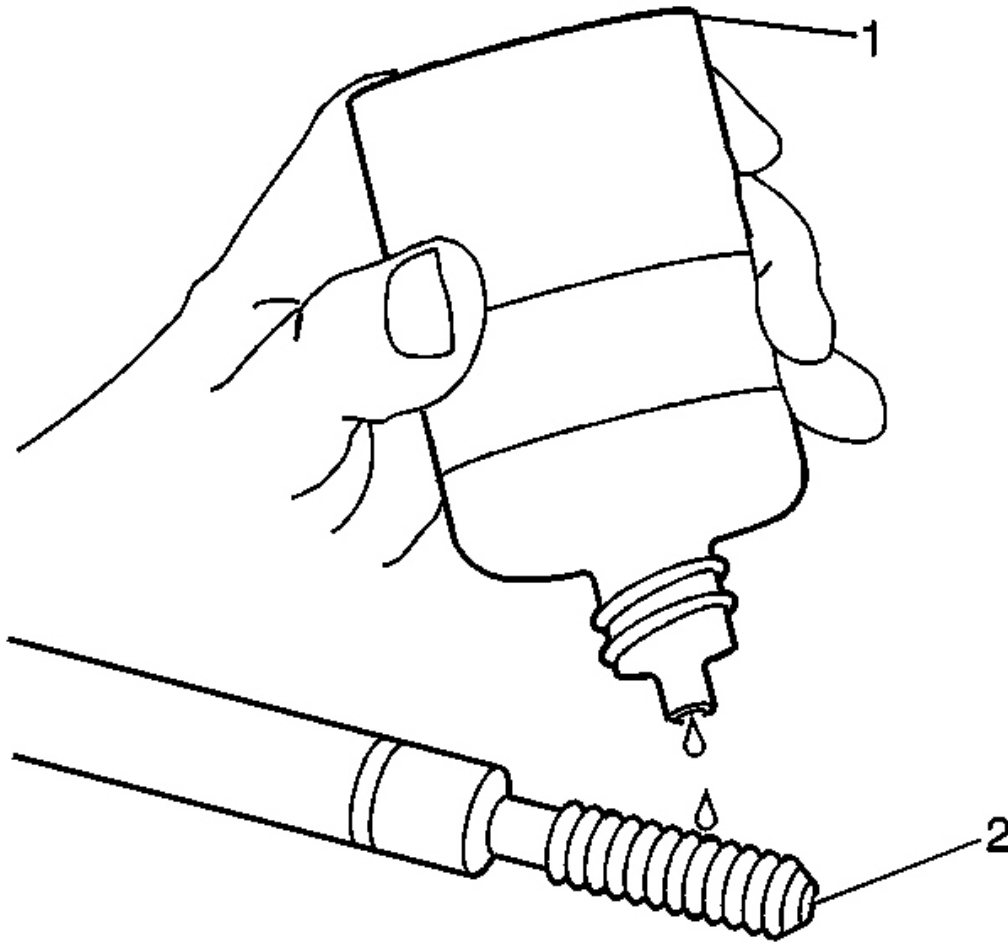


Fig. 517: Lubricating Installer Tool Using Driver Oil
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Do not allow oil or other foreign material to contact the outside diameter (OD) of the insert.

8. Lubricate the threads of the driver installation tool (2) with the driver oil (1) J 42385-110.

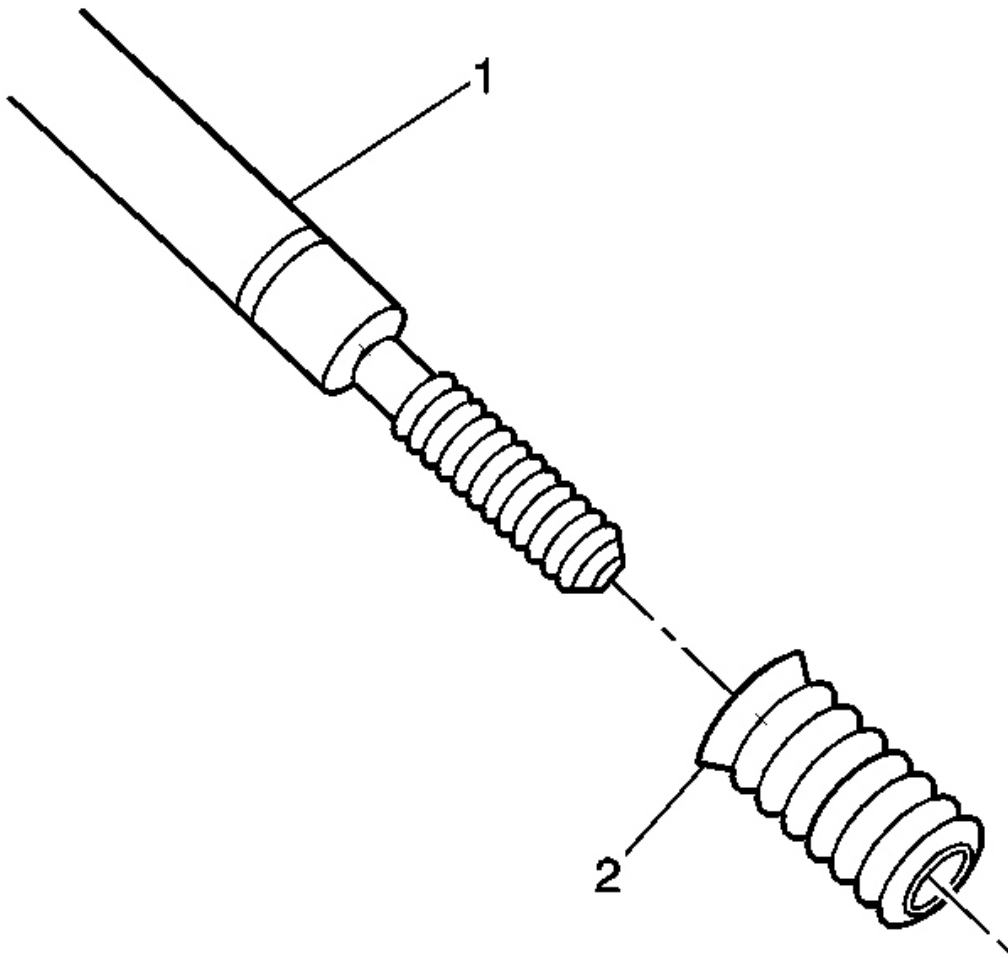


Fig. 518: View of Bushing Type Insert
Courtesy of GENERAL MOTORS CORP.

9. Install the insert (2) onto the driver installation tool (1).

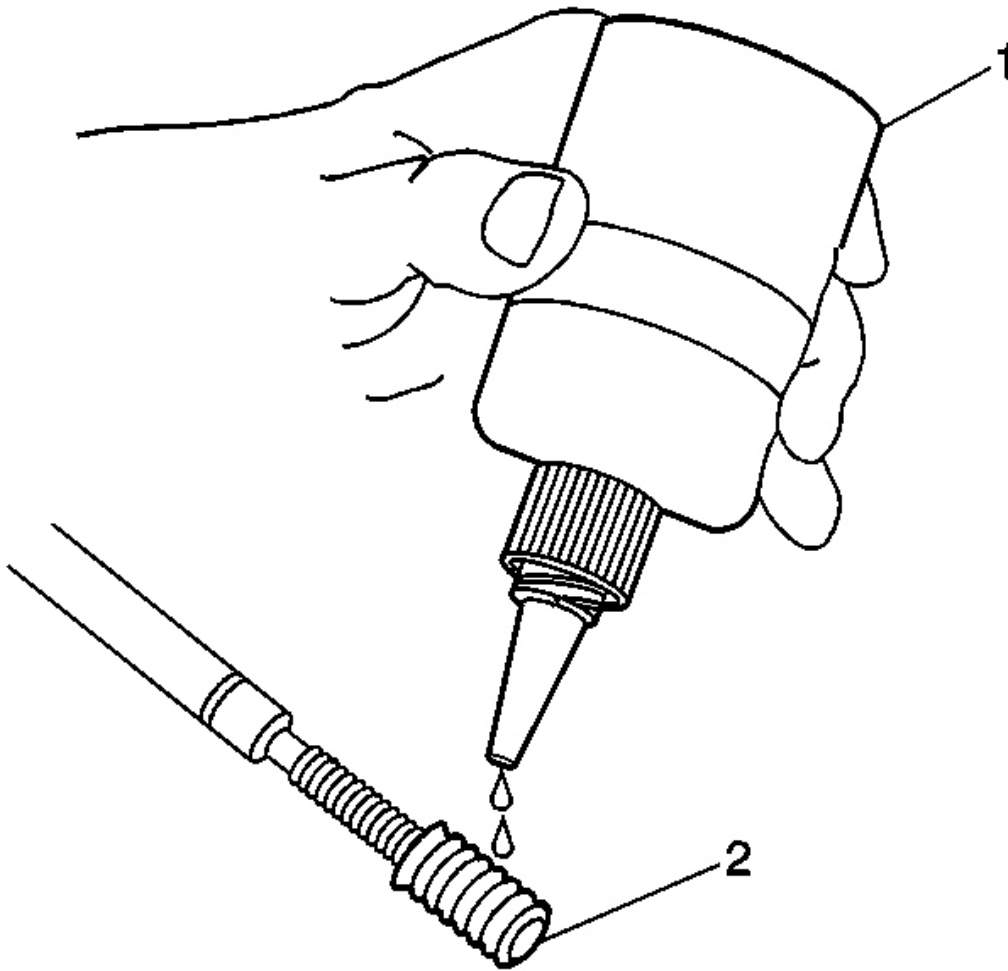


Fig. 519: Applying Threadlock To Insert
Courtesy of GENERAL MOTORS CORP.

10. Apply threadlock sealant GM P/N 12345493 (Canadian P/N 10953488), J 42385-109, LOCTITE 277® or equivalent (1) to the insert OD threads (2).

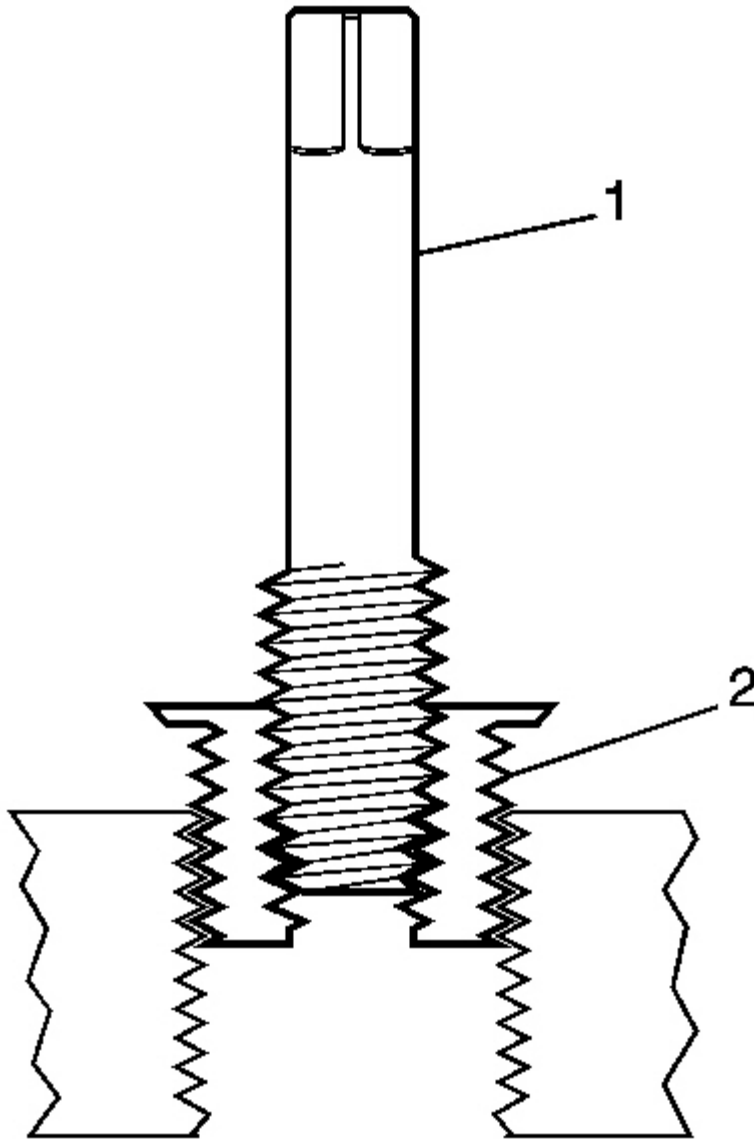


Fig. 520: Installing Insert - Tapered Thread
Courtesy of GENERAL MOTORS CORP.

11. Install the insert (2) into the tapped hole.

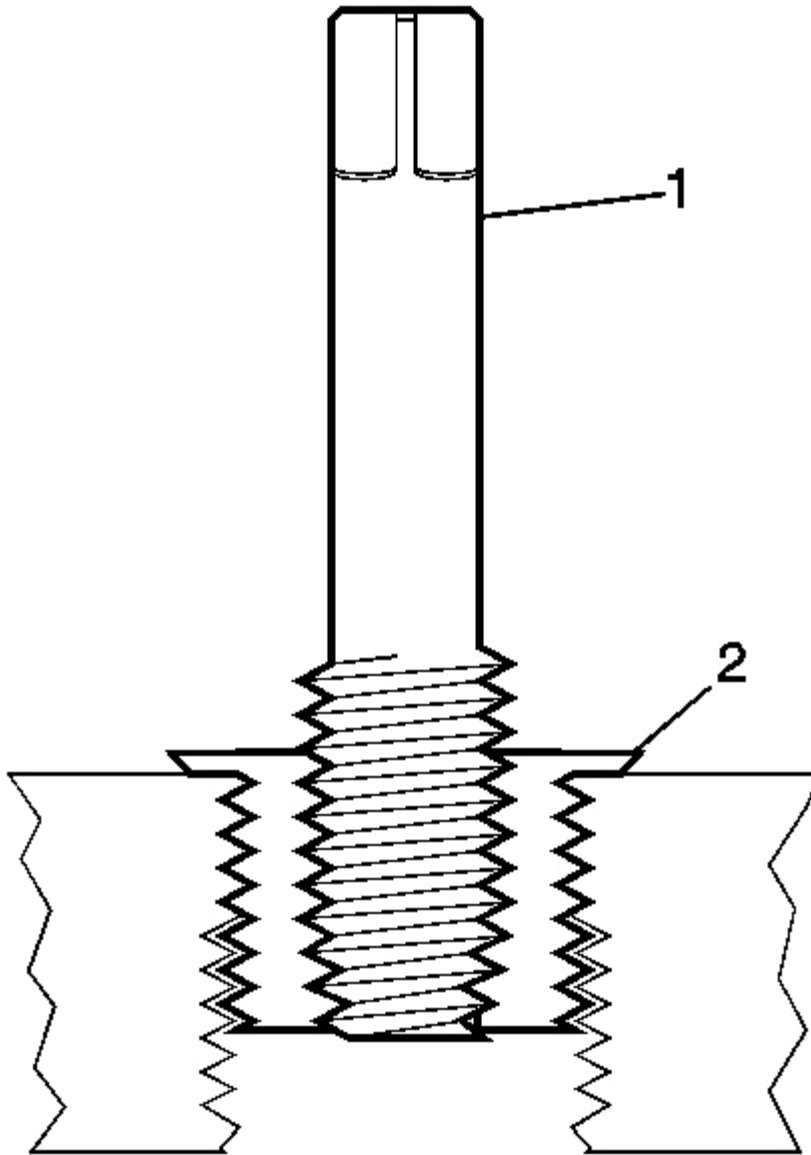


Fig. 521: Installing Insert - Tapered Pipe Thread Repair
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: If the insert will not thread down until the flange contacts the surface of the base material remove the insert immediately

with a screw extracting tool and inspect the tapped hole for any remaining chips and/or improper tapping.

12. Install the insert until the flange (2) of the insert contacts the surface of the base material.

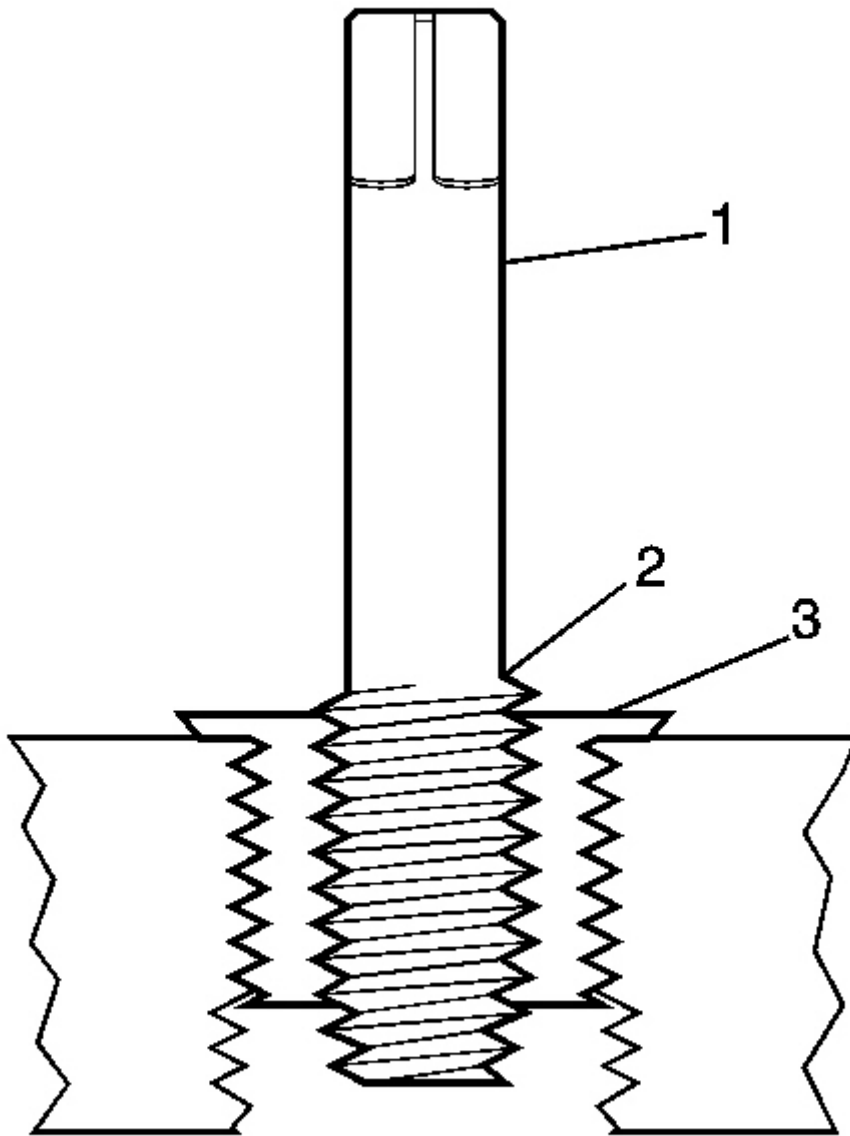


Fig. 522: Installed Insert - Tapered Pipe Thread Repair

Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The driver installation tool will tighten up before screwing completely through the insert. This is acceptable. The threads at the bottom of the insert are being formed and the insert is mechanically locking the insert into the base material threads.

13. Continue to rotate the driver installation tool (1) until the top of the threaded section (2) is level with the top of the insert (3).

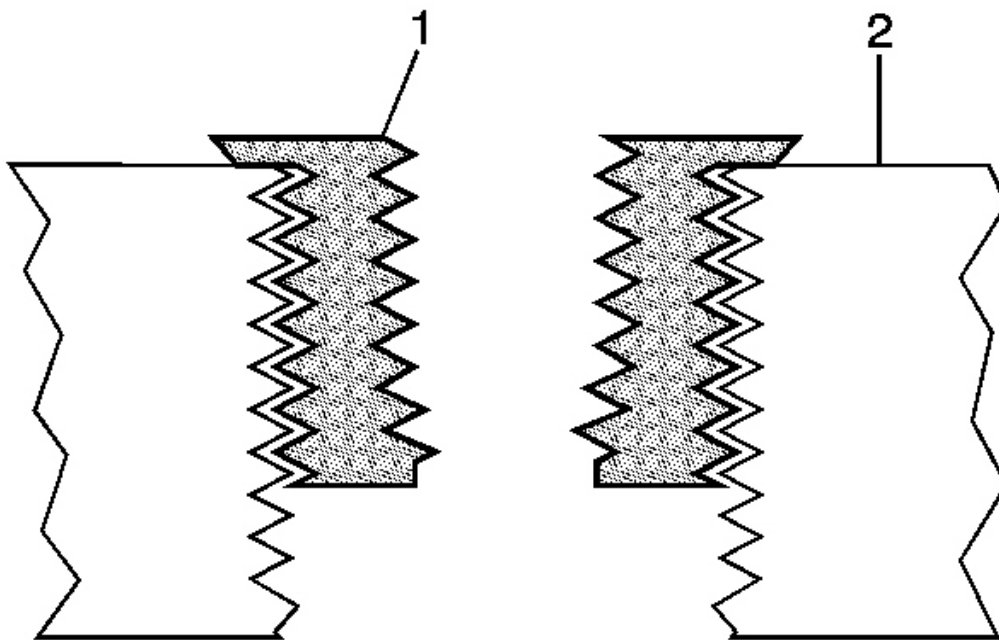


Fig. 523: Inspecting Insert For Proper Installation - Tapered Thread
Courtesy of GENERAL MOTORS CORP.

14. Inspect the insert (1) for proper installation (2) into the tapped hole.

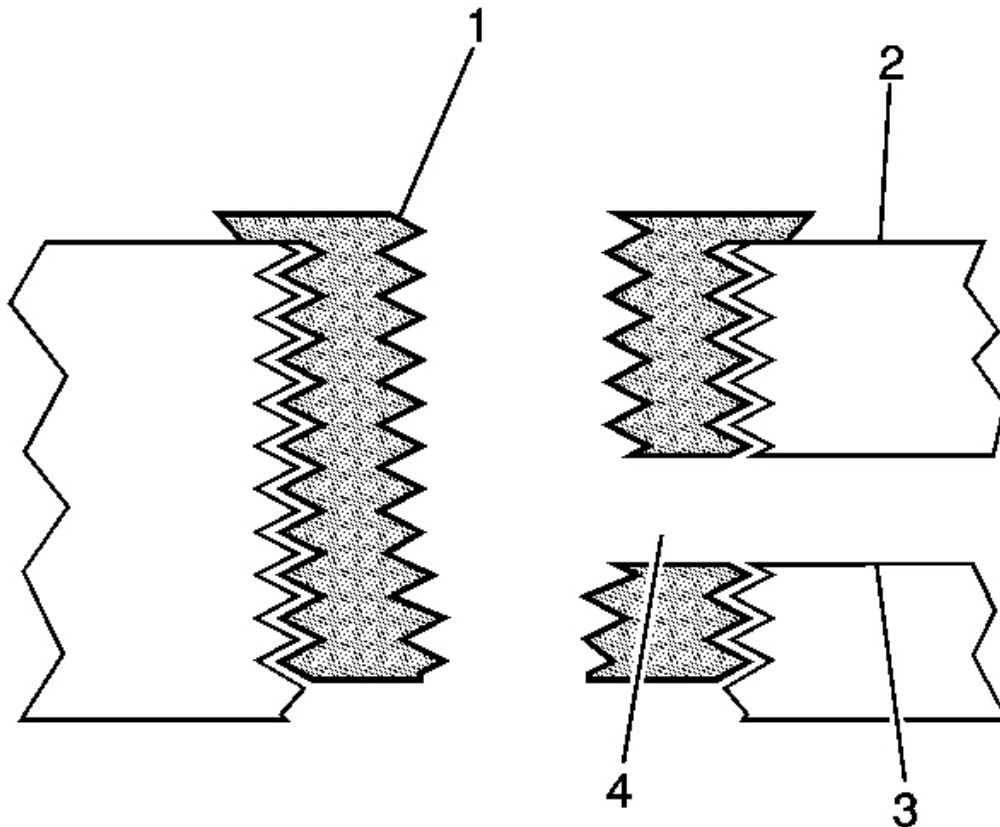


Fig. 524: View Of Restricted Engine Coolant Passages - Tapered Pipe Thread Repair
Courtesy of GENERAL MOTORS CORP.

15. Any installed insert that restricts or blocks an oil or engine coolant passage (3) will need to have the oil or engine coolant passage drilled out (4) to the original size of the oil or engine coolant passage. After drilling the restriction or blockage, clean out any chips and thread the installation driver tool through the insert again to remove any burrs caused by the drilling of the oil or engine coolant passage.

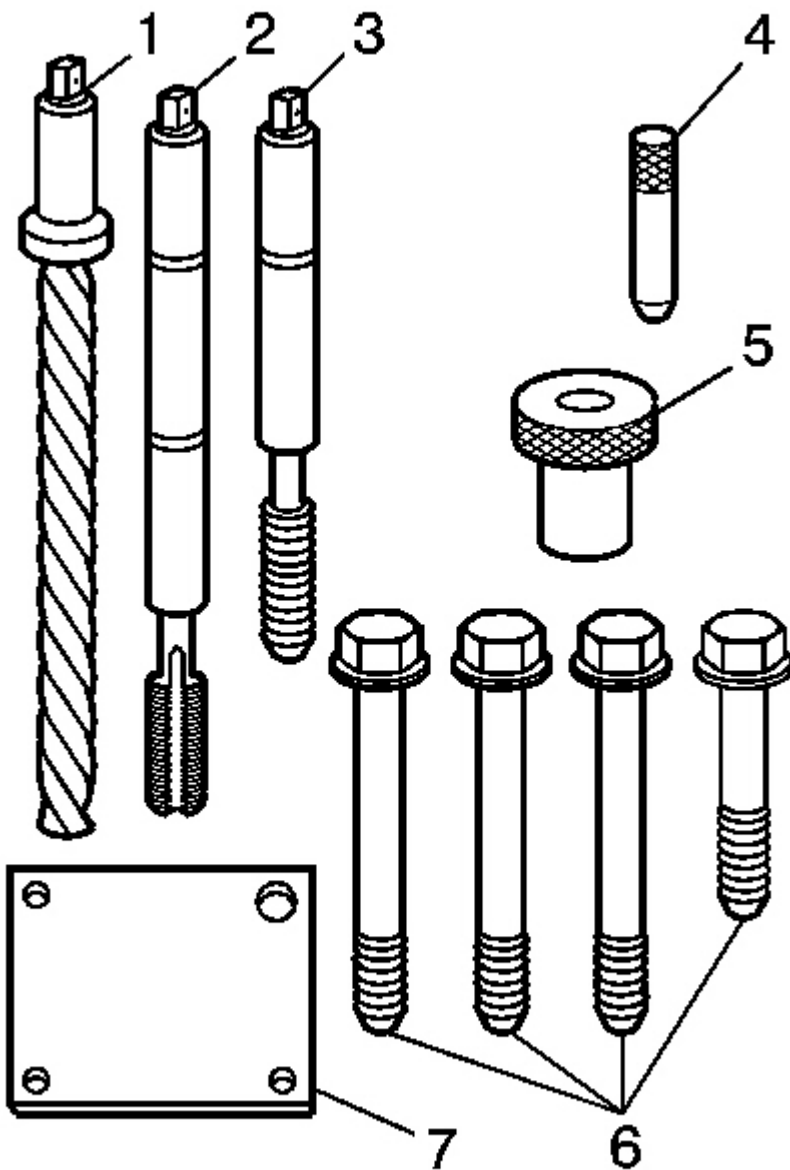


Fig. 525: View Of Cylinder Head Bolt Hole Required Tools
 Courtesy of GENERAL MOTORS CORP.

The cylinder head bolt hole required tools consist of the following:

- Drill (1) J 42385-402

2006 Hummer H3

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- Tap (2) J 42385-403
- Installation driver (3) J 42385-404
- Alignment pin (4) J 42385-303
- Bushing (5) J 42385-302
- Bolts (6) J 42385-421
- Fixture plate (7) J 42385-401

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

- IMPORTANT:**
- **Remove the fixture plate prior to installing the insert with the installer tool.**
 - **The use of a cutting type fluid GM P/N 1052864 (Canadian P/N 992881), WD 40® or equivalent is recommended when performing the drilling, counterboring and tapping procedures.**

When installed to the proper depth, the flange of the insert will be seated against the counterbore of the drilled/tapped hole.

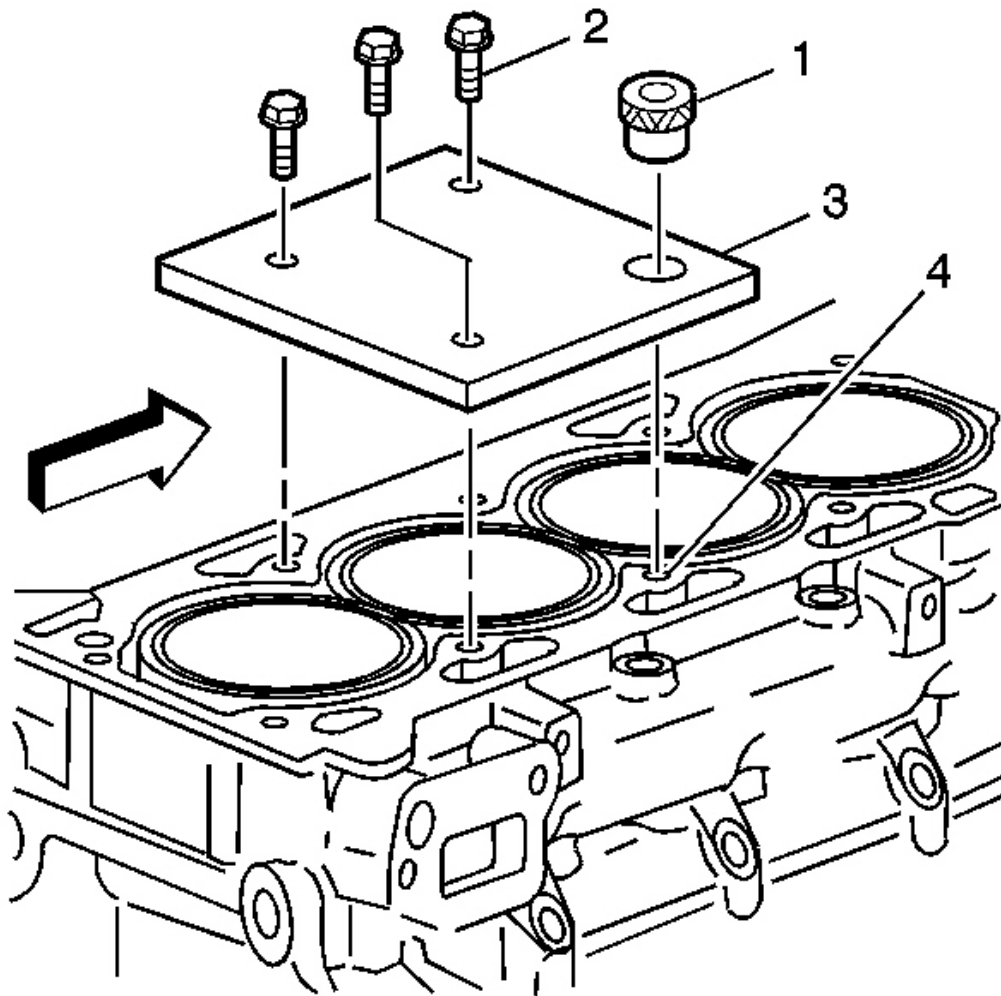


Fig. 526: View Of Bushing, Fixture Plate, Bolts & Bolt Hole
Courtesy of GENERAL MOTORS CORP.

1. Position the fixture plate (3) with the bushing (1) installed over the cylinder head bolt hole to be repaired (4).
2. Loosely install the fixture plate bolts (2) into the remaining cylinder head bolt holes.

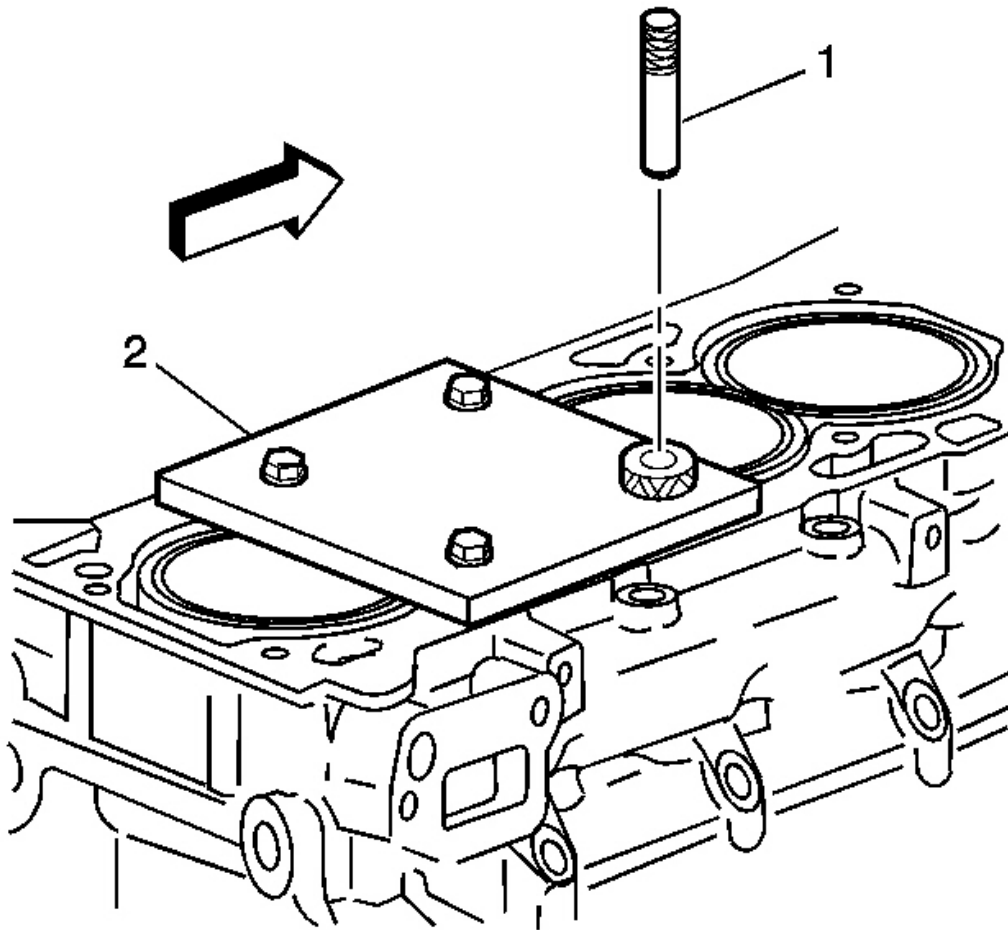


Fig. 527: View Of Alignment Pin & Fixture Retaining Bolts
Courtesy of GENERAL MOTORS CORP.

3. Position the alignment pin (1) through the bushing and into the cylinder head bolt hole.
4. With the alignment pin in the desired cylinder head bolt hole, tighten the fixture retaining bolts (2).
5. Remove the alignment pin (1) from the cylinder head bolt hole.

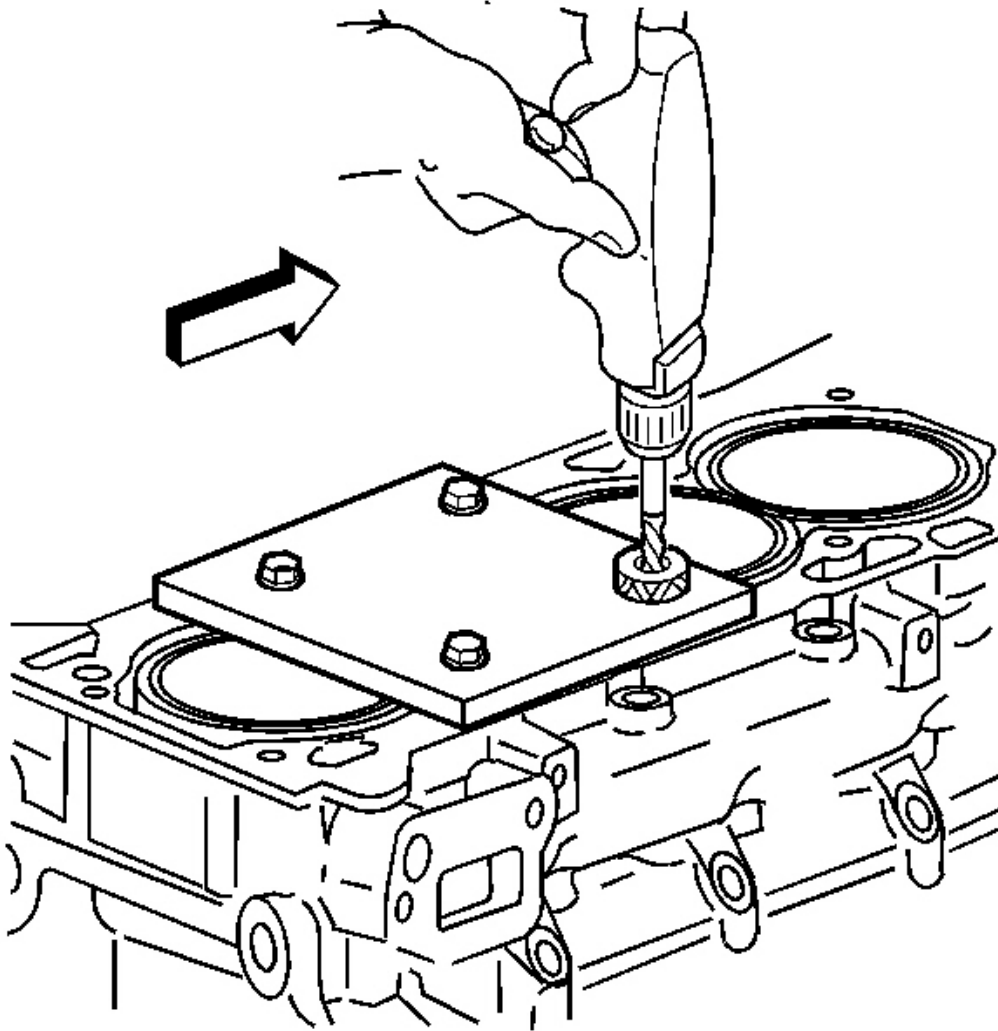


Fig. 528: Drilling Out Threads Of Damaged Hole
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: During the drilling process, it is necessary to repeatedly remove the drill and clean chips from the hole and the flutes of the drill.

6. Drill out the threads of the damaged hole.

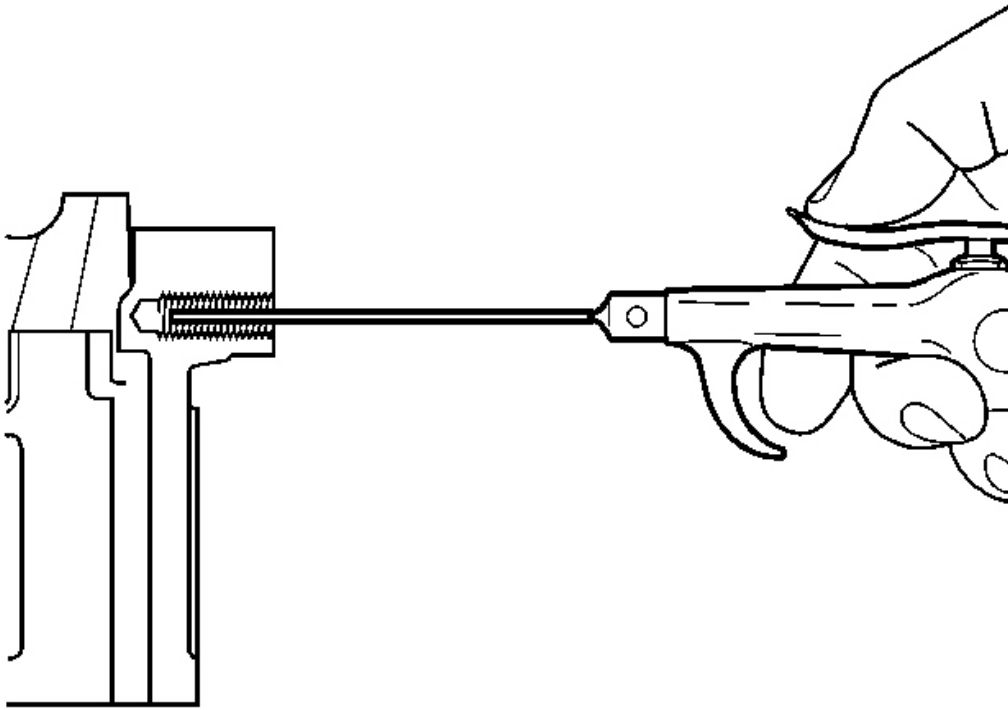


Fig. 529: Cleaning Out Metal Chips
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: All chips must be removed from the drilled hole prior to tapping.

7. Using compressed air, clean out any chips.

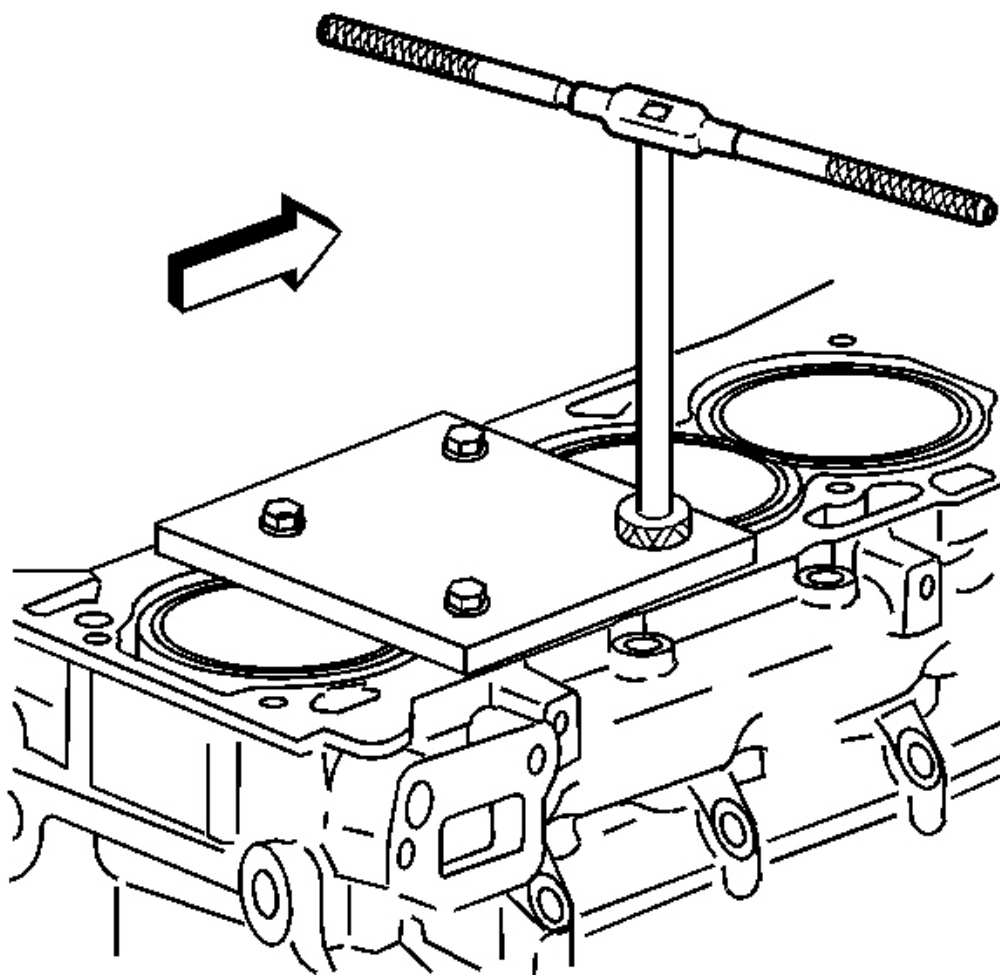


Fig. 530: Tapping Out Threads Of Drilled Hole

Courtesy of GENERAL MOTORS CORP.

IMPORTANT:

- During the tapping process, it is necessary to repeatedly remove the tap and clean chips from the hole and the flutes of the tap.
- Ensure the tap has created full threads at least to the depth equal to the insert length.

8. Using a suitable tapping wrench, tap the threads of the drilled hole.

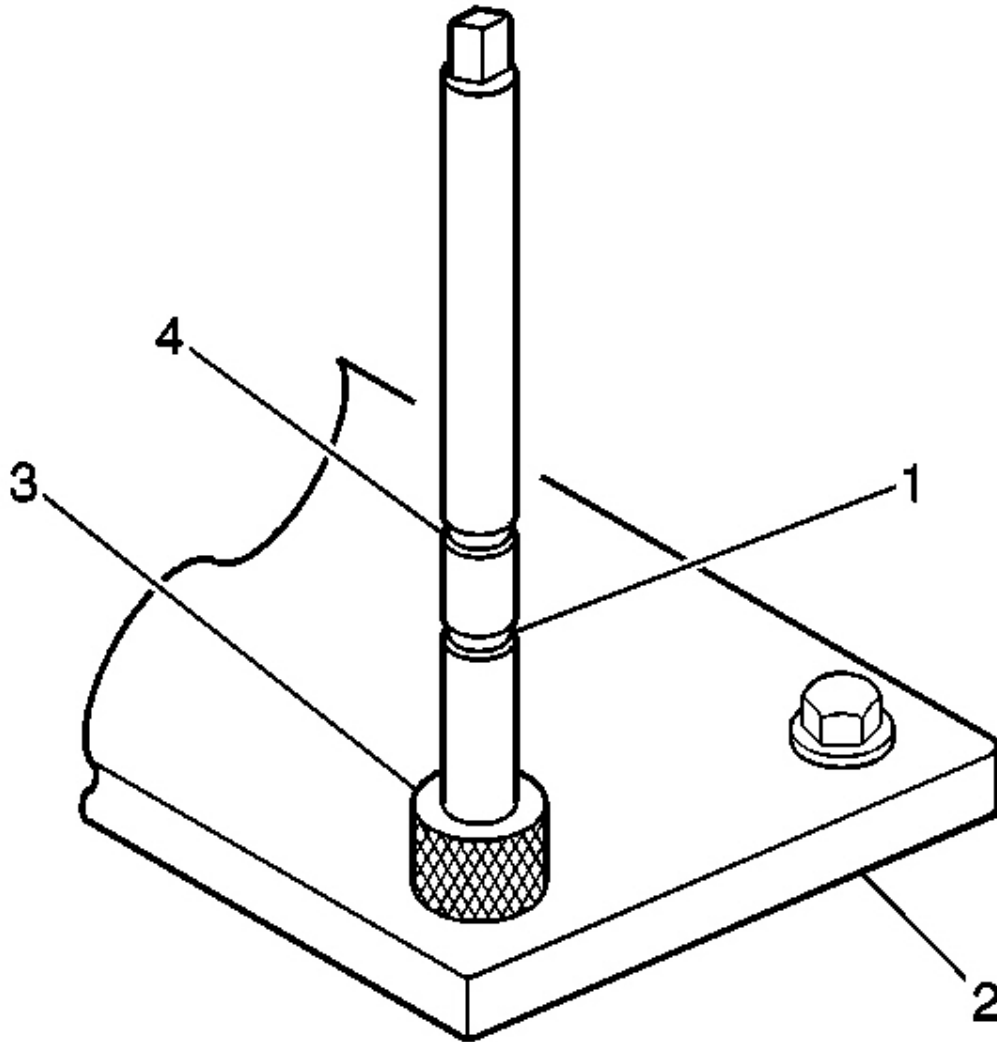


Fig. 531: View Of Tap Upper & Lower Marks, Fixture Plate & Bushing
Courtesy of GENERAL MOTORS CORP.

9. In order to tap the new threads for the insert to the proper depth, rotate the tap into the cylinder head bolt hole until the first mark (1) on the tap aligns with the top of the drill bushing (3).

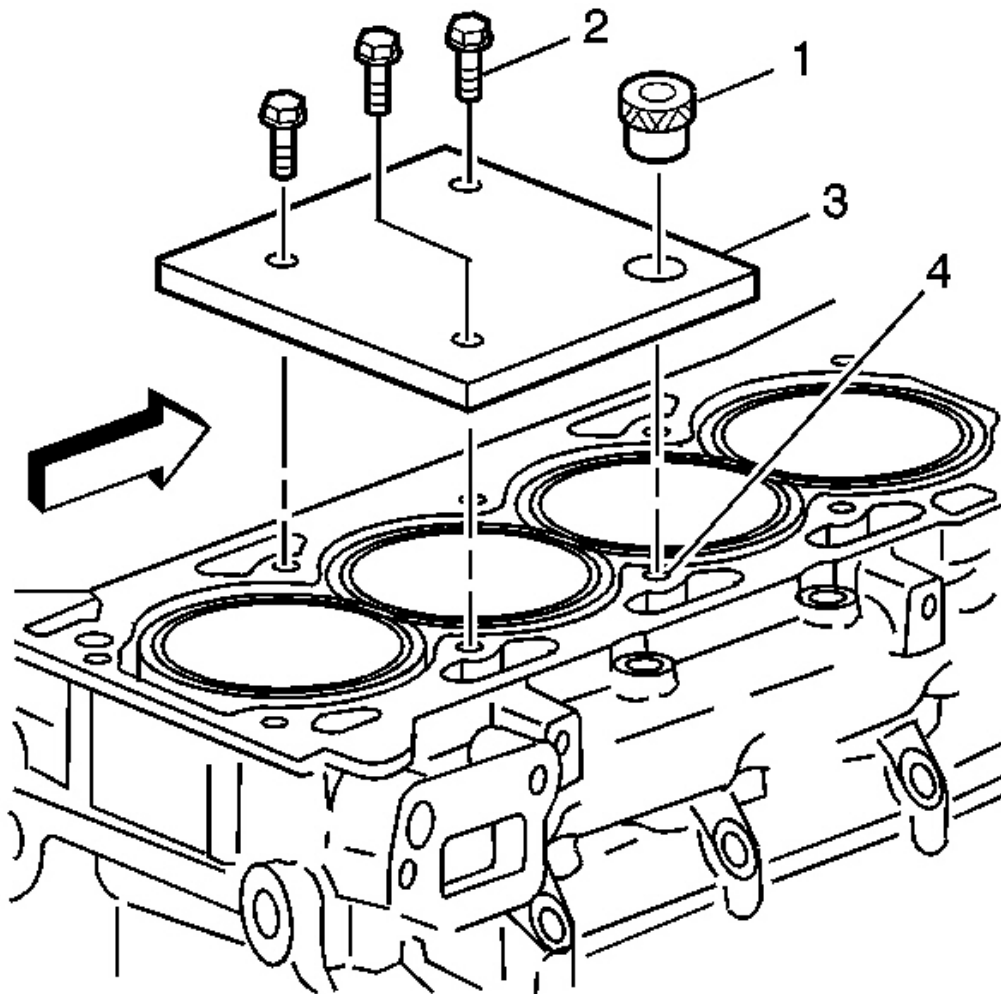


Fig. 532: View Of Bushing, Fixture Plate, Bolts & Bolt Hole
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Remove the fixture plate prior to installing the insert with the installer tool.

10. Remove the fixture plate bolts (2).
11. Remove the fixture plate (3) and bushing (1).

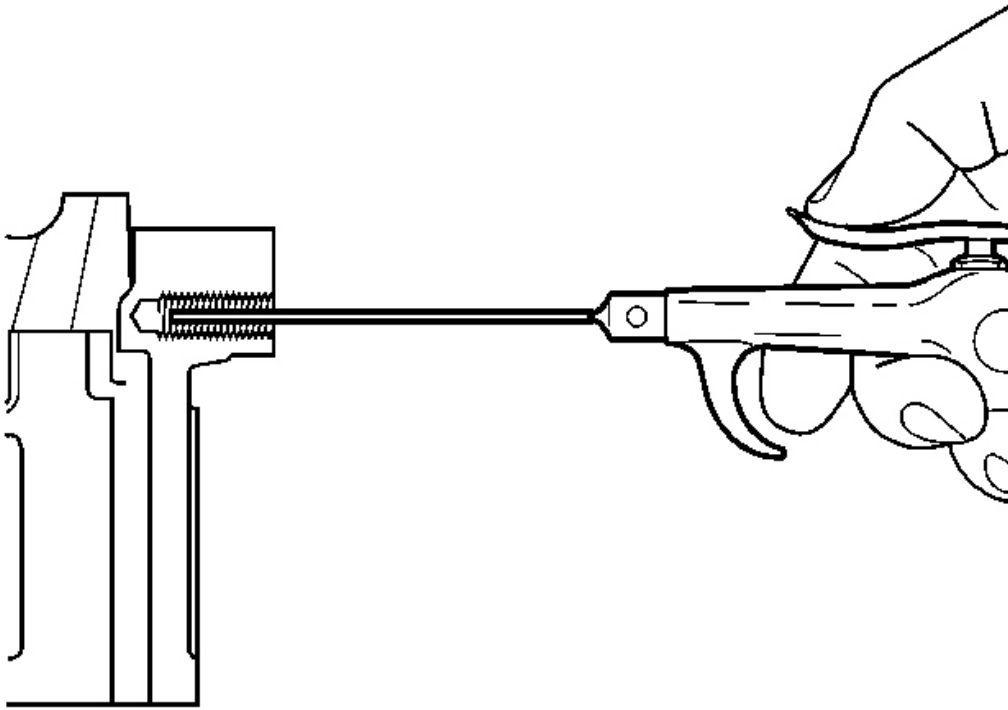


Fig. 533: Cleaning Out Metal Chips
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: All chips must be removed from the tapped hole prior to insert installation.

12. Using compressed air, clean out any chips.

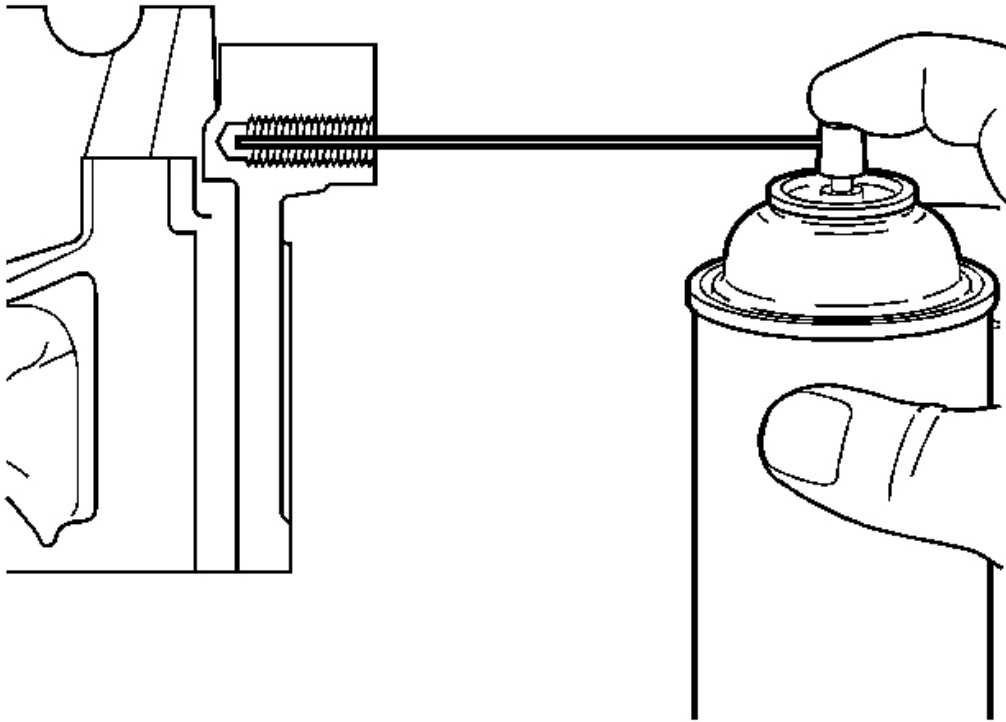


Fig. 534: Spraying Cleaner Into Tapped Hole
Courtesy of GENERAL MOTORS CORP.

13. Spray cleaner GM P/N 12377981 (Canadian P/N 10953463) or equivalent into the tapped hole.

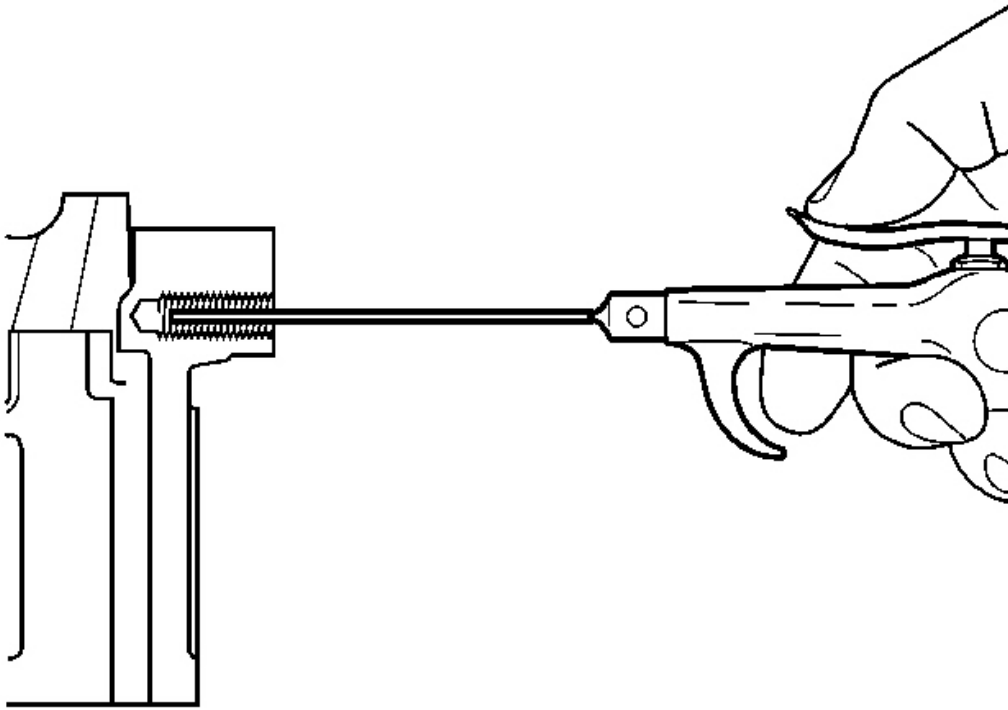


Fig. 535: Cleaning Out Metal Chips
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: All chips must be removed from the tapped hole prior to insert installation.

14. Using compressed air, clean out any chips.

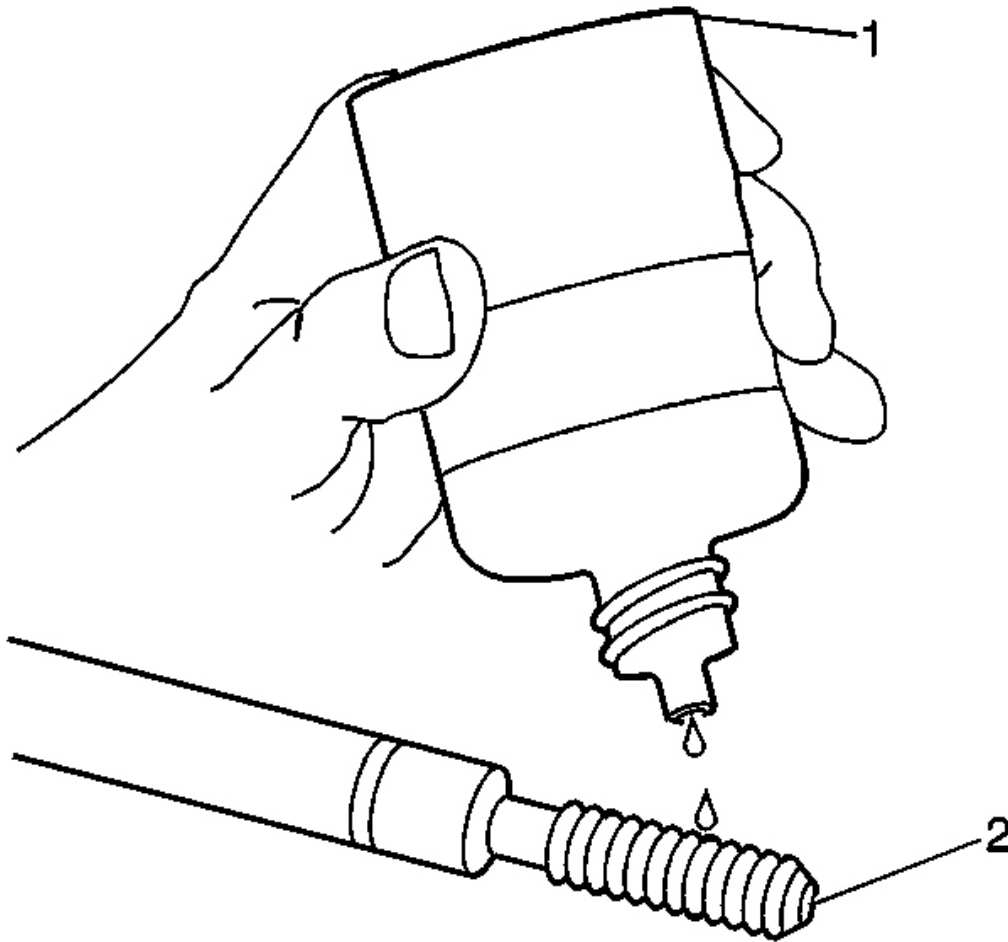


Fig. 536: Lubricating Installer Tool Using Driver Oil
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Do not allow oil or other foreign material to contact the outside diameter (OD) of the insert.

15. Lubricate the threads of the driver installation tool (2) with the driver oil (1) J 42385-110.

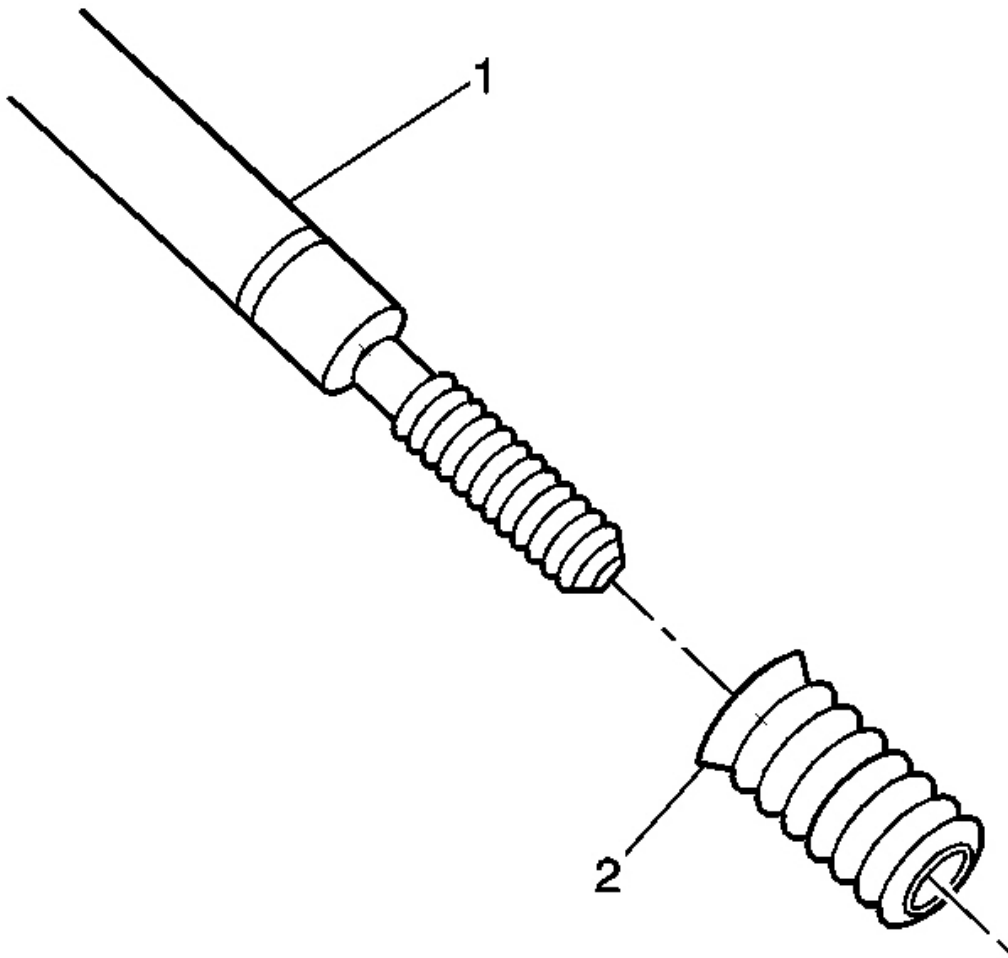


Fig. 537: View of Bushing Type Insert
Courtesy of GENERAL MOTORS CORP.

16. Install the insert (2) onto the driver installation tool (1).

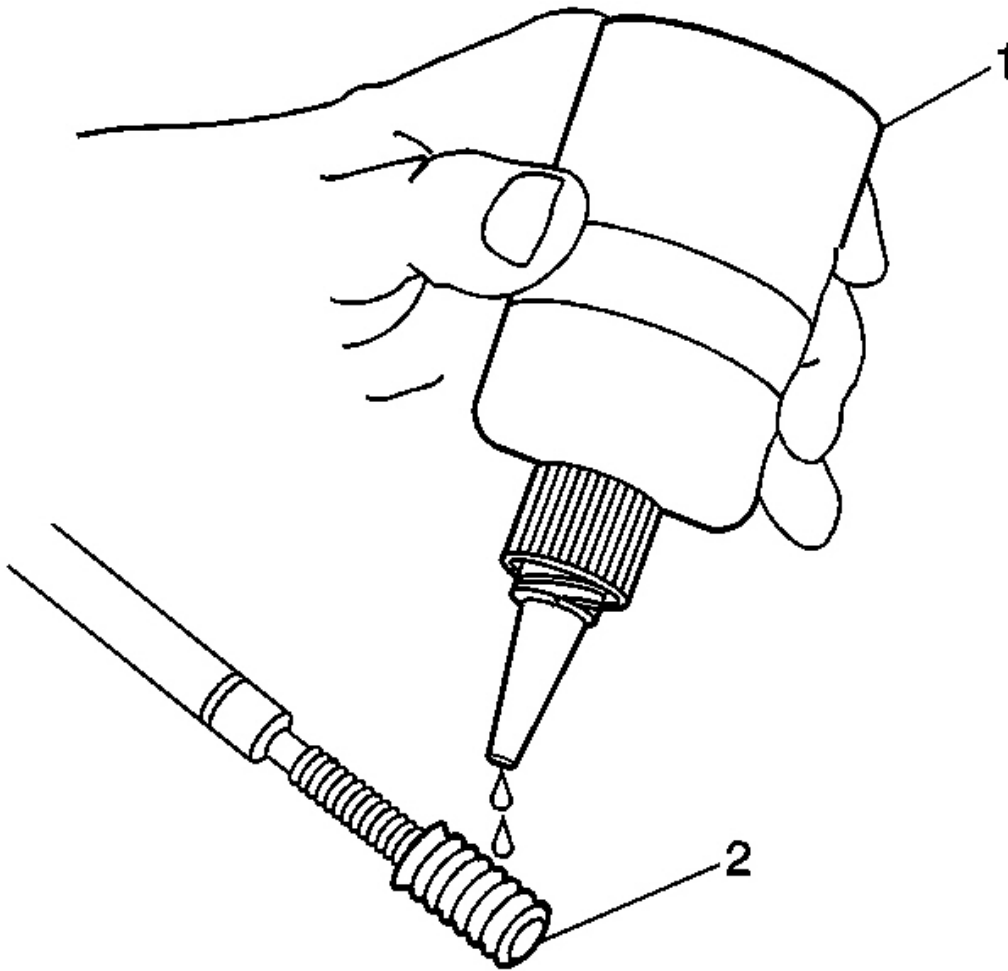


Fig. 538: Applying Threadlock To Insert
Courtesy of GENERAL MOTORS CORP.

17. Apply threadlock sealant GM P/N 12345493 (Canadian P/N 10953488), J 42385-109, LOCTITE 277®, or equivalent (1) to the insert OD threads (2).

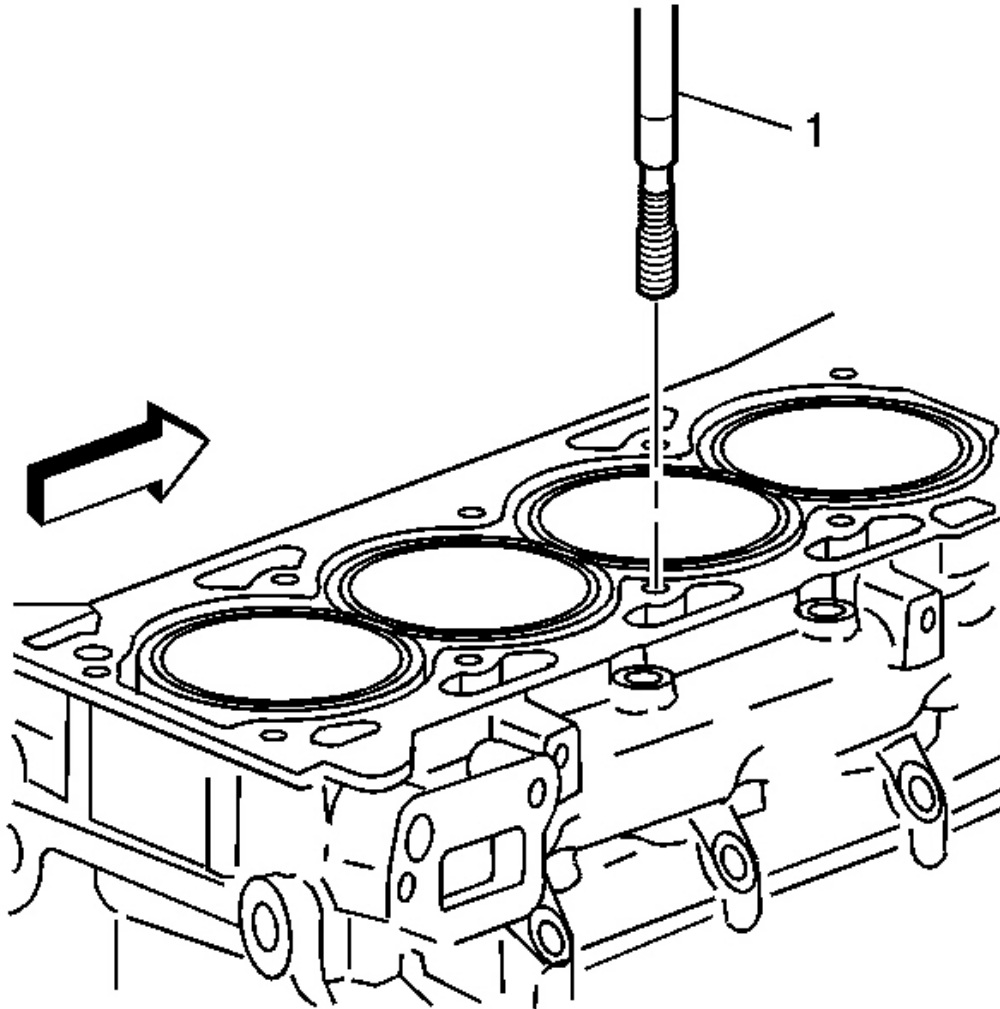


Fig. 539: View Of Installation Driver
Courtesy of GENERAL MOTORS CORP.

18. Install the insert and installation driver (1) into the tapped hole.
19. Start the insert into the threaded hole.

IMPORTANT: If the insert will not thread down until the flange contacts the counterbored surface remove the insert immediately with a screw extracting tool and inspect the tapped hole for any

remaining chips and/or improper tapping.

20. Install the insert until the flange of the insert contacts the counterbored surface.

IMPORTANT: The driver installation tool will tighten up before screwing completely through the insert. This is acceptable. The threads at the bottom of the insert are being formed and the insert is mechanically locking the insert into the base material threads.

21. Continue to rotate the driver installation tool through the insert.
22. Inspect the insert for proper installation into the tapped hole.

Crankshaft Main Bolt Hole Thread Repair

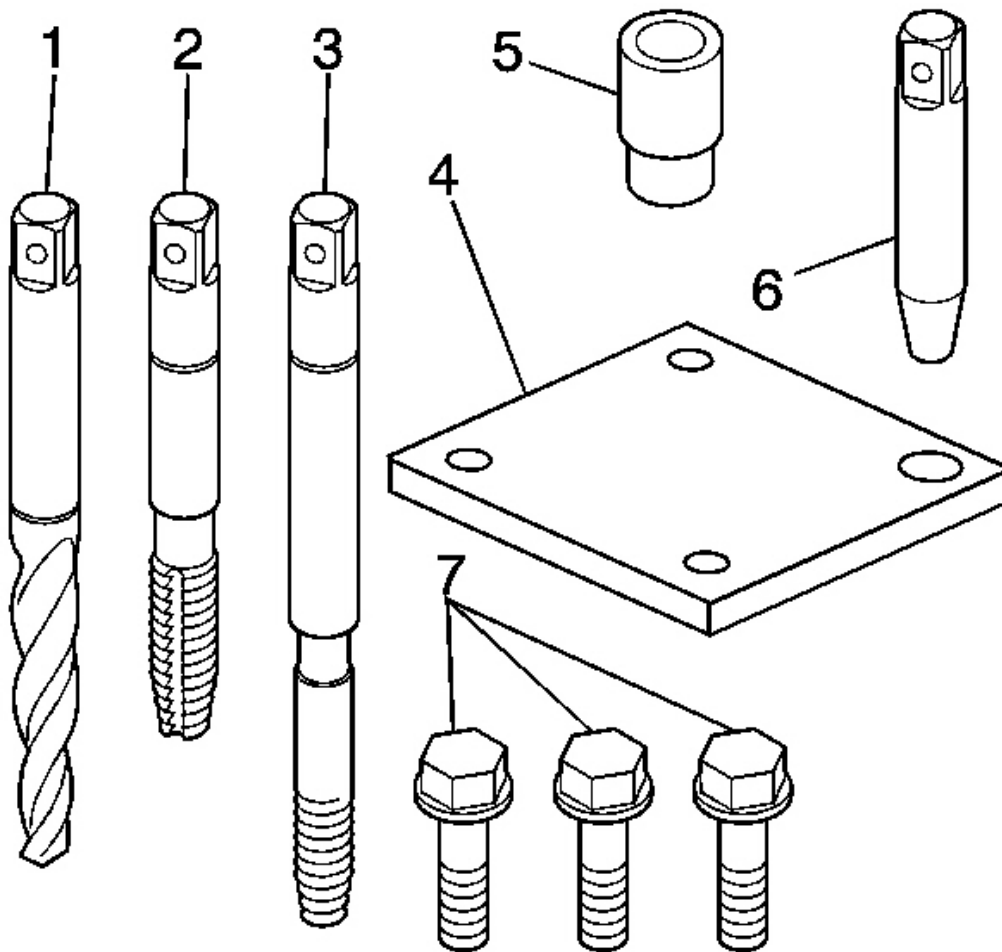


Fig. 540: View Of Crankshaft Main Bearing Bolt Hole Required Tools
Courtesy of GENERAL MOTORS CORP.

IMPORTANT:

- In order to repair some crankshaft main bolt holes it will be necessary to mount the fixture plate upside down.
- Do NOT remove the fixture plate prior to installing the insert with the installation driver. The fixture plate remains in position throughout the thread repair process.

The crankshaft main bearing bolt hole required tools consist of the following:

2006 Hummer H3

2006 ENGINE Engine Mechanical - 3.5L (L52) - H3

- Drill (1) J 42385-417
- Tap (2) J 42385-418
- Installation driver (3) J 42385-419
- Fixture plate (4) J 42385-401
- Bushing (5) J 42385-307
- Alignment pin (6) J 42385-308
- Bolts (7) J 42385-510

CAUTION: Refer to Safety Glasses Caution in Cautions and Notices.

- IMPORTANT:**
- **Ensure the fixture plate is installed during the machining and installation processes of the insert.**
 - **The use of a cutting type fluid GM P/N United States 1052864, GM P/N Canada 992881, WD 40® or equivalent is recommended when performing the drilling, counterboring and tapping procedures.**

When installed to the proper depth, the flange of the insert will be seated against the counterbore of the drilled/tapped hole.

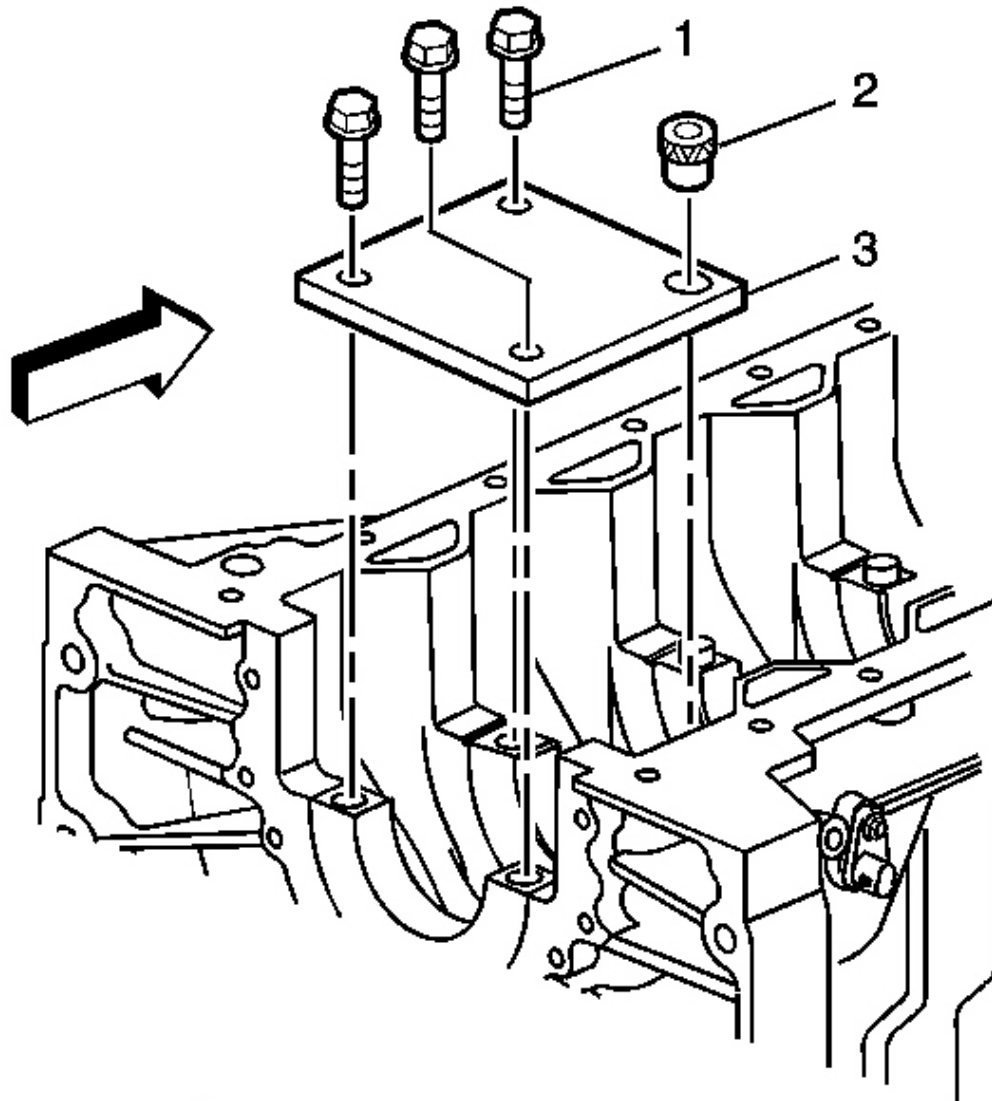


Fig. 541: View Fixture Plate & Bolts - Crankshaft Main Bolt Hole Thread Repair
Courtesy of GENERAL MOTORS CORP.

1. Position the fixture plate (3) with the bushing (2), installed over the crankshaft main cap bolt hole to be repaired.
2. Loosely install the fixture plate bolts (1) into the remaining crankshaft main cap bolt holes.

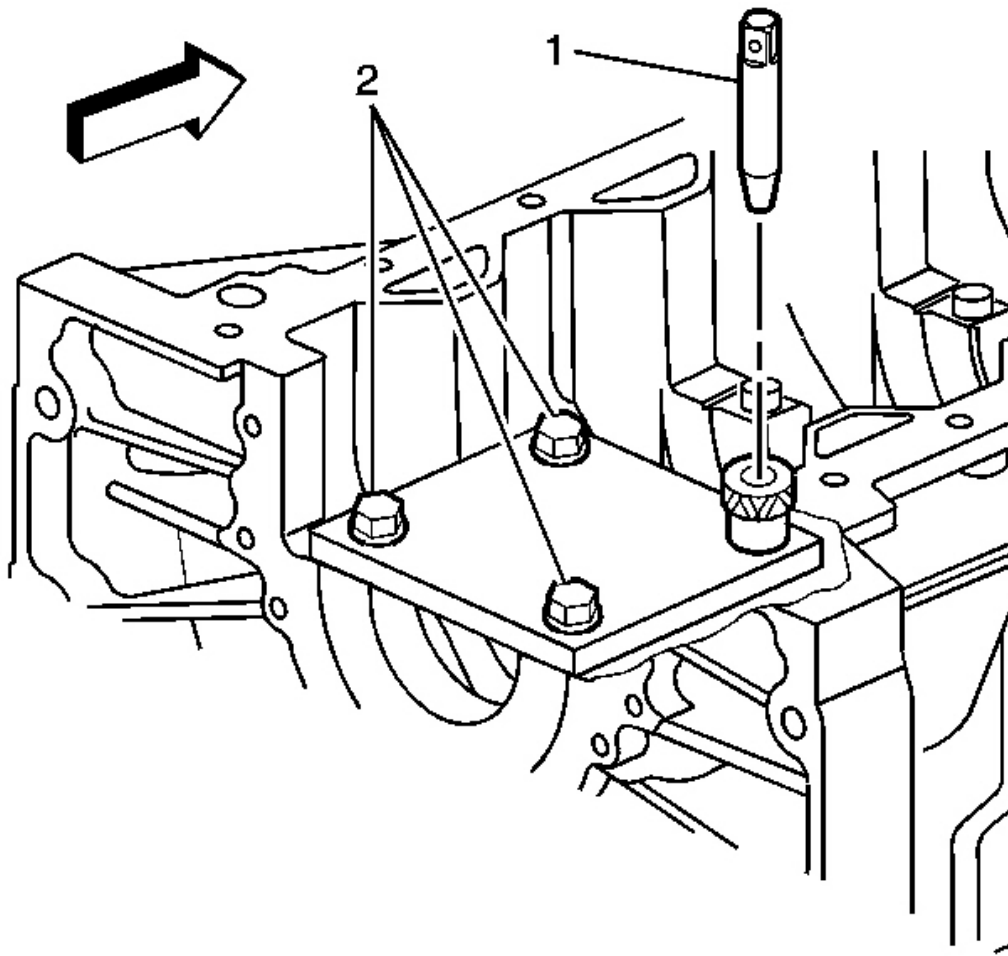


Fig. 542: View Of Alignment Pin & Fixture Retaining Bolts - Crankshaft Main Bolt Hole Thread Repair

Courtesy of GENERAL MOTORS CORP.

3. Position the alignment pin (1) through the bushing and into the crankshaft main cap bolt hole.
4. With the alignment pin in the desired crankshaft main cap bolt hole, tighten the fixture retaining bolts (2).
5. Remove the alignment pin (1) from the crankshaft main cap bolt hole.

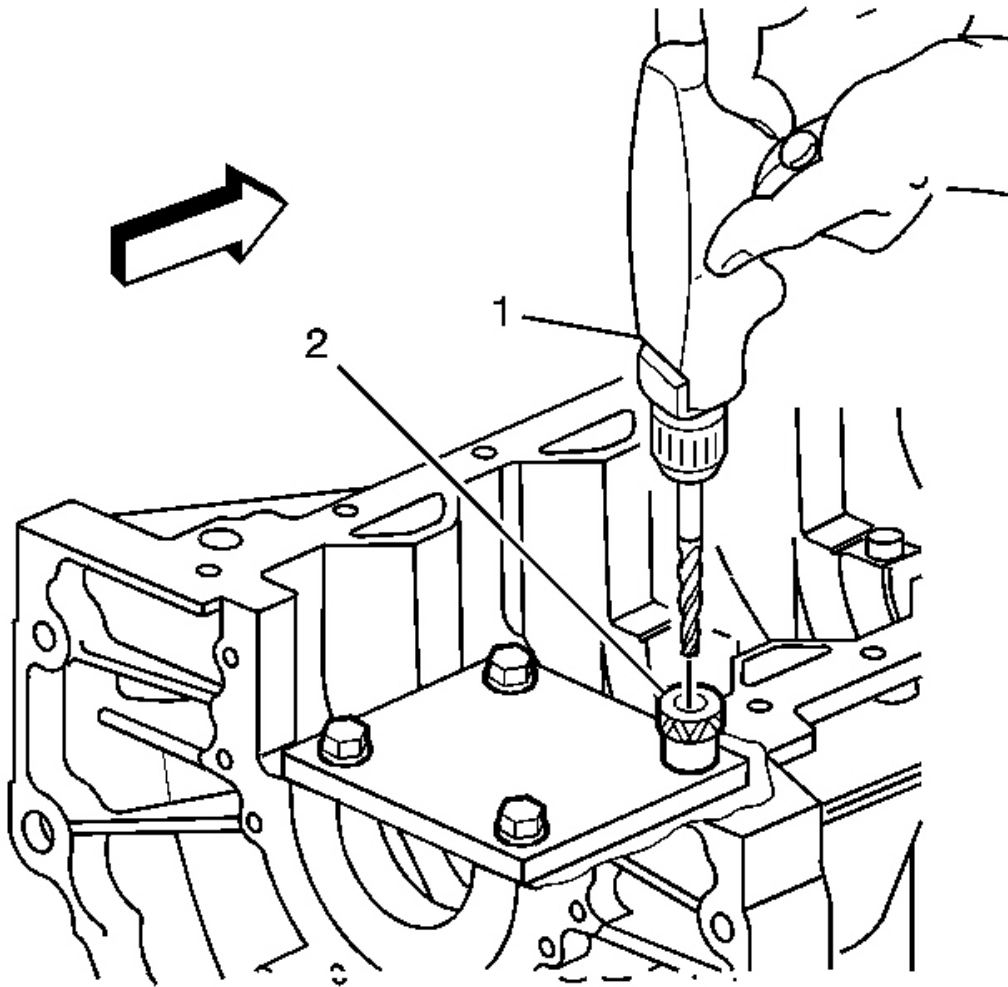


Fig. 543: Drilling Out Threads Of Damaged Hole - Crankshaft Main Bolt Hole Thread Repair

Courtesy of GENERAL MOTORS CORP.

IMPORTANT:

- During the drilling process, it is necessary to repeatedly remove the drill and clean chips from the hole and the flutes of the drill.
- Drill the crankshaft main bolt hole until the mark (1) on the drill aligns with the top of the drill bushing (2).

6. Drill out the threads of the damaged hole.

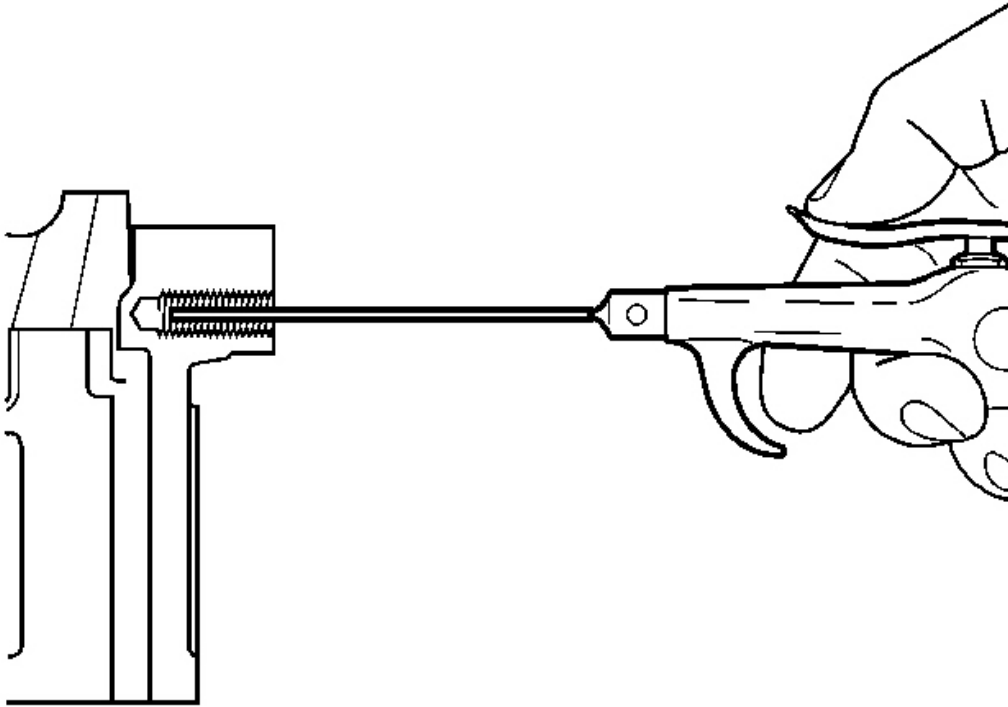


Fig. 544: Cleaning Out Metal Chips
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: All chips must be removed from the drilled hole prior to tapping.

7. Using compressed air, clean out any chips.

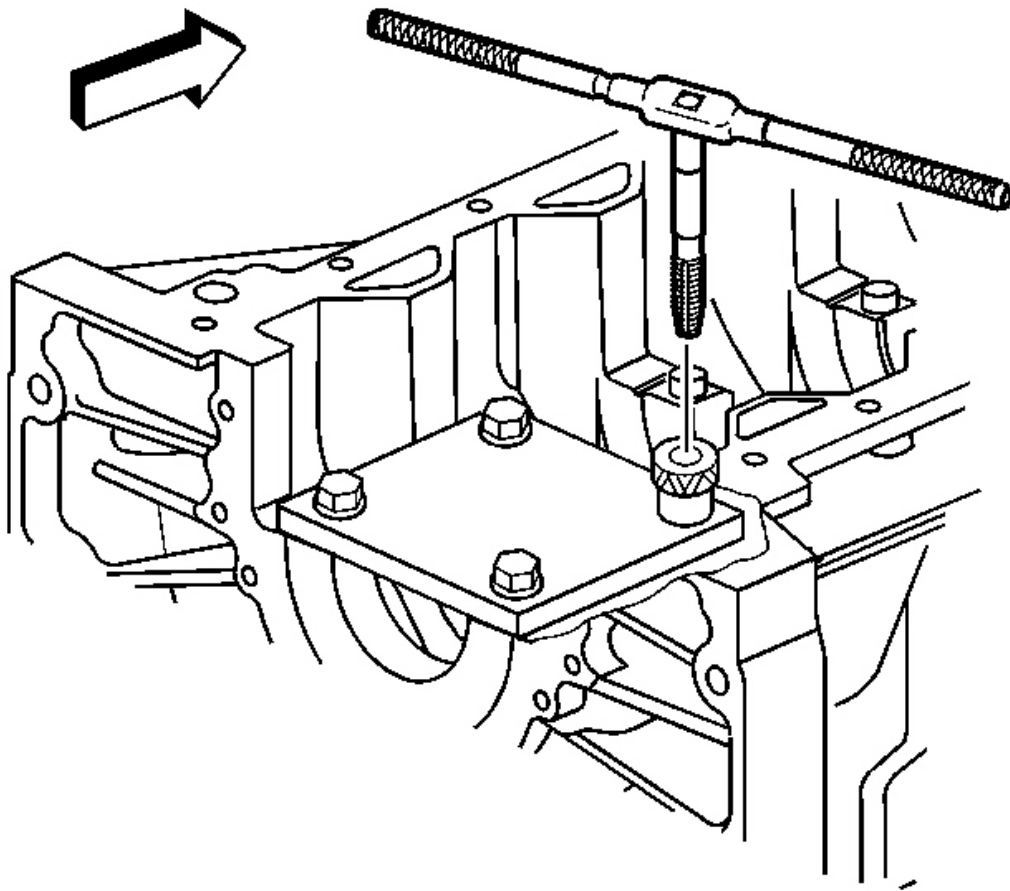


Fig. 545: Tapping Threads Using Tapping Wrench - Crankshaft Main Bolt Hole Thread Repair

Courtesy of GENERAL MOTORS CORP.

IMPORTANT:

- Do not remove the fixture plate, ensure the fixture plate is installed during the machining and installation processes of the insert.
- During the tapping process, it is necessary to repeatedly remove the tap and clean chips from the hole and the flutes of the tap.
- Ensure the tap has created full threads at least to the depth equal to the insert length.

- Using a suitable tapping wrench, tap the threads of the drilled hole.

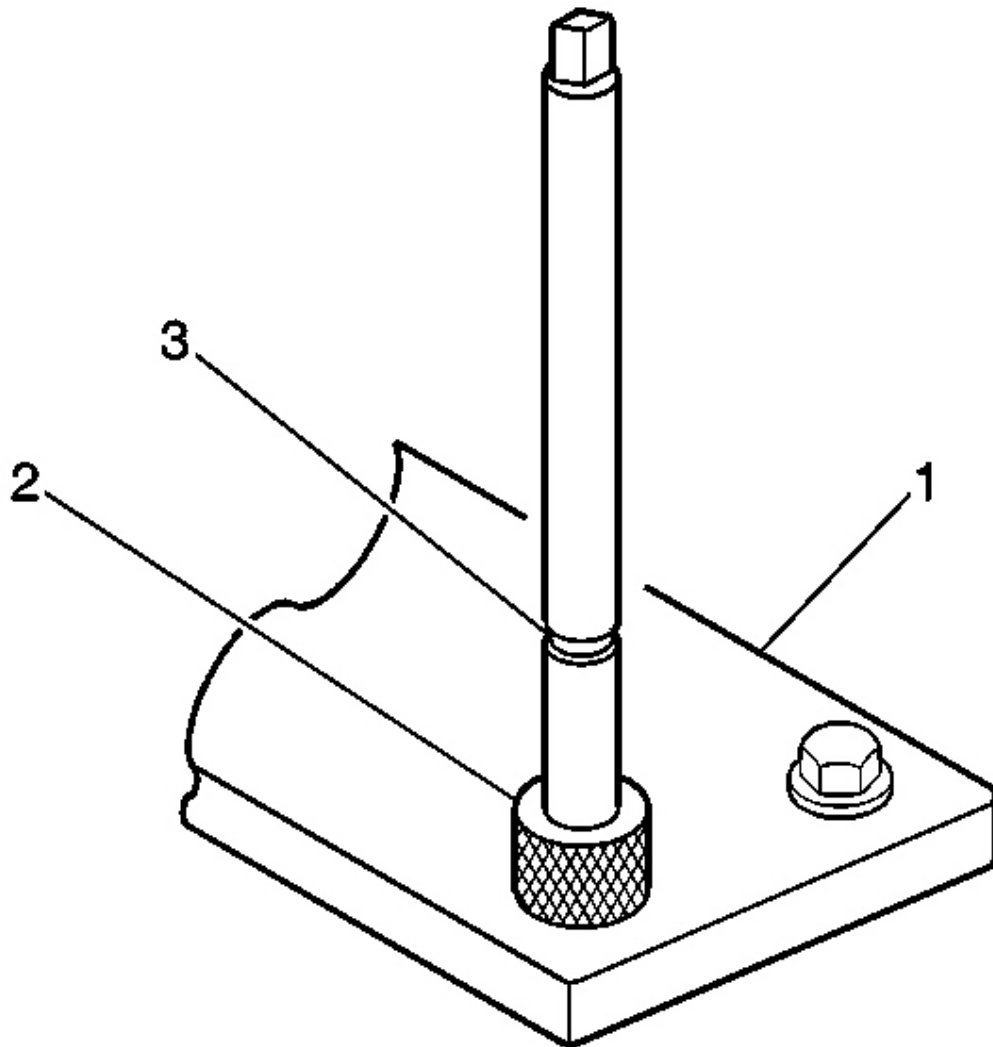


Fig. 546: View Of Fixture Plate, Drill Bushing & Tool Marking
Courtesy of GENERAL MOTORS CORP.

- In order to tap the new threads for the insert to the proper depth, rotate the tap into the crankshaft main cap bolt hole until the mark (3) on the tap aligns with the top of the drill bushing (2).

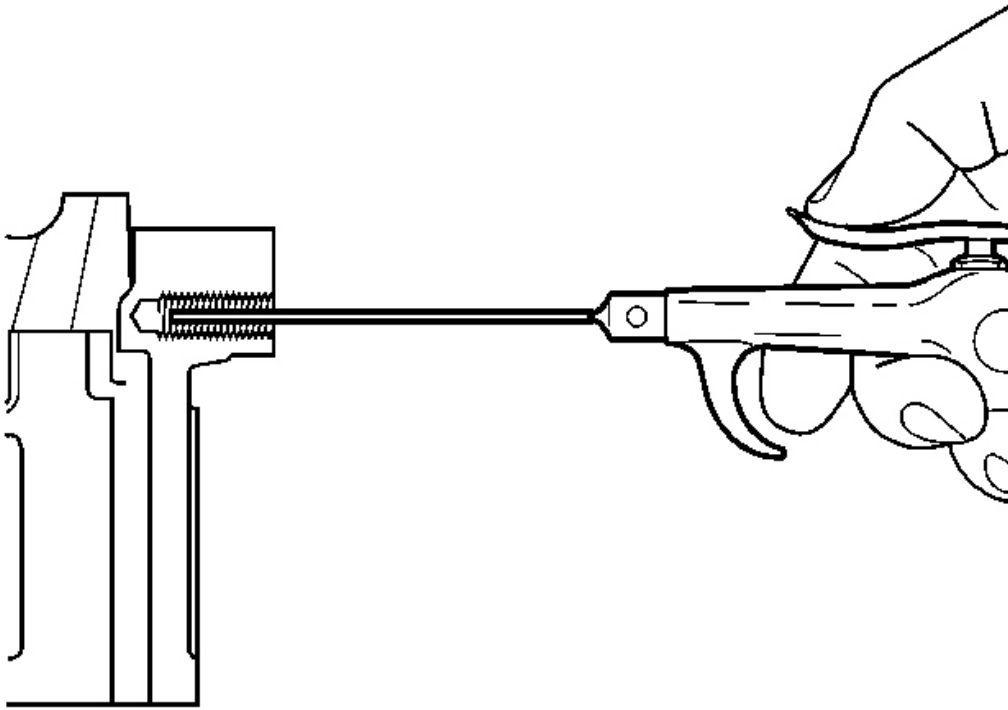


Fig. 547: Cleaning Out Metal Chips
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: All chips must be removed from the tapped hole prior to insert installation.

10. Using compressed air, clean out any chips.

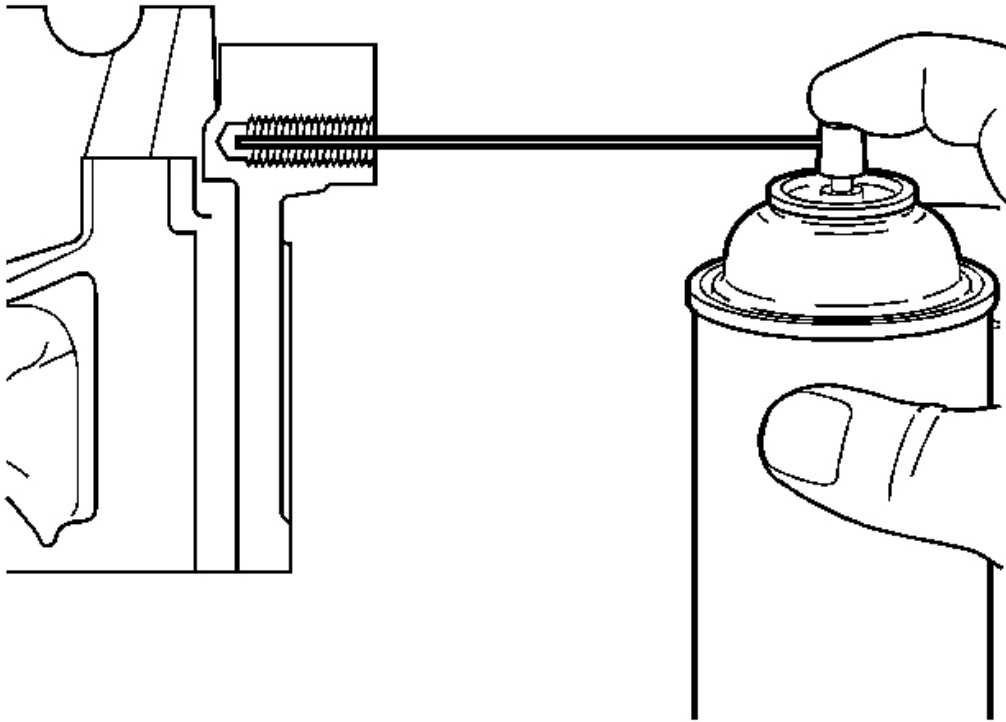


Fig. 548: Spraying Cleaner Into Tapped Hole
Courtesy of GENERAL MOTORS CORP.

11. Spray cleaner GM P/N 12377981 (Canadian P/N 10953463) or equivalent into the tapped hole.

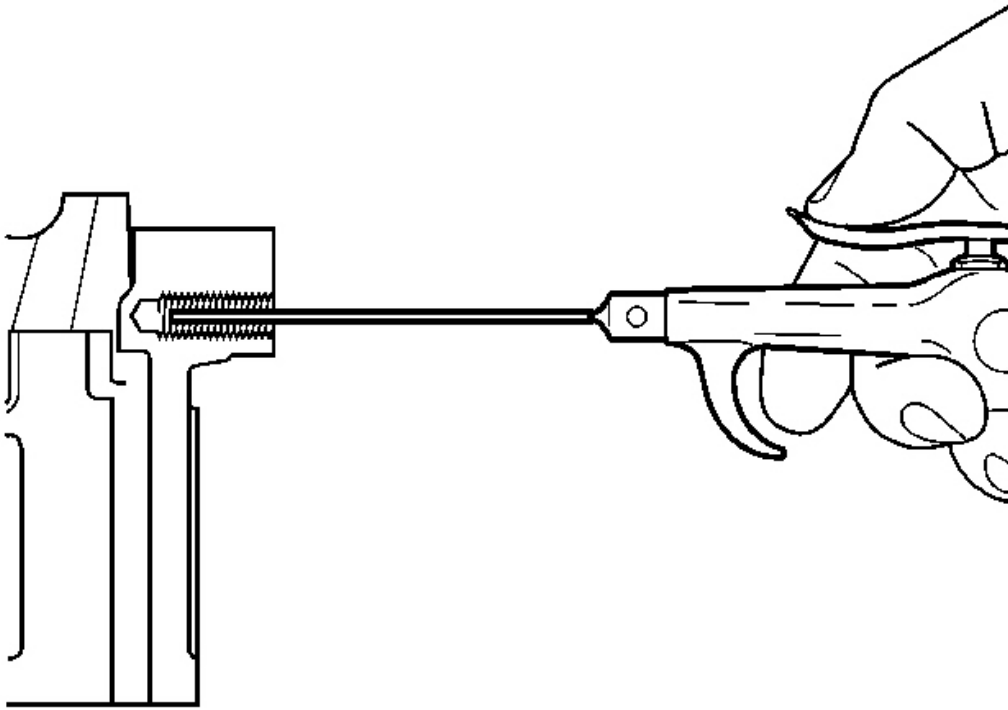


Fig. 549: Cleaning Out Metal Chips
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: All chips must be removed from the tapped hole prior to insert installation.

12. Using compressed air, clean out any chips.

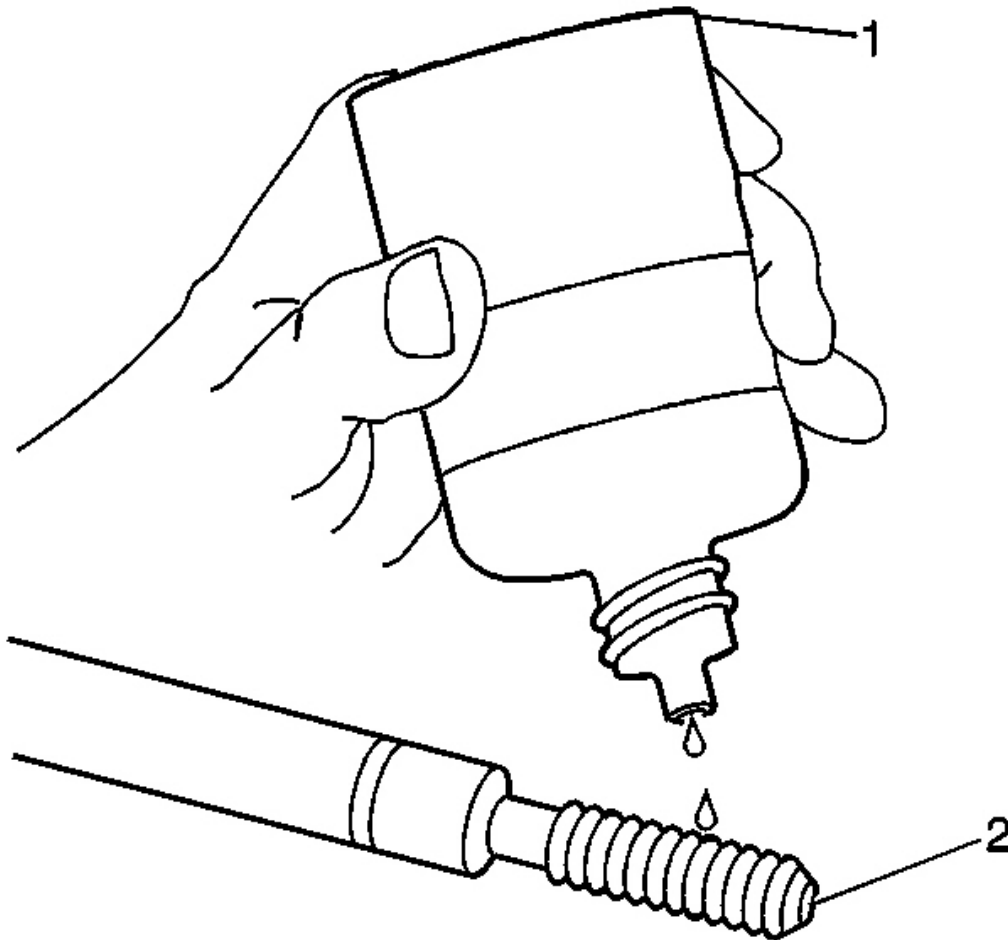


Fig. 550: Lubricating Installer Tool Using Driver Oil
Courtesy of GENERAL MOTORS CORP.

IMPORTANT:

- Do not remove the fixture plate, ensure the fixture plate is installed during the installation process of the insert.
- Do not allow oil or other foreign material to contact the outside diameter (OD) of the insert.

13. Lubricate the threads of the driver installation tool (2) with the driver oil (1) J 42385-110.

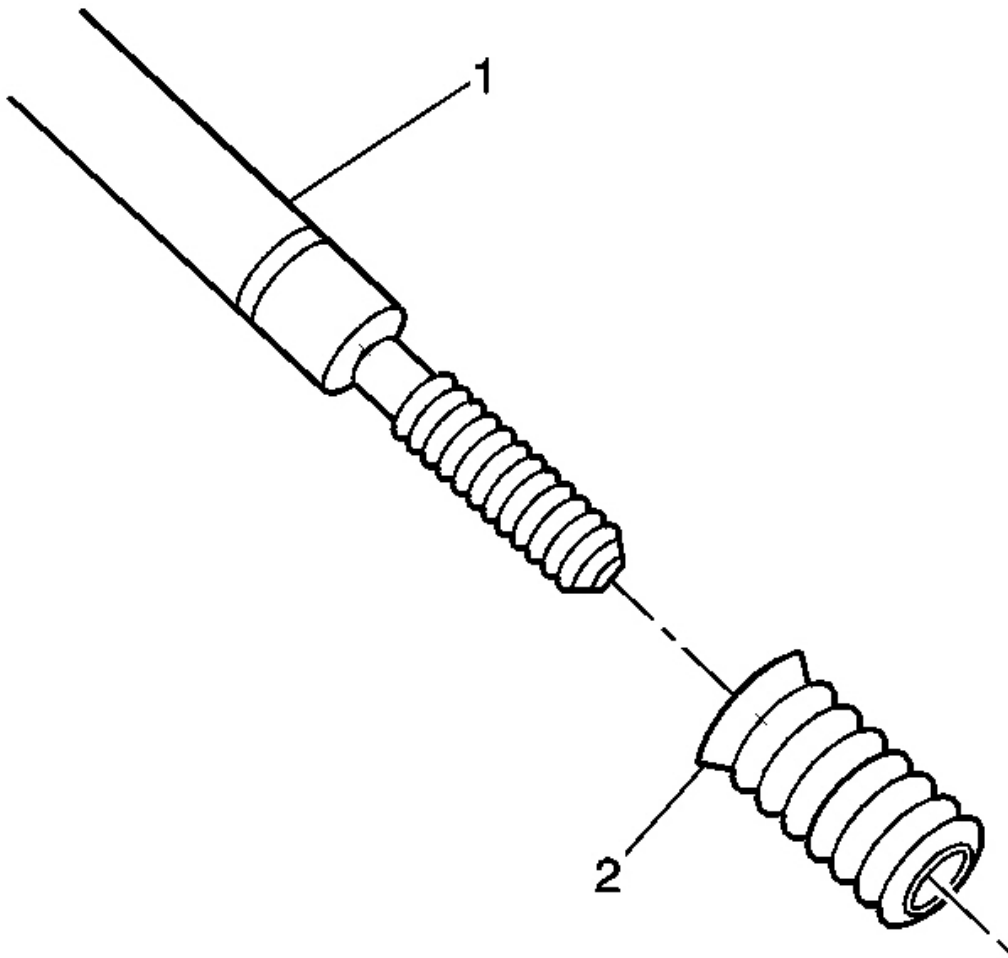


Fig. 551: View of Bushing Type Insert
Courtesy of GENERAL MOTORS CORP.

14. Install the insert (2) onto the driver installation tool (1).

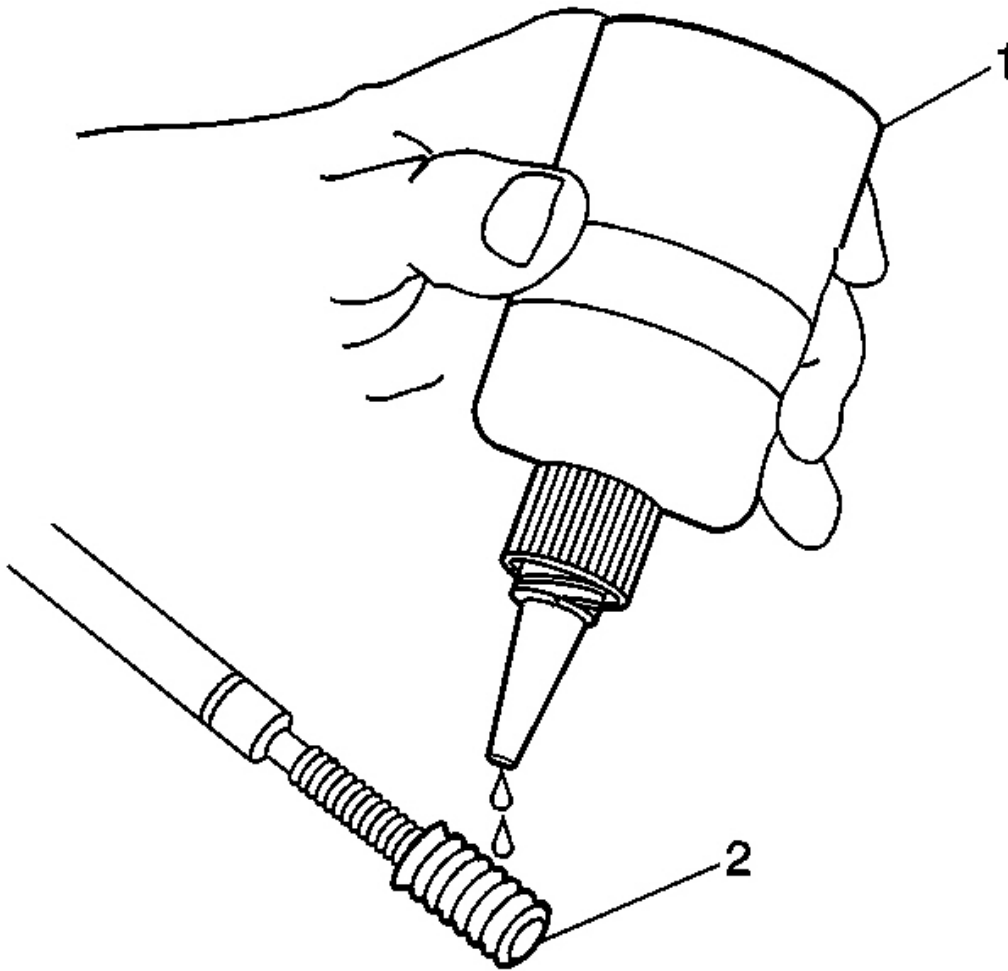


Fig. 552: Applying Threadlock To Insert
Courtesy of GENERAL MOTORS CORP.

15. Apply threadlock sealant GM P/N 12345493 (Canadian P/N 10953488), J 42385-109, LOCTITE 277® or equivalent (1) to the insert OD threads (2).

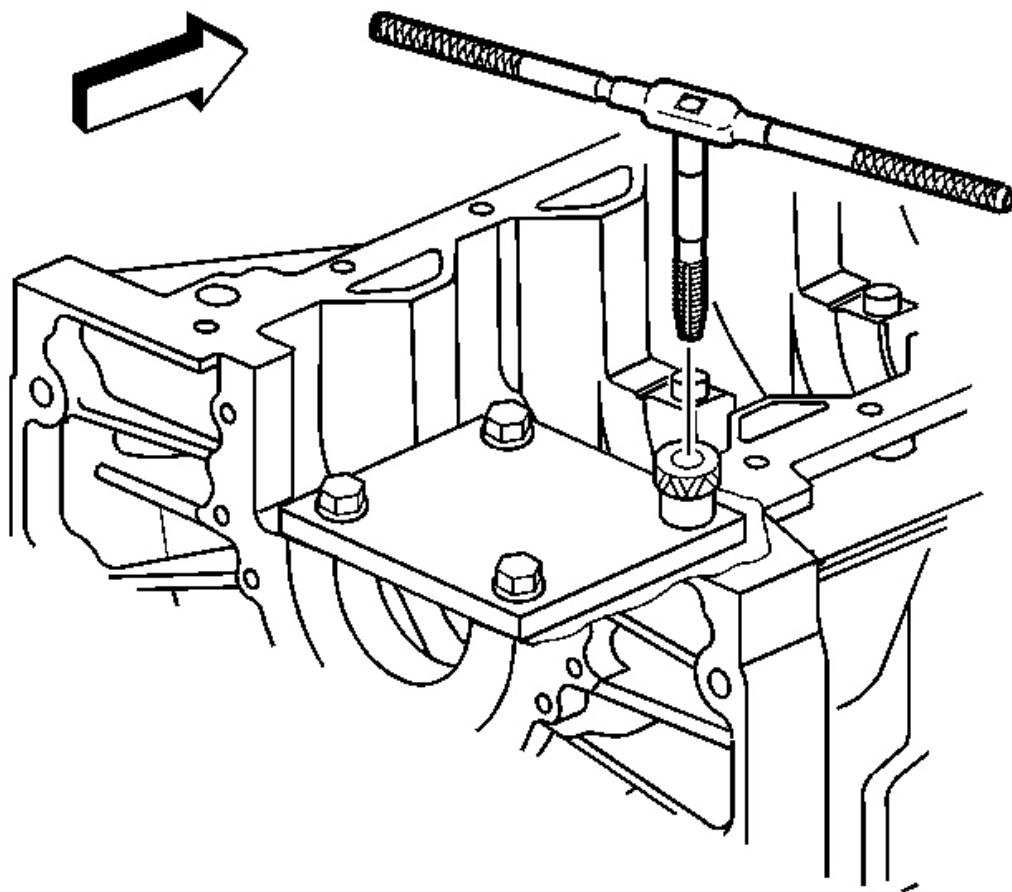


Fig. 553: Tapping Threads Using Tapping Wrench - Crankshaft Main Bolt Hole Thread Repair

Courtesy of GENERAL MOTORS CORP.

16. Install the insert and installation driver (1) into the tapped hole.
17. Start the insert into the threaded hole.

IMPORTANT: If the insert will not thread down until the flange contacts the counterbored surface remove the insert immediately with a screw extracting tool and inspect the tapped hole for any remaining chips and/or improper tapping.

18. Install the insert until the flange of the insert contacts the counterbored surface.

IMPORTANT: The driver installation tool will tighten up before screwing completely through the insert. This is acceptable. The threads at the bottom of the insert are being formed and the insert is mechanically locking the insert into the base material threads.

19. Continue to rotate the driver installation tool through the insert.

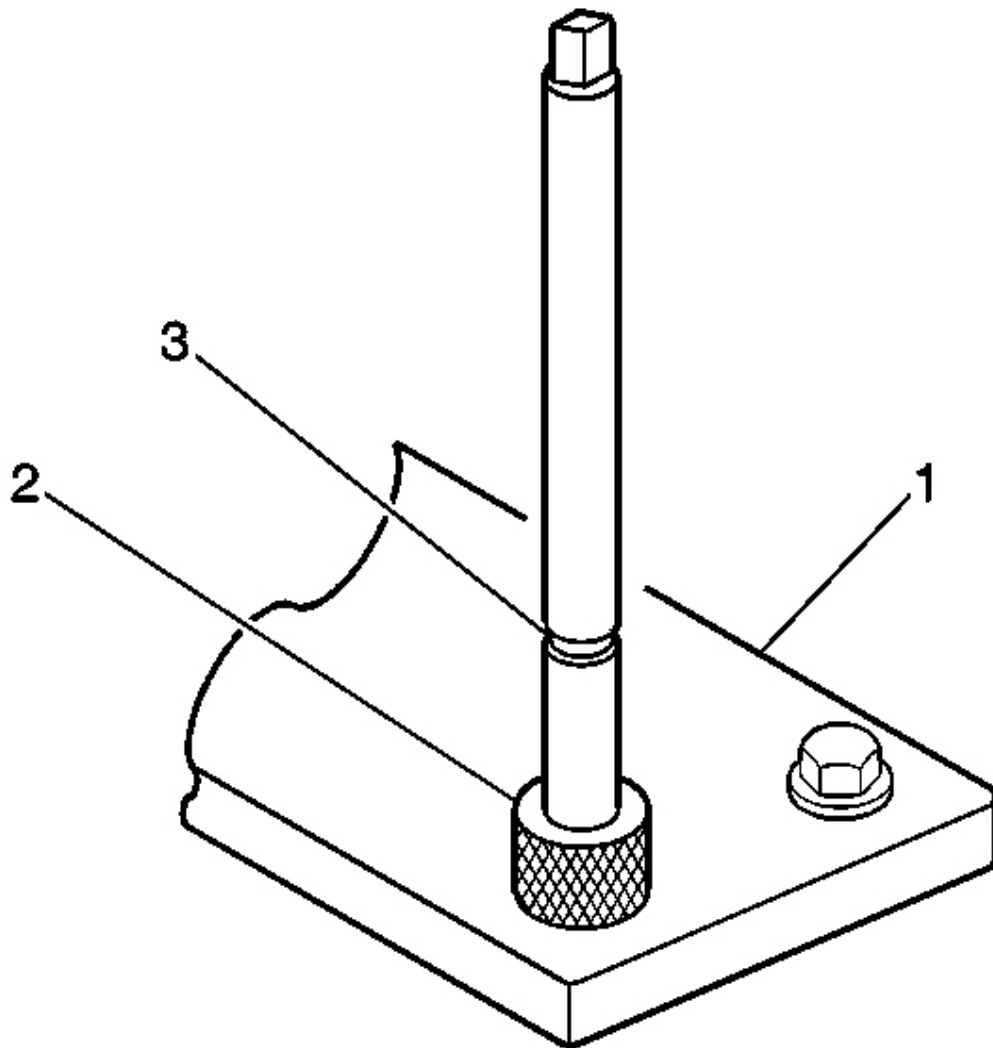


Fig. 554: View Of Fixture Plate, Drill Bushing & Tool Marking
Courtesy of GENERAL MOTORS CORP.

20. Rotate the driver installation tool until the mark (3) on the driver installation tool aligns with the top of the drill bushing (2).
21. Inspect the insert for proper installation into the tapped hole.

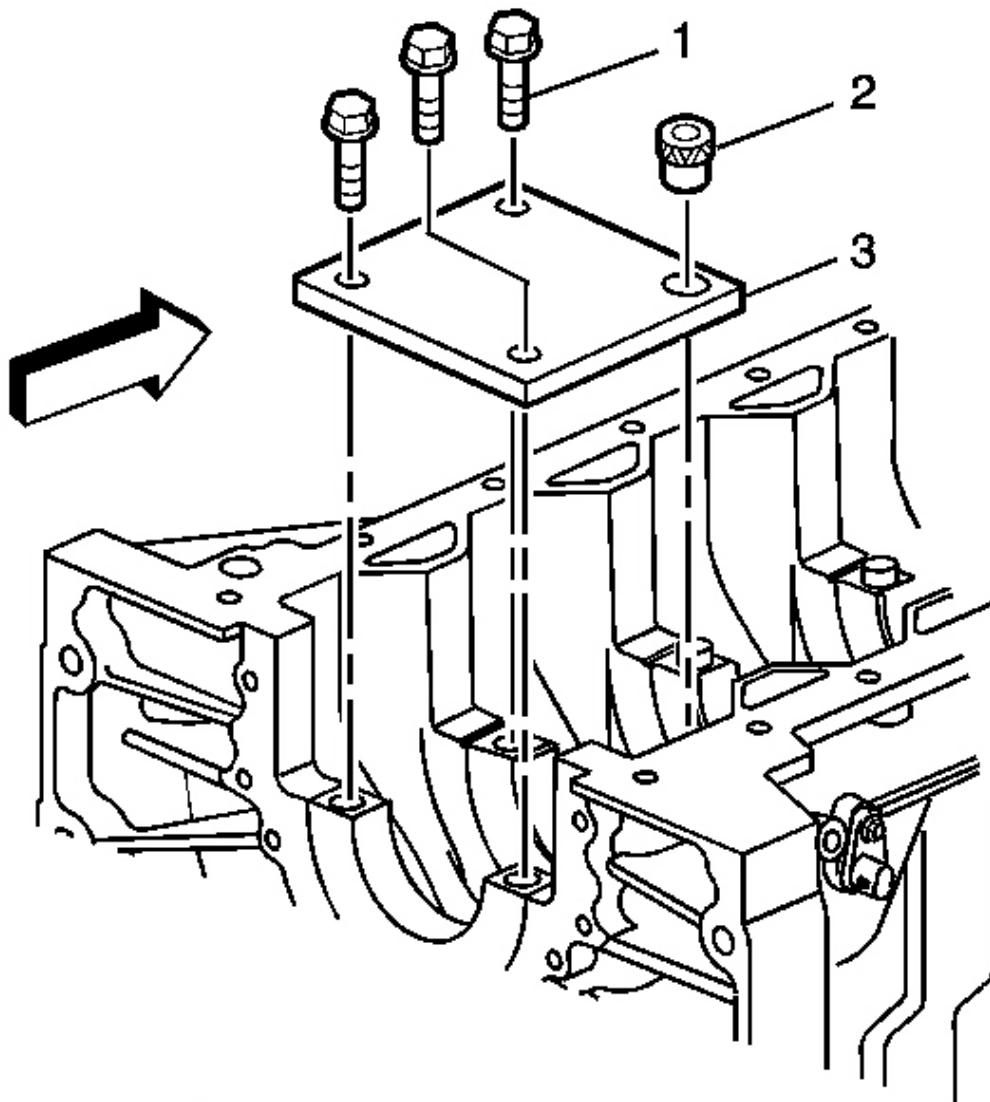


Fig. 555: View Fixture Plate & Bolts - Crankshaft Main Bolt Hole Thread Repair
Courtesy of GENERAL MOTORS CORP.

22. Remove the fixture plate bolts (1).
23. Remove the fixture plate (3) and bushing (2).

SERVICE PRIOR TO ASSEMBLY

Dirt will cause premature wear of the rebuilt engine. Clean all of the components. Use the proper tools in order to measure components when inspecting for excessive wear. Repair or replace the components that are not within the manufacturers specification. When components are reinstalled into an engine, return the components to their original location, position, and direction. During assembly, lubricate all of the moving parts with clean engine oil or engine assembly lubricant (unless otherwise specified). This will provide initial lubrication when the engine is first started.

BALANCE SHAFT BEARING INSTALLATION

Tools Required

J 44225 Balance Shaft Bearing Remover/Installer

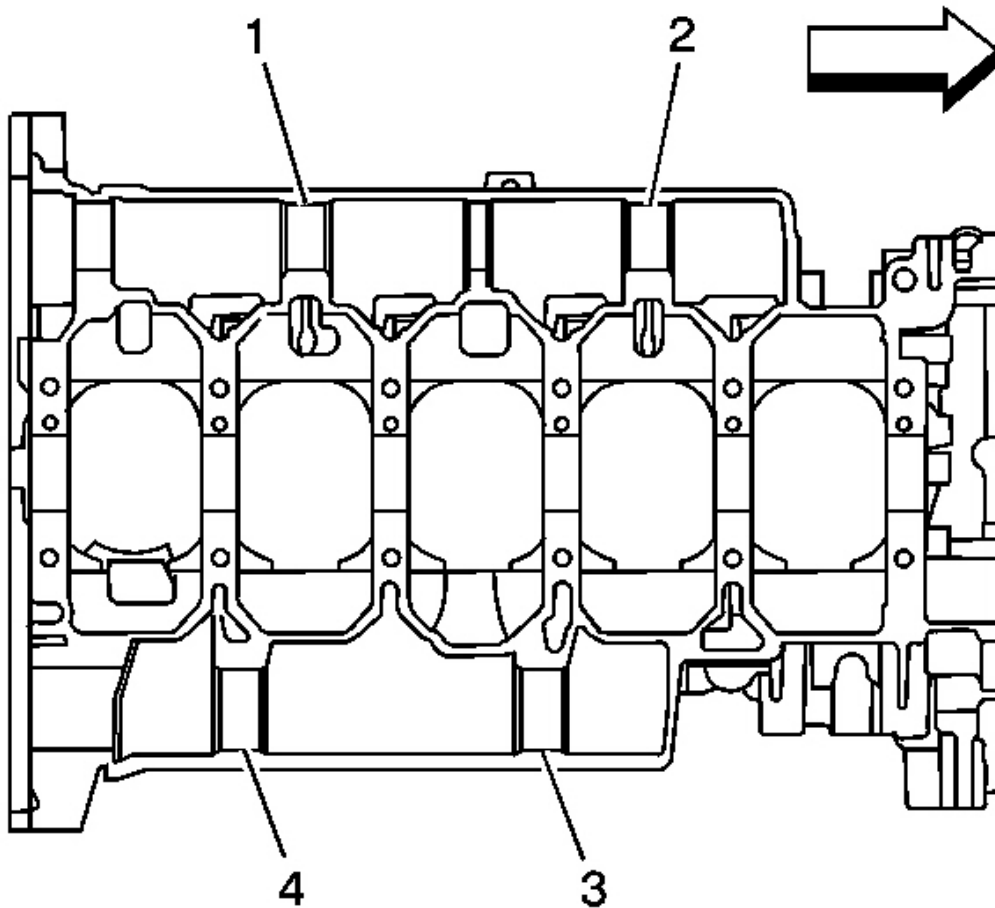


Fig. 556: View Of Balance Shaft Journals
Courtesy of GENERAL MOTORS CORP.

Position the cylinder block so the cylinder head deck face is down and identify the following:

- The left balance shaft bearings are in the shorter length balance shaft journal (3) and (4).
- The right balance shaft - grooved bearings are in the longer length balance shaft journal (1) and (2).

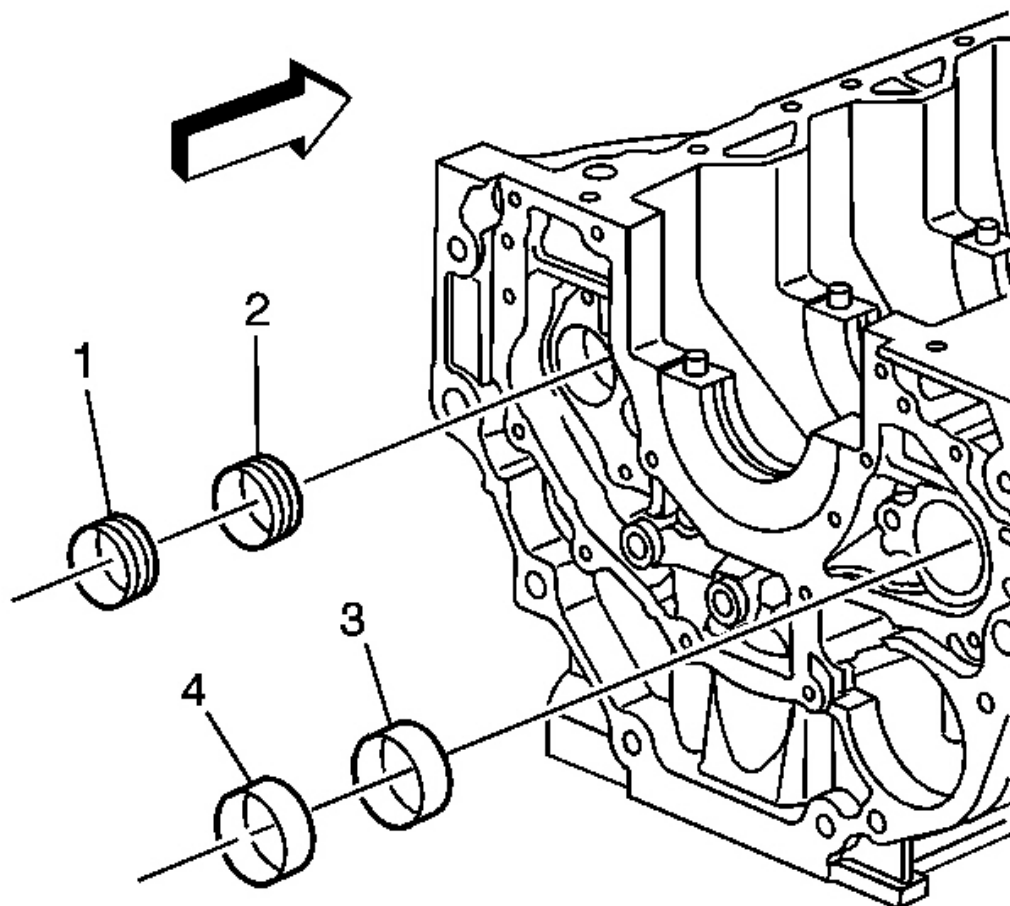


Fig. 557: Identifying Front & Rear Bearings
Courtesy of GENERAL MOTORS CORP.

Identify the following:

- Bearings (2) and (3) are the front bearings and bearings (1) and (4) are the rear bearings.
- The rear bearings (1) and (4) have a slightly larger diameter than the front bearings (2) and (3). This allows for easier removal and installation of the front bearings. The rear bearings also have notches on them for identification purposes.

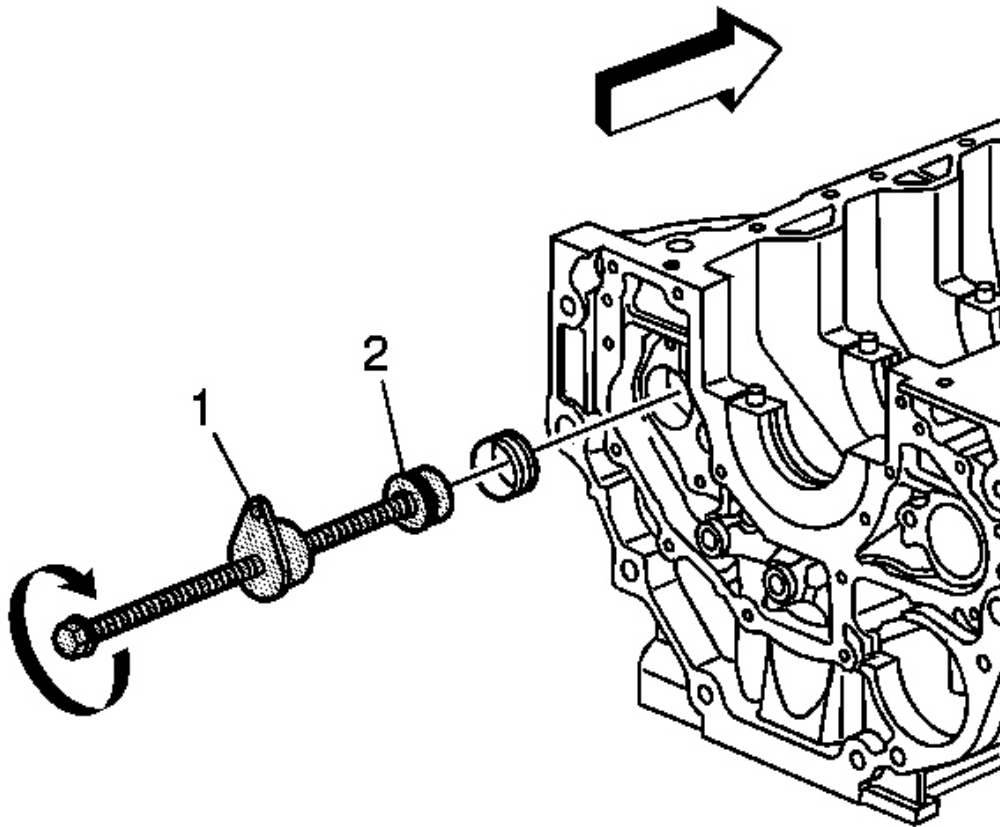


Fig. 558: Installing Right Balance Shaft Bearing
Courtesy of GENERAL MOTORS CORP.

1. Install the new right front balance shaft bearing onto **J 44225** (2).
2. Install **J 44225** into the balance shaft bearing bore and align the front bearing.
3. Turn the threaded rod clockwise until the guide (1) is seated into the rear journal.

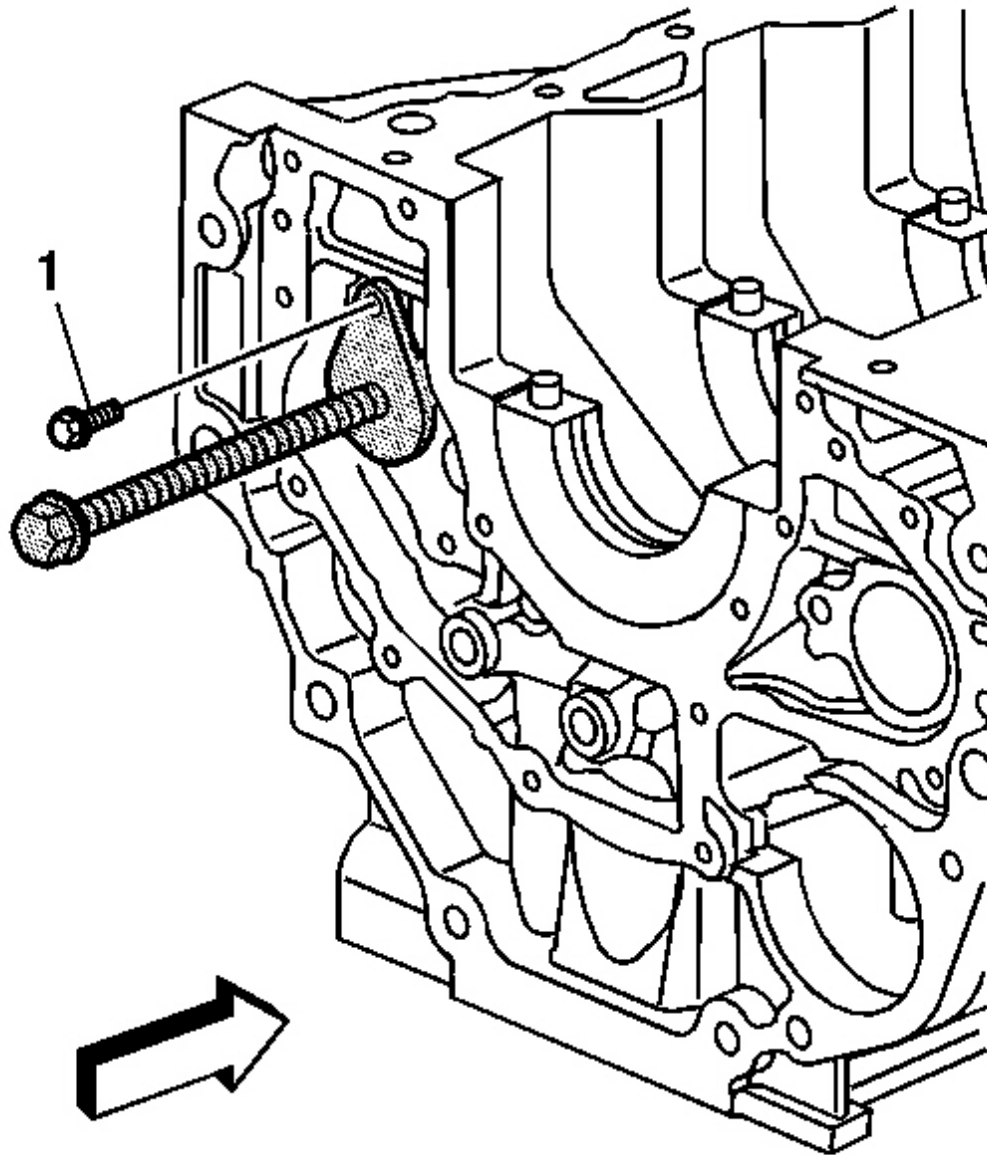


Fig. 559: Installing Right Balance Shaft Mounting Bolt To J 44225
Courtesy of GENERAL MOTORS CORP.

4. Install and tighten the balance shaft mounting bolt (1) to hold **J 44225** .
5. Turn the threaded rod clockwise until it bottoms to install the right front balance shaft

bearing to the proper depth.

6. Remove the balance shaft mounting bolt and **J 44225** .

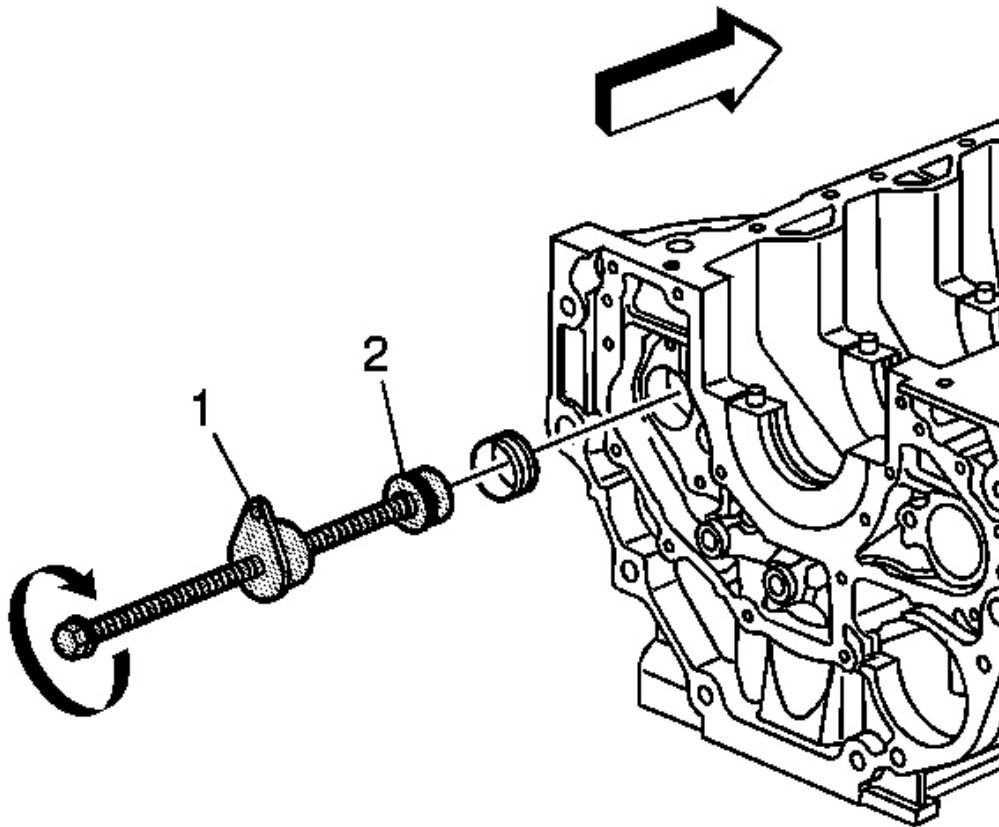


Fig. 560: Installing Right Balance Shaft Bearing
Courtesy of GENERAL MOTORS CORP.

7. Install the new right rear balance shaft bearing onto **J 44225** (2).
8. Install **J 44225** into the balance shaft bearing bore and align the rear bearing.
9. Turn the threaded rod clockwise until the guide (1) is seated into the rear journal.

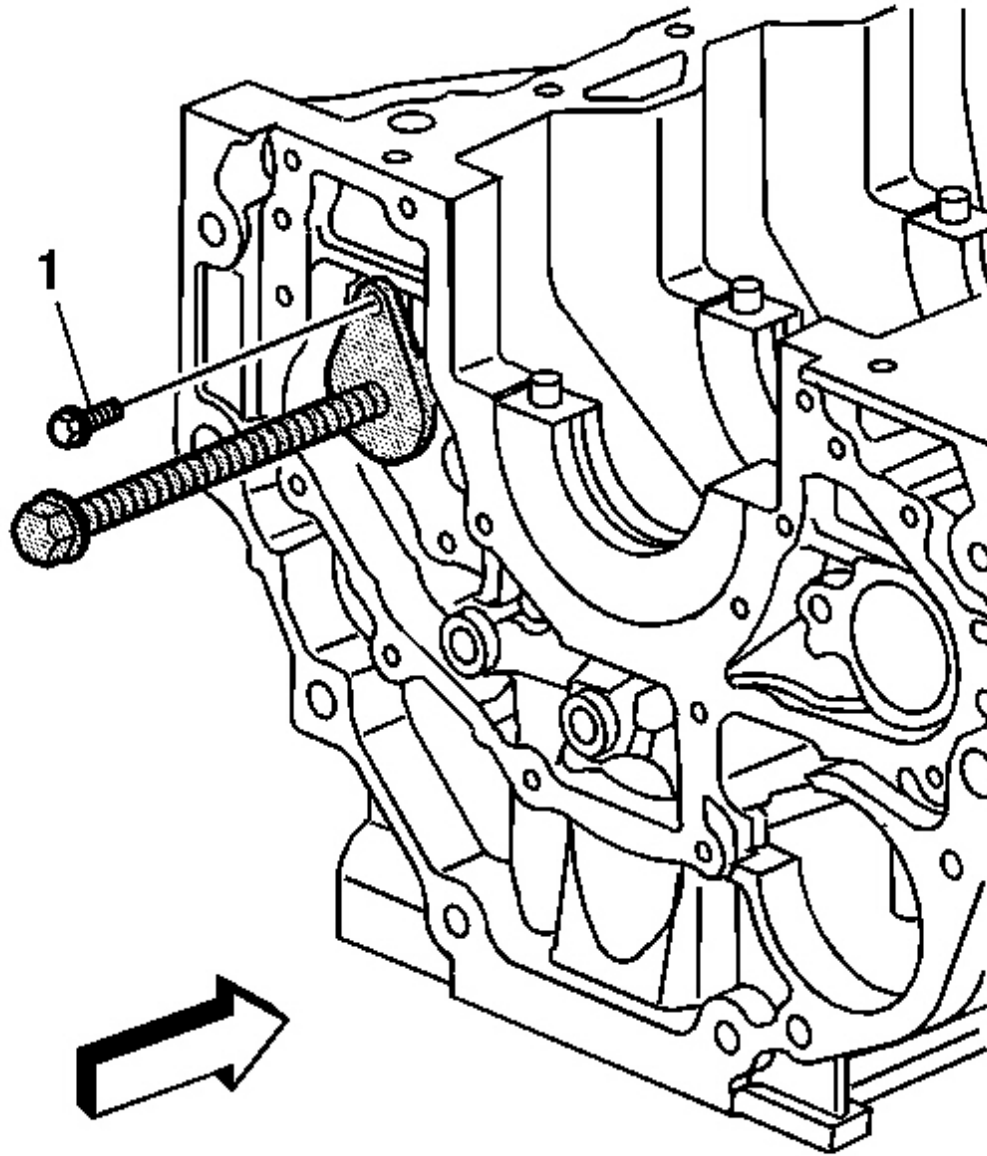


Fig. 561: Installing Right Balance Shaft Mounting Bolt To J 44225
Courtesy of GENERAL MOTORS CORP.

10. Install and tighten the balance shaft mounting bolt (1) to hold **J 44225** .

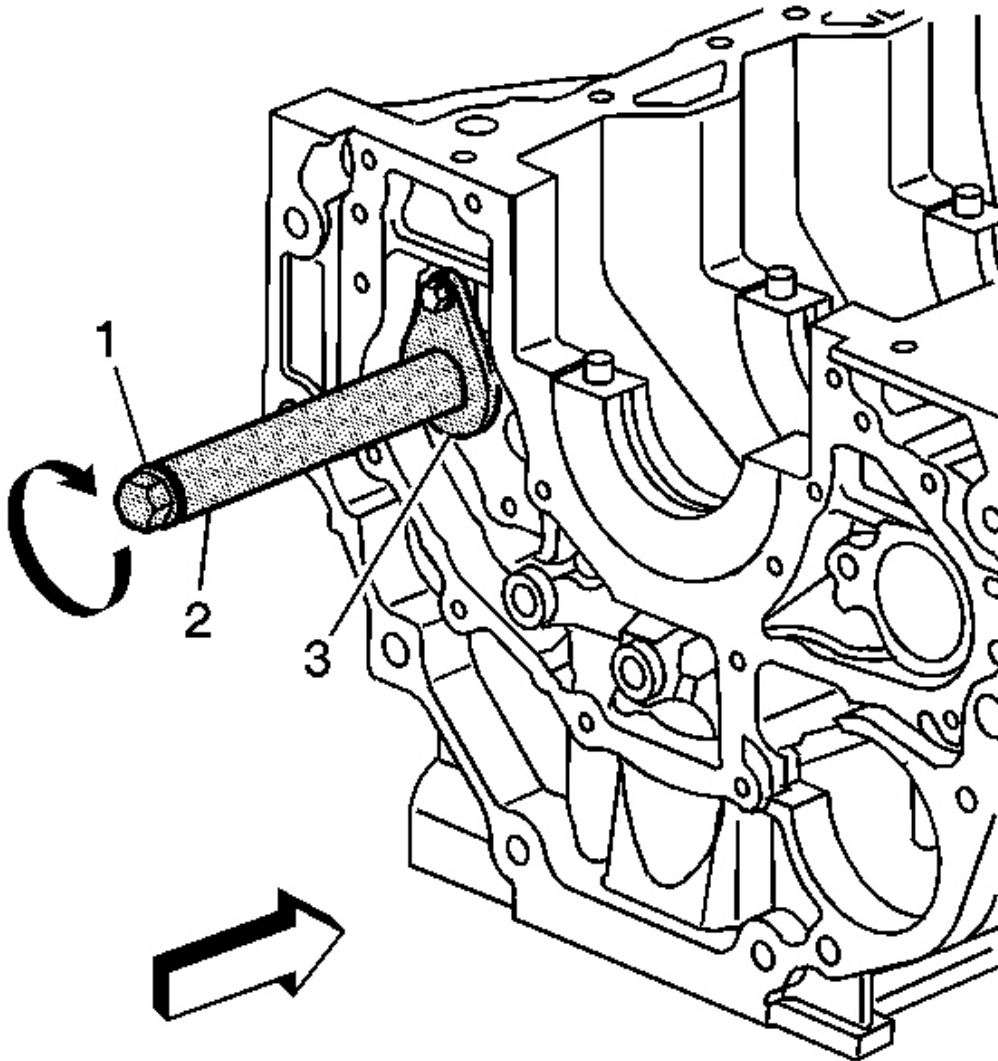


Fig. 562: Installing J 44225-Spacer Between Guide & Washer - Right
Courtesy of GENERAL MOTORS CORP.

11. Install **J 44225** - spacer (2) between the guide (3) and the washer (1).
12. Turn the threaded rod clockwise until it bottoms to install the right rear balance shaft bearing to the proper depth.

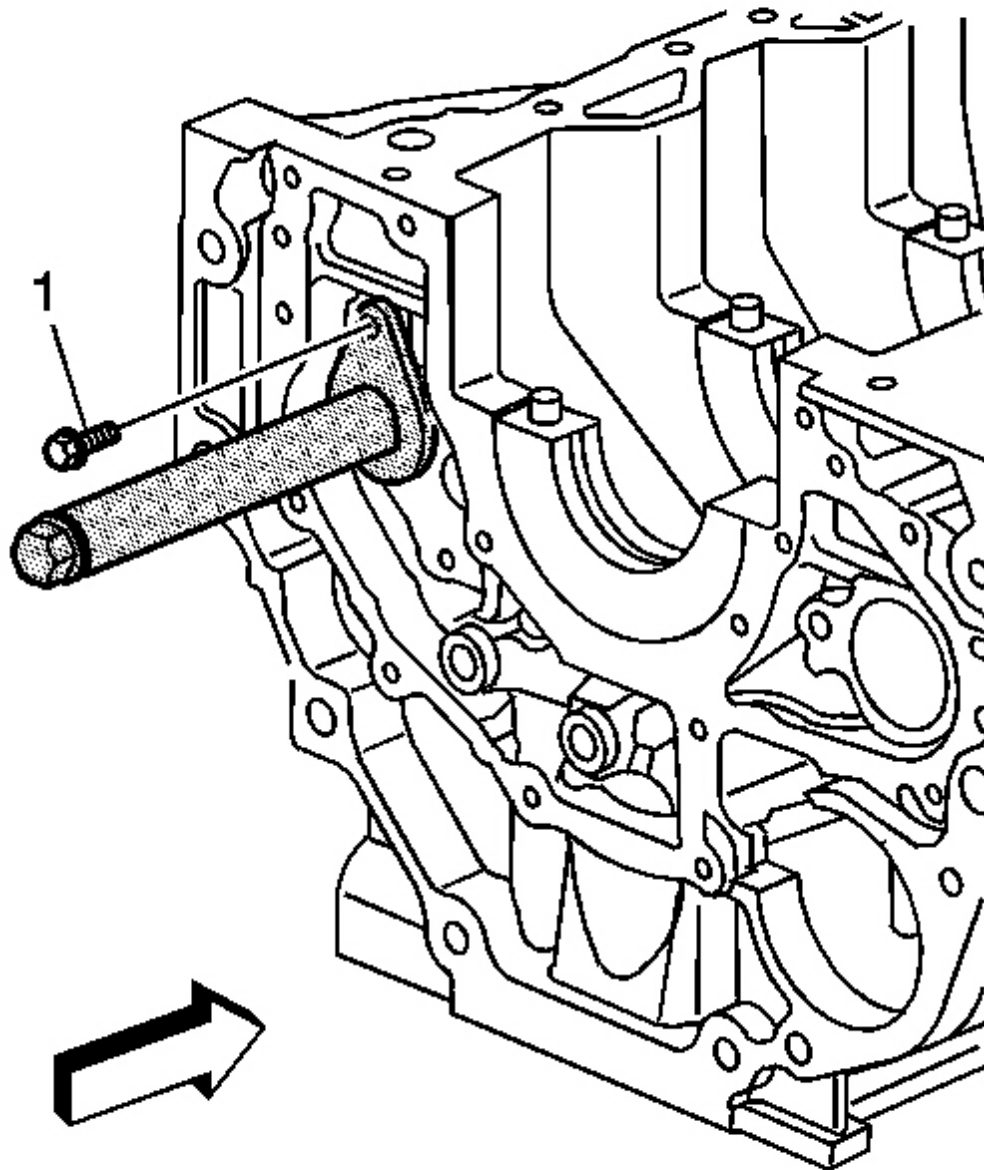


Fig. 563: Removing Right Balance Shaft Mounting Bolt
Courtesy of GENERAL MOTORS CORP.

13. Remove the balance shaft mounting bolt (1) and J 44225 .

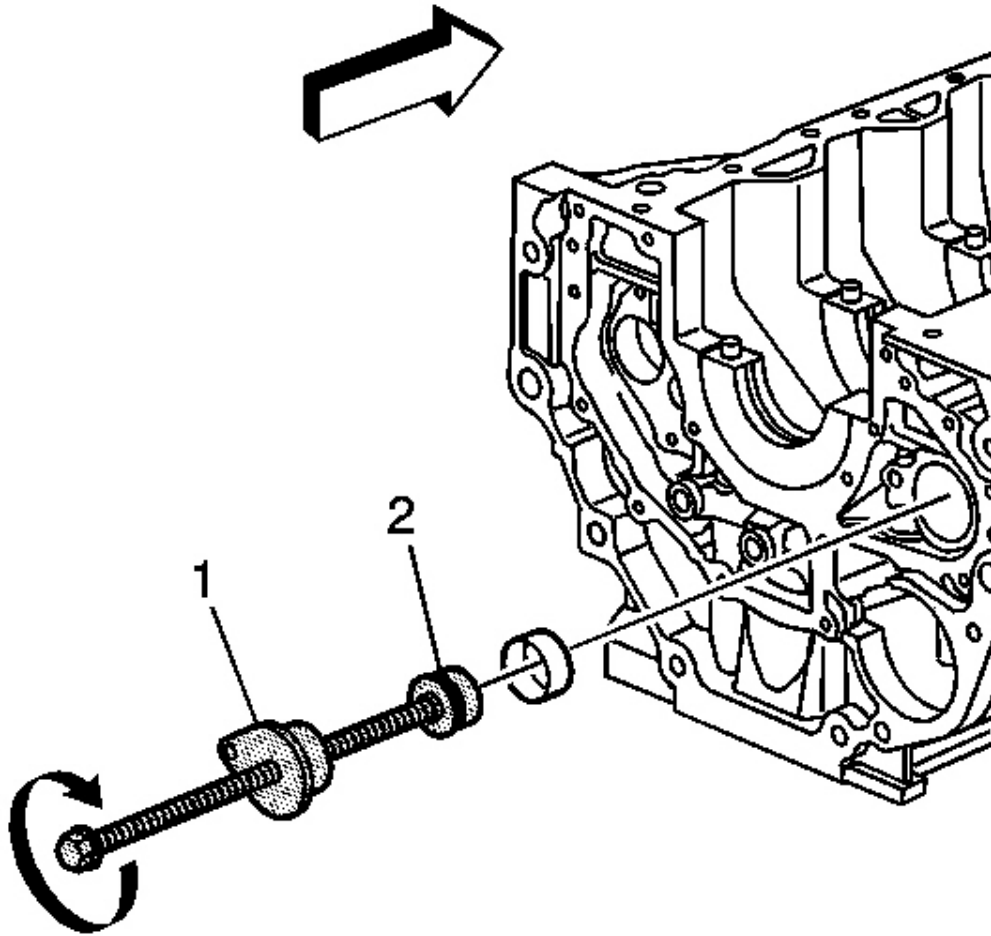


Fig. 564: Installing Left Balance Shaft Bearing
Courtesy of GENERAL MOTORS CORP.

14. Install the new left front balance shaft bearing onto **J 44225** (2).
15. Install **J 44225** into the balance shaft bearing bore and align the front bearing.
16. Turn the threaded rod clockwise until the guide (1) is seated into the rear journal.

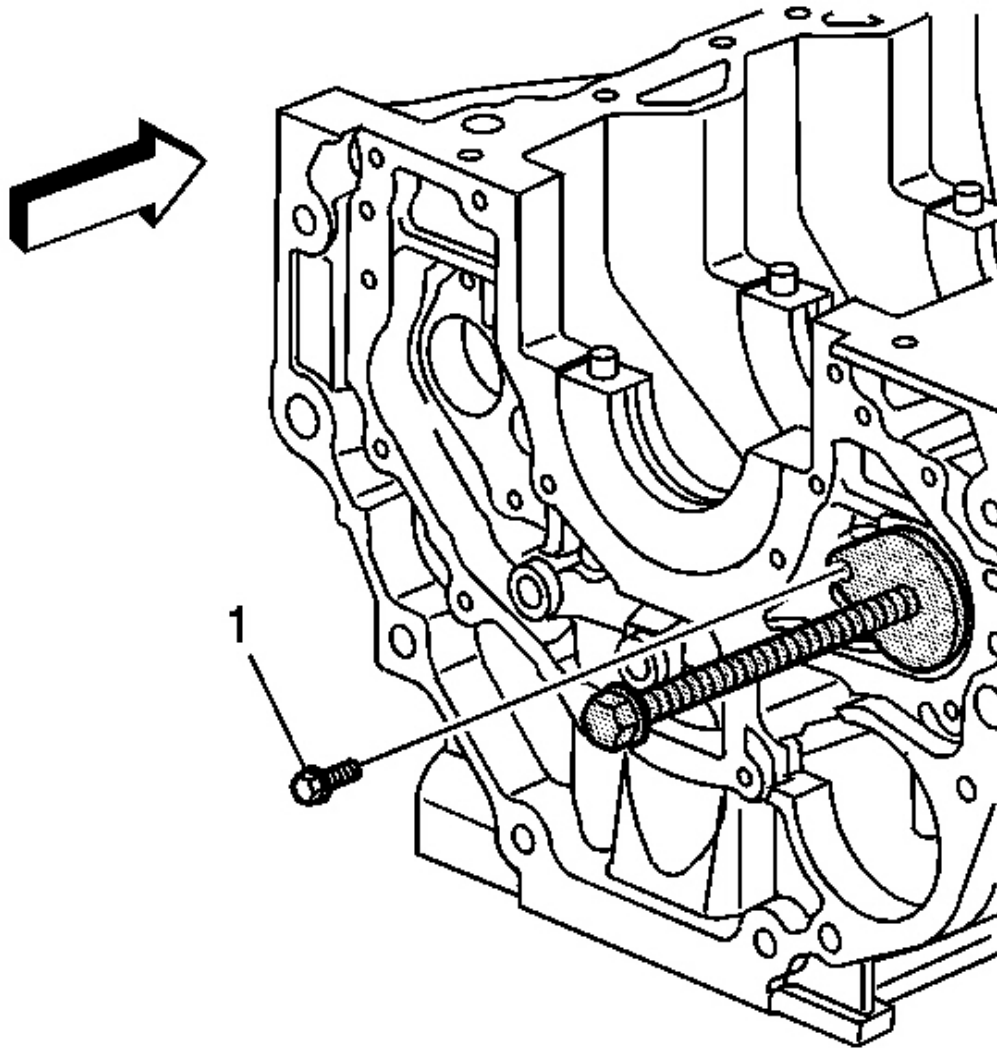


Fig. 565: Installing Left Balance Shaft Mounting Bolt
Courtesy of GENERAL MOTORS CORP.

17. Install and tighten the balance shaft mounting bolt (1) to hold **J 44225** .
18. Turn the threaded rod clockwise until it bottoms to install the left front balance shaft bearing to the proper depth.
19. Remove the balance shaft mounting bolt (1) and **J 44225** .

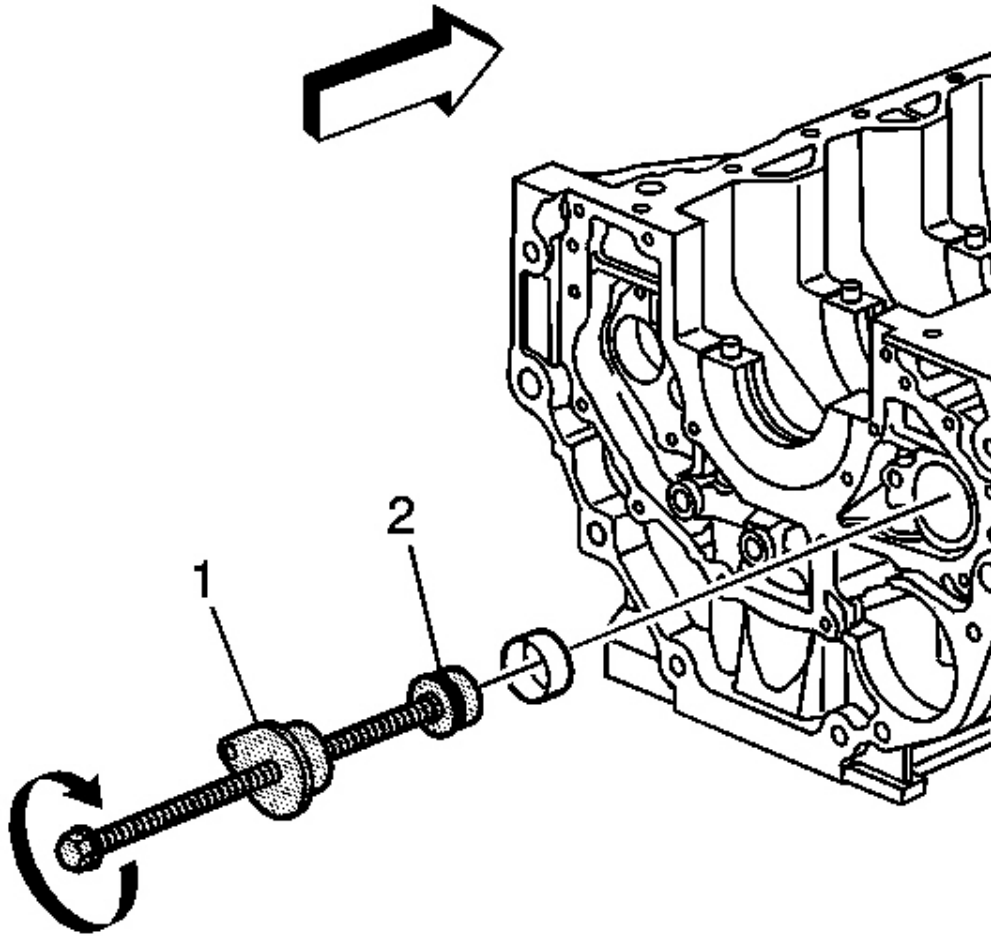


Fig. 566: Installing Left Balance Shaft Bearing
Courtesy of GENERAL MOTORS CORP.

20. Install the new left rear balance shaft bearing onto **J 44225** (2).
21. Install **J 44225** into the balance shaft bearing bore and align the rear bearing.
22. Turn the threaded rod clockwise until the guide (1) is seated into the rear journal.

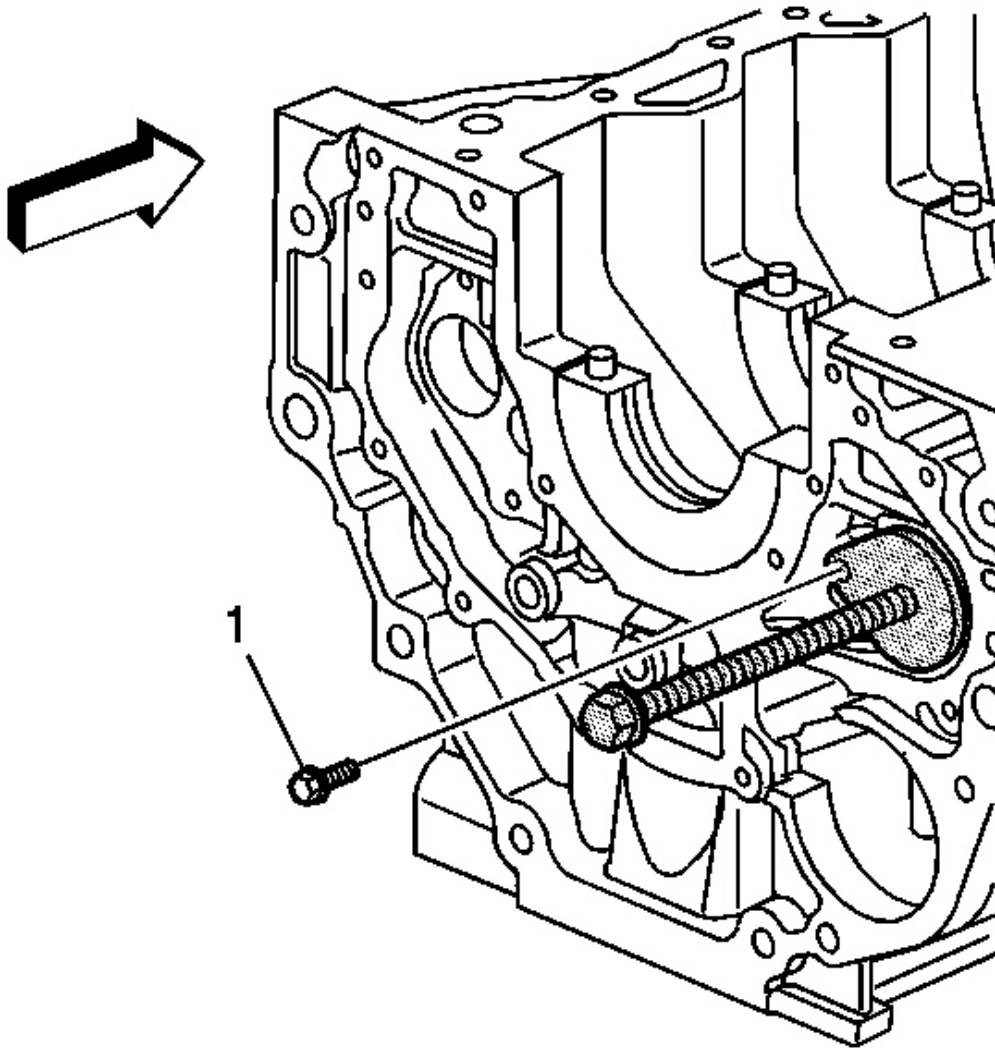


Fig. 567: Installing Left Balance Shaft Mounting Bolt
Courtesy of GENERAL MOTORS CORP.

23. Install and tighten the balance shaft mounting bolt (1) to hold J 44225 .

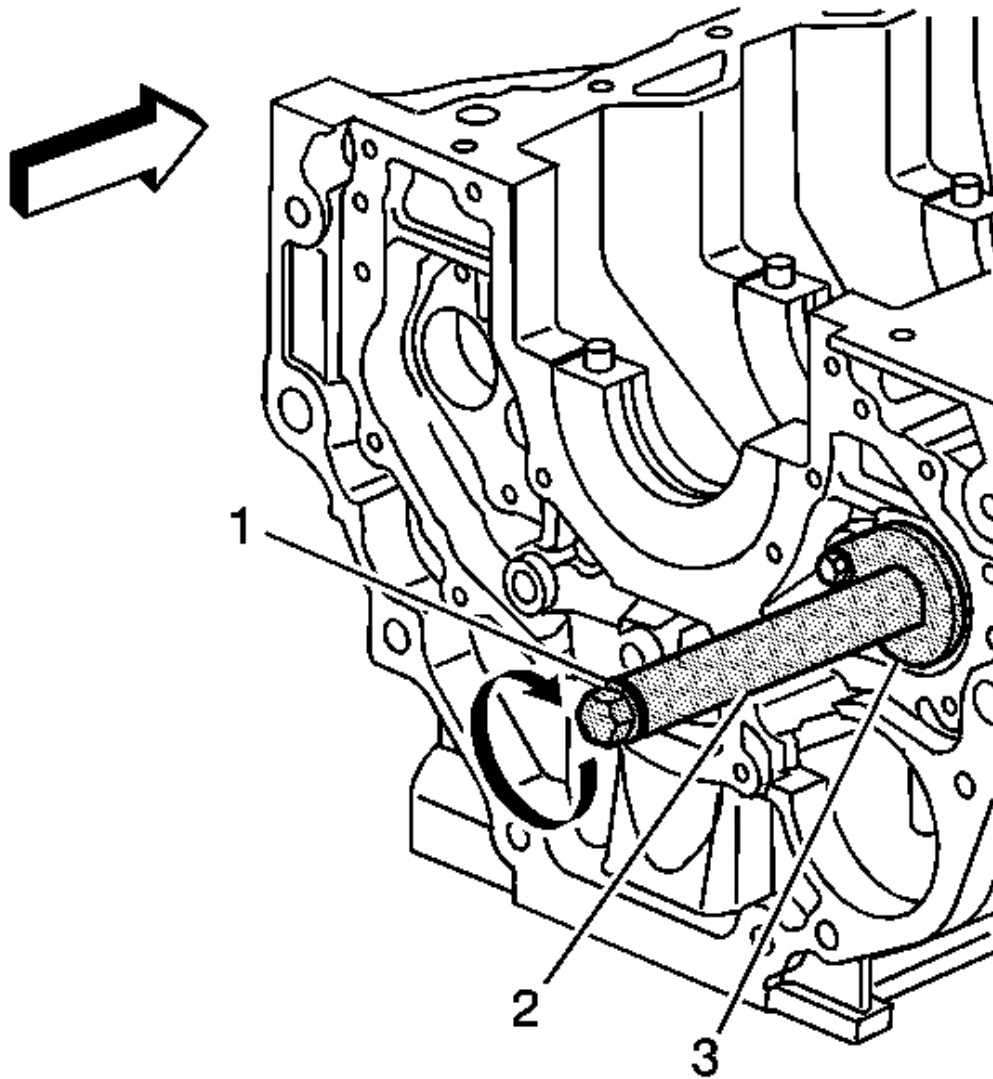


Fig. 568: Installing J 44225-Spacer Between Guide & Washer - Left
Courtesy of GENERAL MOTORS CORP.

24. Install **J 44225** - spacer (2) between the guide (3) and the washer (1).
25. Turn the threaded rod clockwise until it bottoms to install the left rear balance shaft bearing to the proper depth.

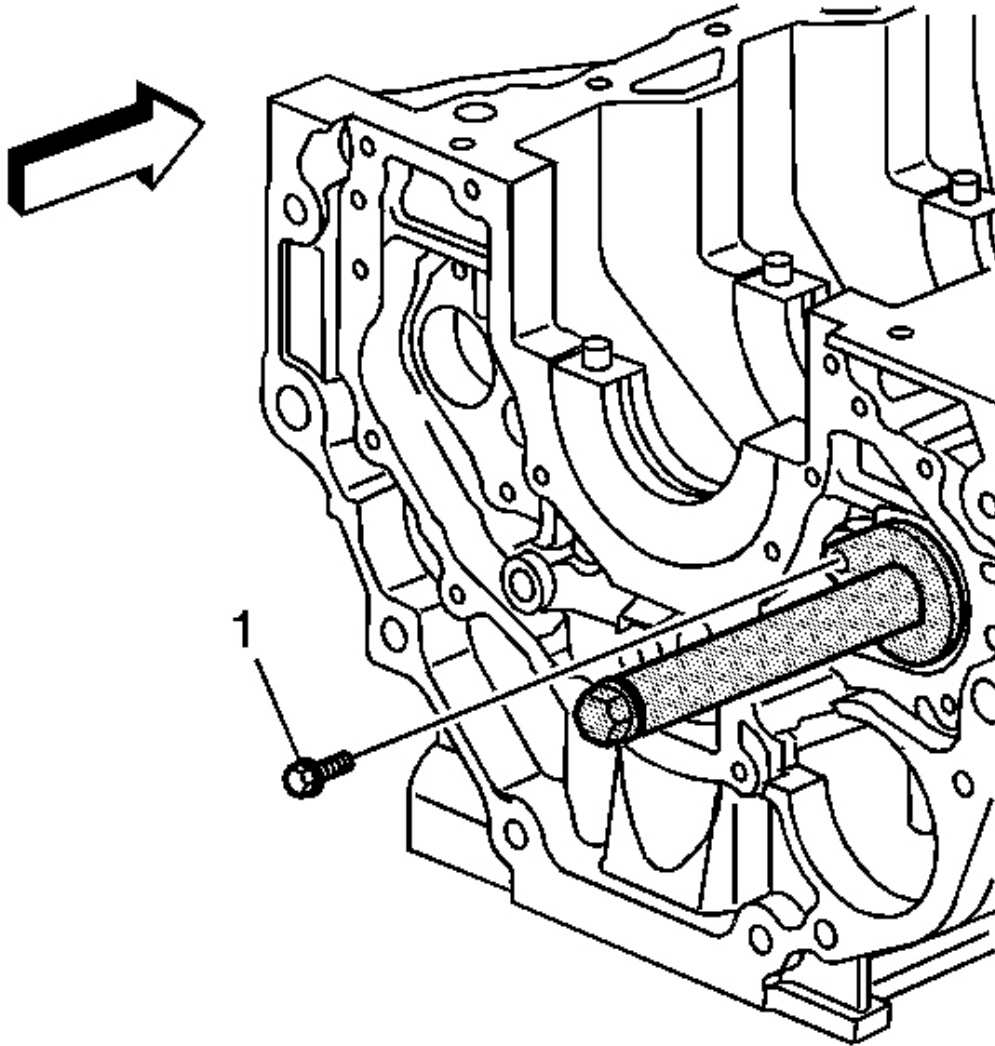


Fig. 569: Removing Left Balance Shaft Mounting Bolt
Courtesy of GENERAL MOTORS CORP.

26. Remove the balance shaft mounting bolt (1) and J 44225 .

ENGINE BLOCK PLUG INSTALLATION

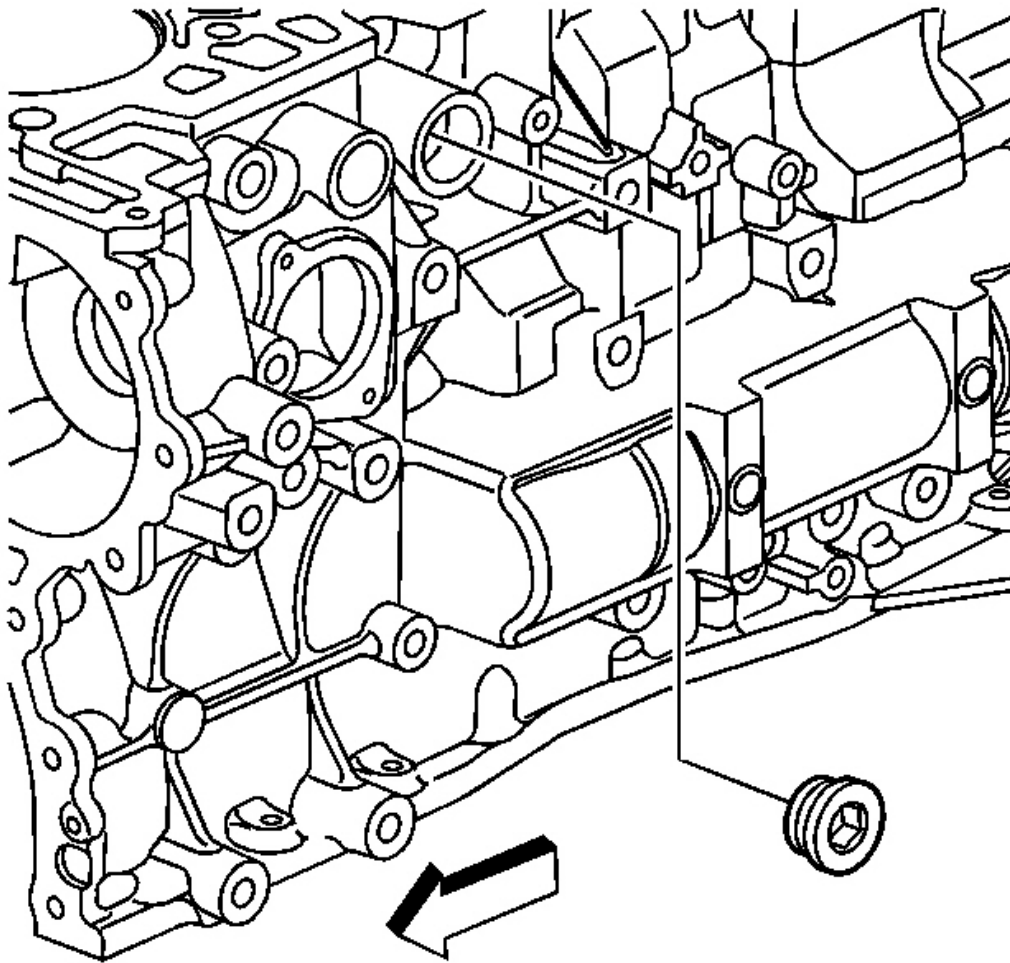


Fig. 570: View Of Engine Block Coolant Plug
Courtesy of GENERAL MOTORS CORP.

1. Add sealer GM P/N 12378521 (Canadian P/N 88901148) to the plug threads.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the engine block coolant plug.

Tighten: Tighten the engine block coolant plug to 50 N.m (37 lb ft).

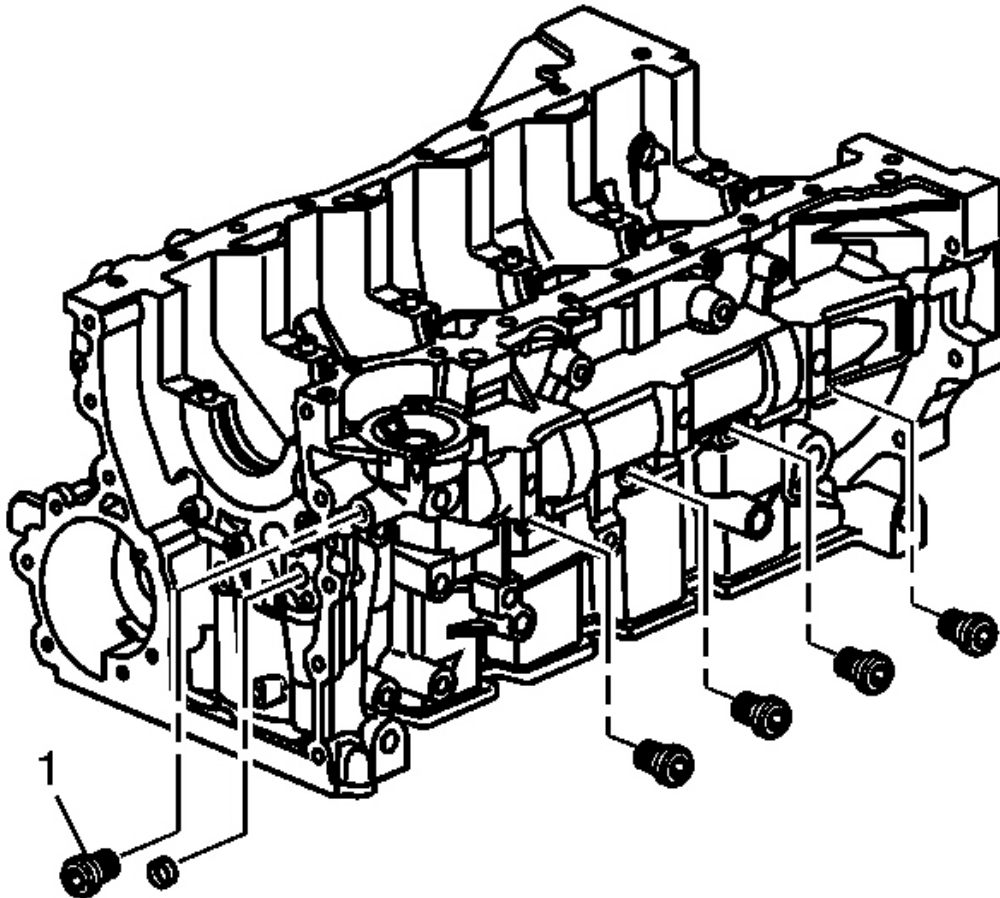


Fig. 571: View Of Front Engine Block Oil Gallery Plug
Courtesy of GENERAL MOTORS CORP.

3. Add sealer GM P/N 12378521 (Canadian P/N 88901148) to the plug threads.
4. Install the engine block oil gallery plugs to front and left of block.

Tighten:

- Tighten the side engine block oil gallery plugs to 35 N.m (26 lb ft).
- Tighten the front (1) engine block oil gallery plug to 80 N.m (40 lb ft).

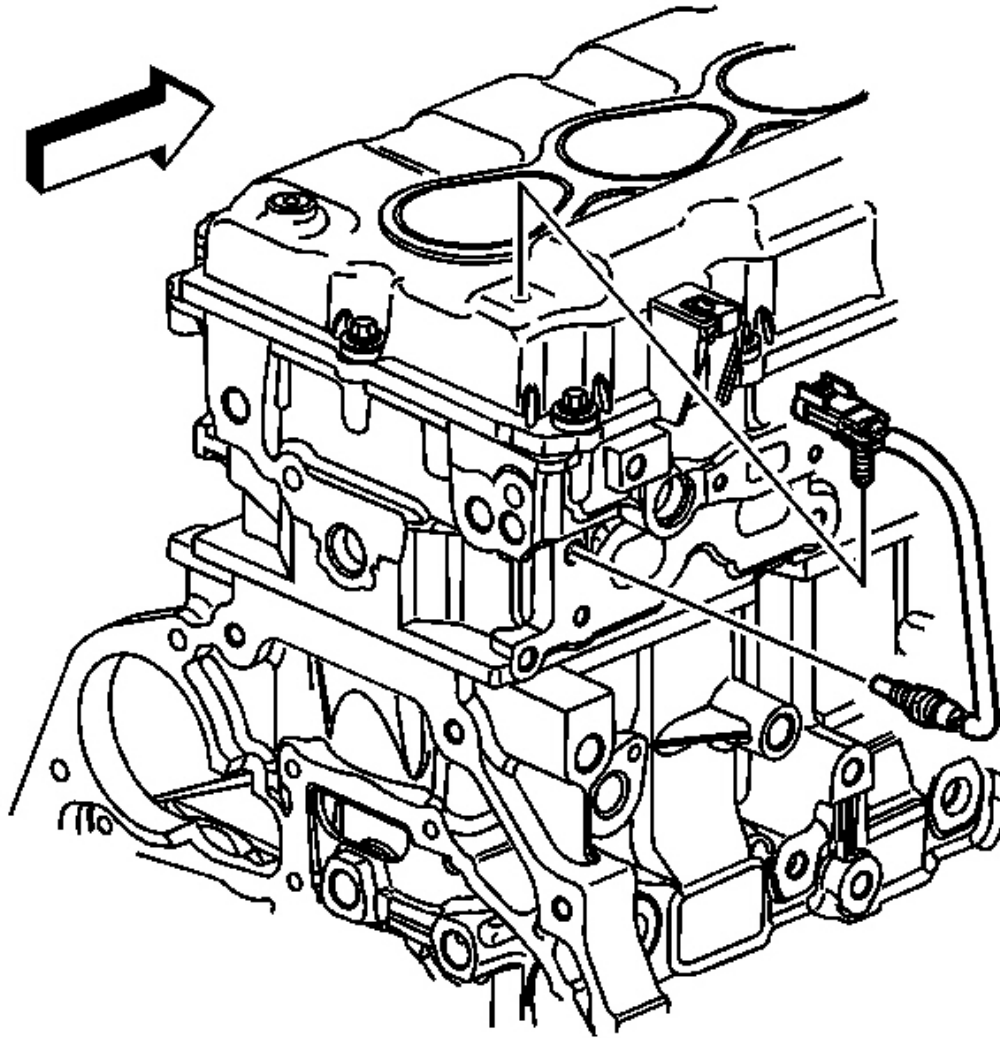


Fig. 572: View Of Coolant Temperature Sensor
Courtesy of GENERAL MOTORS CORP.

5. Add sealer GM P/N 12378521 (Canadian P/N 88901148) to the coolant temperature sensor threads.
6. Install the coolant temperature sensor.

Tighten: Tighten the coolant temperature sensor to 16 N.m (12 lb ft).

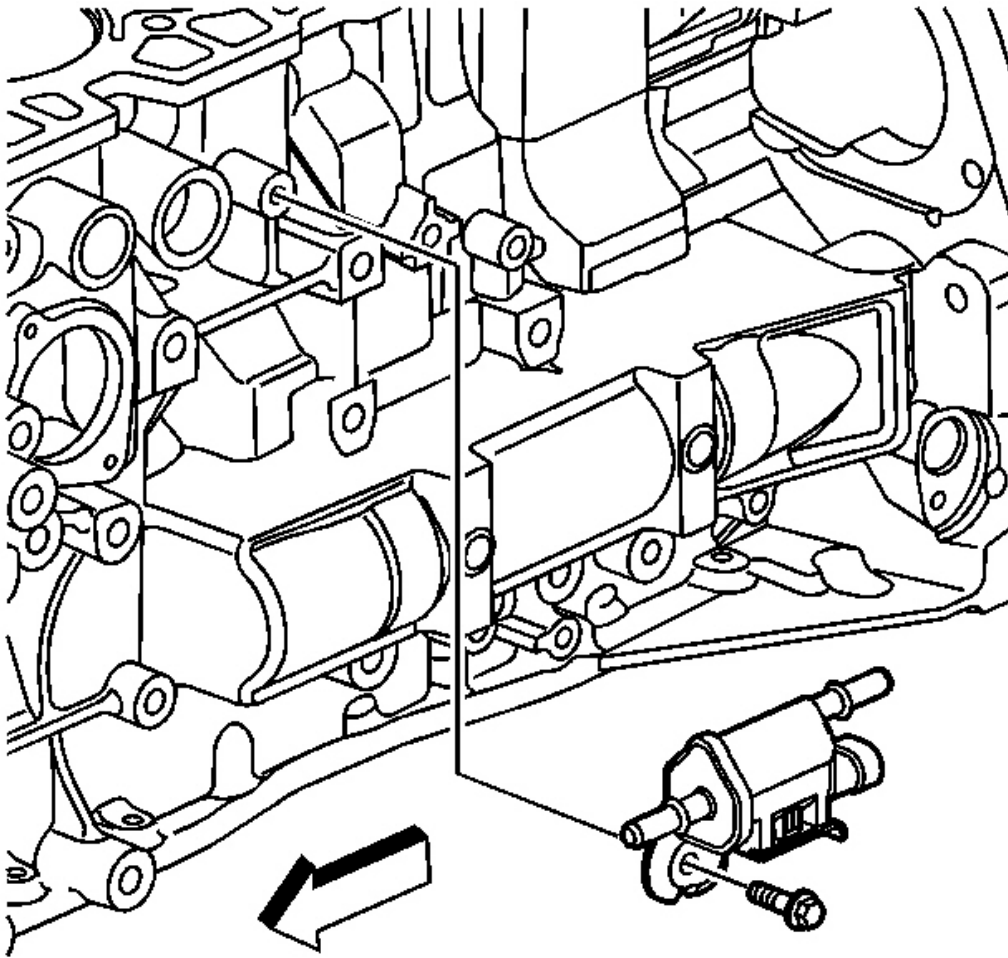


Fig. 573: View Of EVAP Solenoid
Courtesy of GENERAL MOTORS CORP.

7. Add sealer GM P/N 12378521 (Canadian P/N 88901148) to the EVAP solenoid bolt threads.

Tighten: Tighten the EVAP solenoid bolt to 10 N.m (89 lb in).

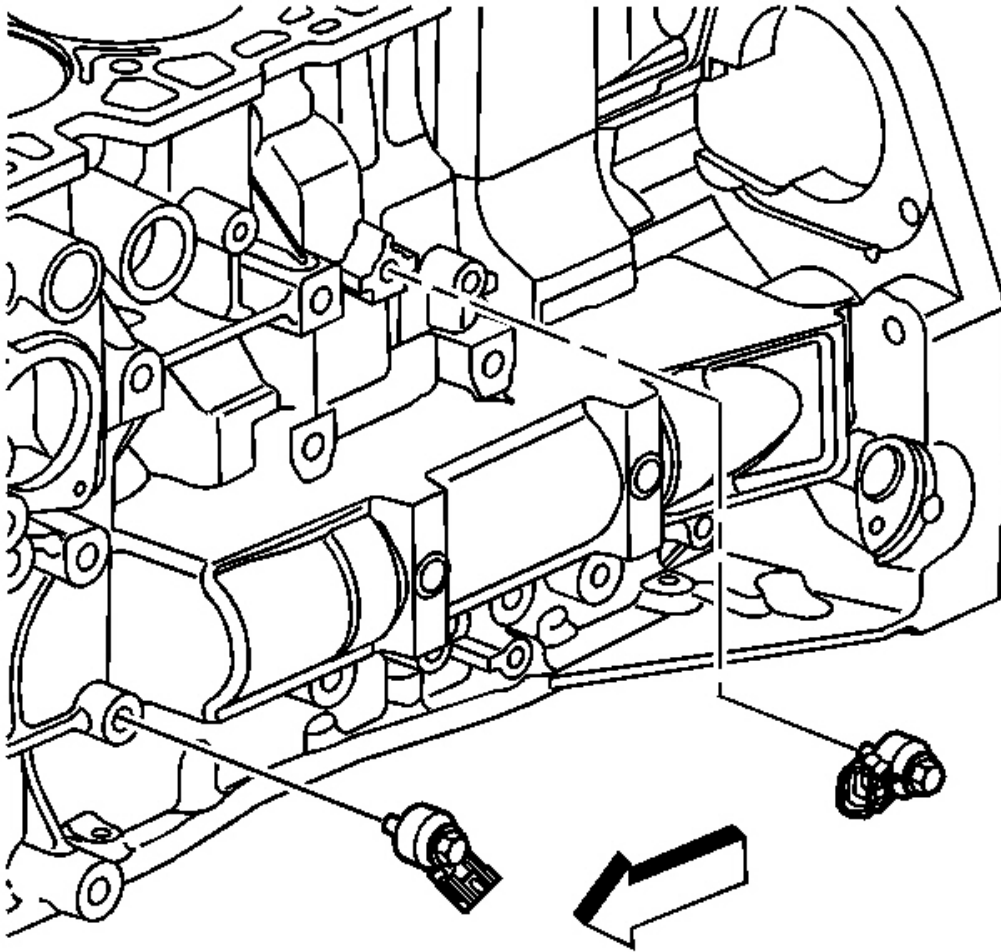


Fig. 574: View Of Knock Sensors
Courtesy of GENERAL MOTORS CORP.

8. Install the knock sensors.

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

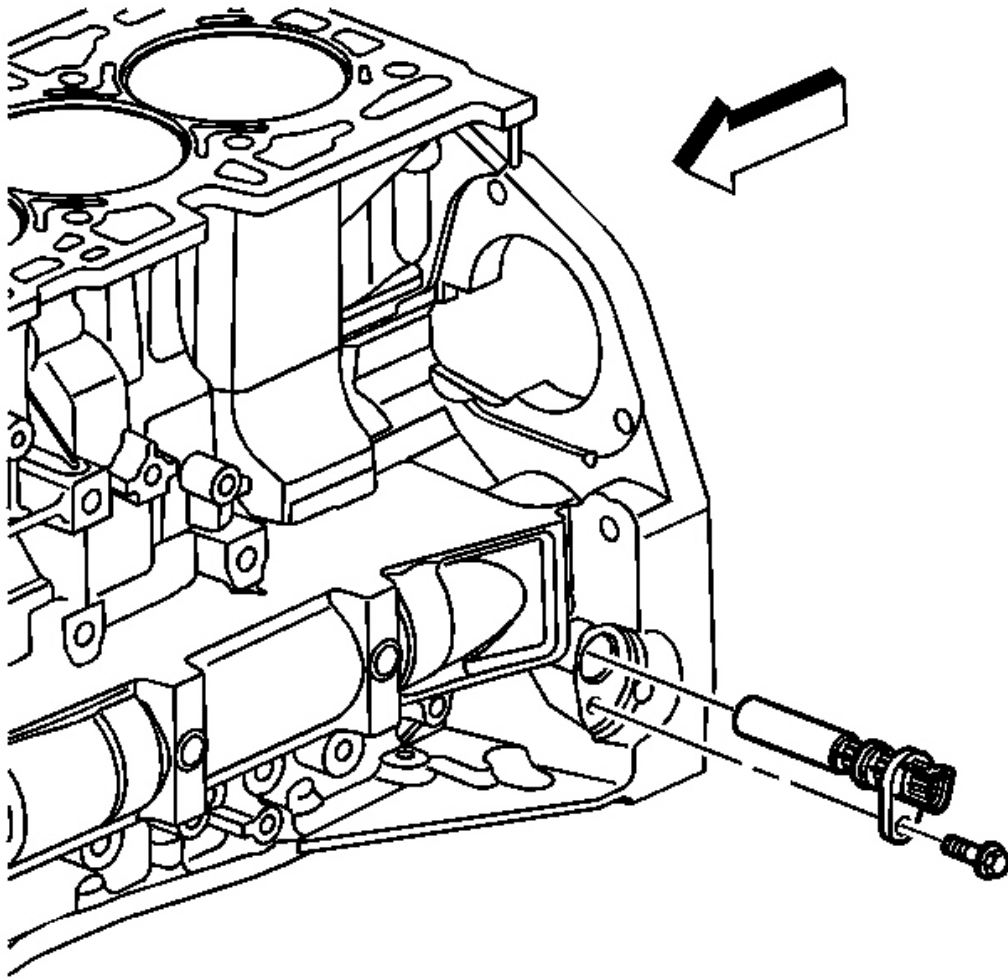


Fig. 575: View Of Crankshaft Position Sensor
Courtesy of GENERAL MOTORS CORP.

9. Add sealer GM P/N 12378521 (Canadian P/N 88901148) to the crankshaft position sensor bolt.
10. Install the crankshaft position sensor and bolt.

Tighten: Tighten the crankshaft position sensor bolt to 10 N.m (89 lb in).

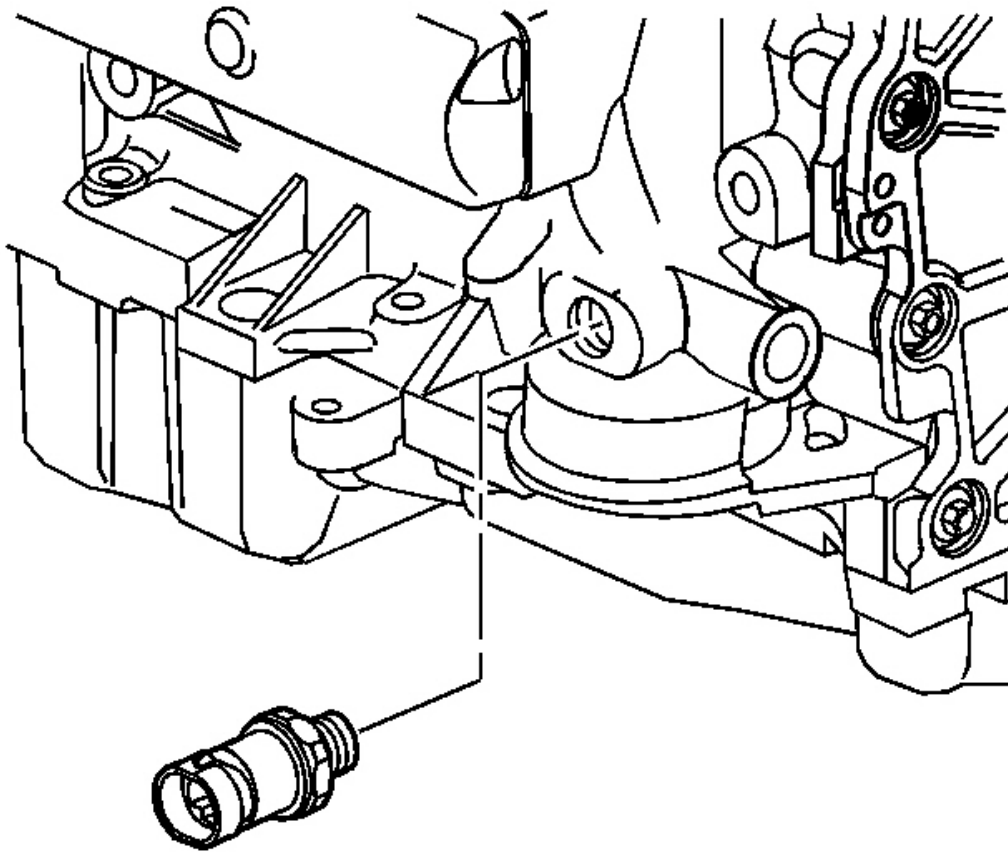


Fig. 576: View Of Oil Pressure Switch
Courtesy of GENERAL MOTORS CORP.

11. Install the oil pressure switch.

Tighten: Tighten the oil pressure switch to 20 N.m (15 lb ft).

CLUTCH PILOT BEARING INSTALLATION

Tools Required

J 45949 Pilot Bearing and Flywheel Locator Installer. See **Special Tools**.

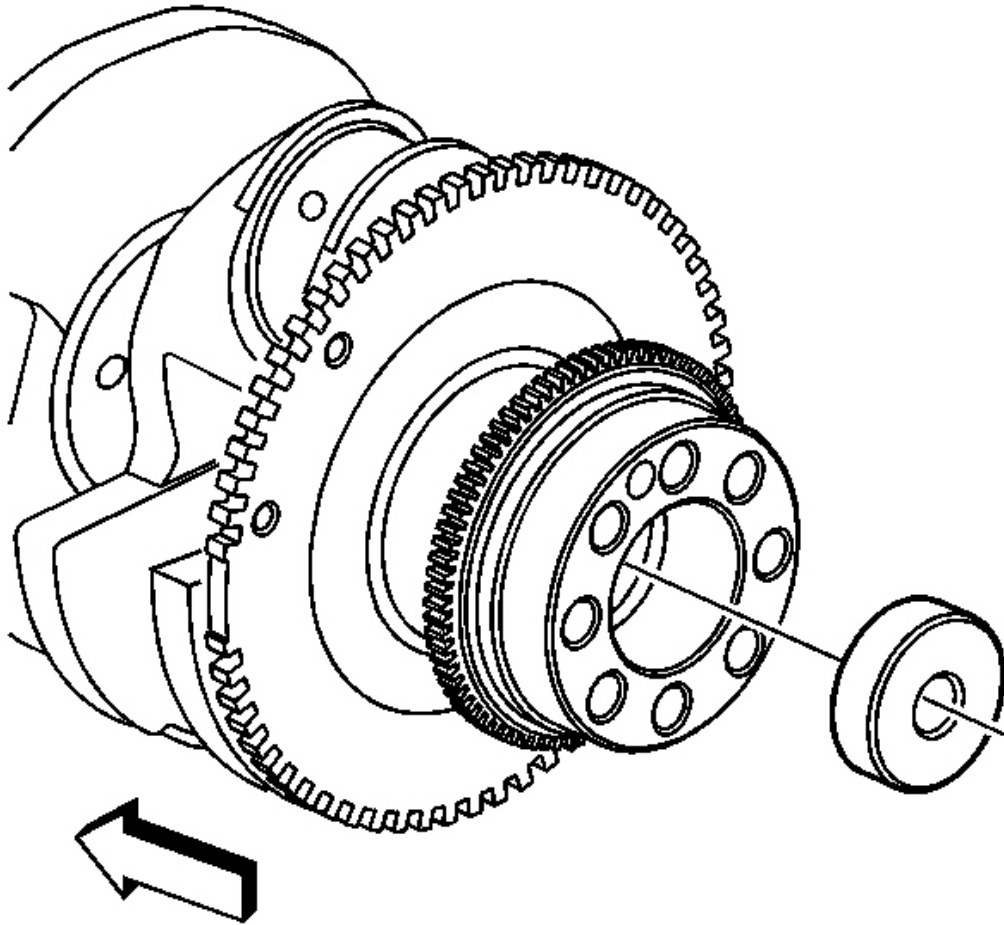


Fig. 577: View Of Clutch Pilot Bearing
Courtesy of GENERAL MOTORS CORP.

1. Install **J 45949** into the pilot bearing. See Special Tools.
2. Install the pilot bearing into the crankshaft.
3. Remove **J 45949** . See Special Tools.

AUTOMATIC TRANSMISSION FLYWHEEL LOCATOR INSTALLATION

Tools Required

J 45949 Pilot Bearing and Flywheel Locator Installer. See Special Tools.

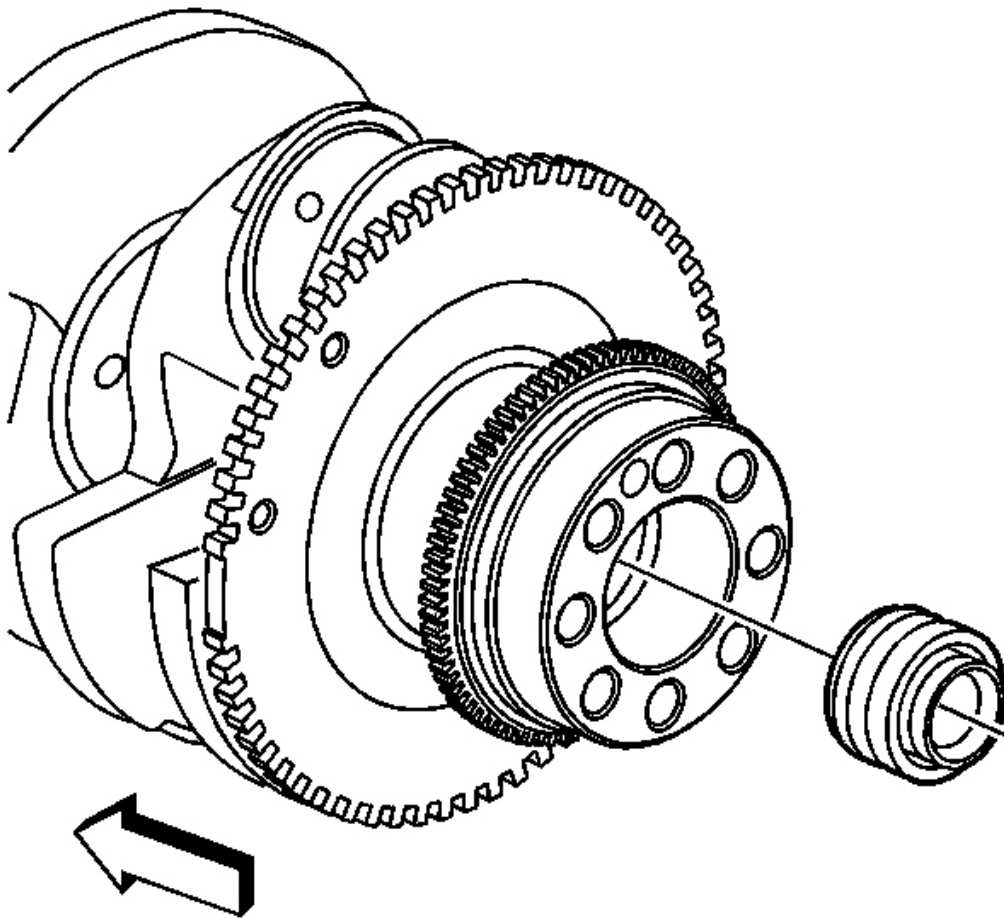


Fig. 578: View Of Flywheel Locator
Courtesy of GENERAL MOTORS CORP.

1. Install **J 45949** into the flywheel locator. See **Special Tools**.
2. Install the flywheel locator into the crankshaft.
3. Remove **J 45949** . See **Special Tools**.

CRANKSHAFT AND BEARINGS INSTALLATION

Tools Required

J 45059 Angle Meter. See **Special Tools**.

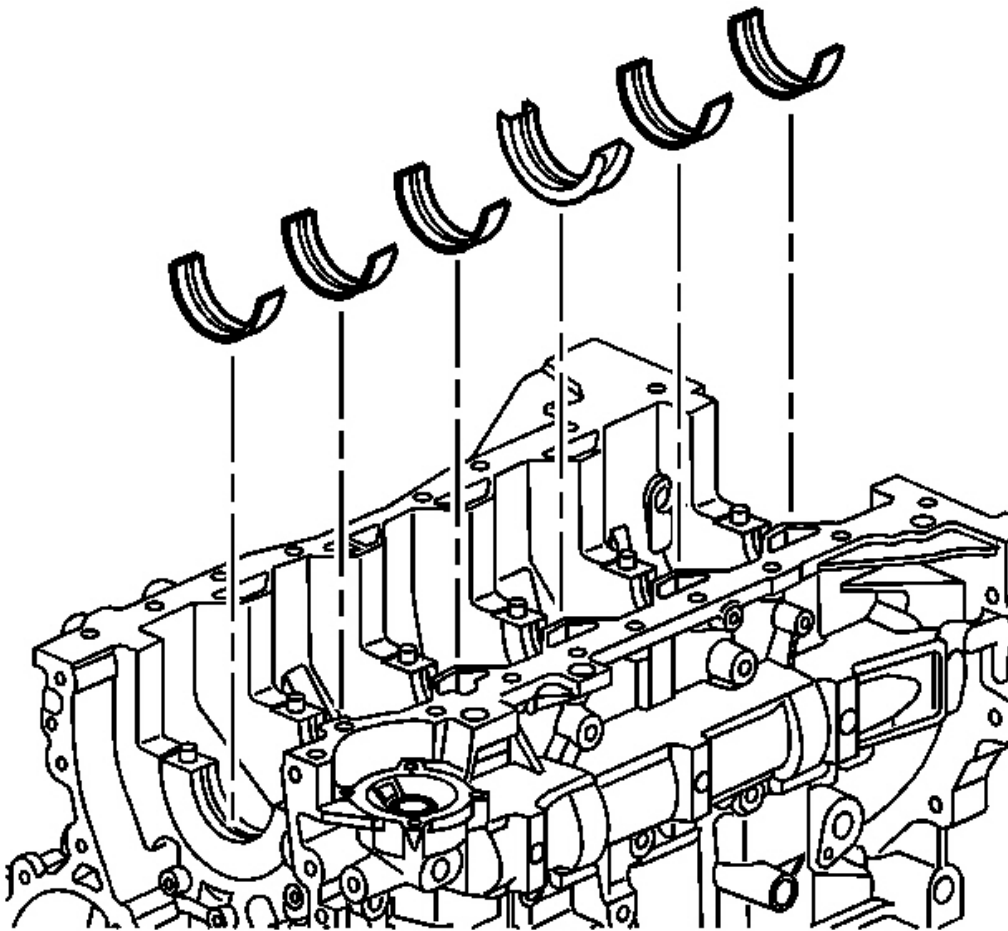


Fig. 579: View Of Upper Crankshaft Main Bearing Halves
Courtesy of GENERAL MOTORS CORP.

1. Install the upper crankshaft main bearings into the block.

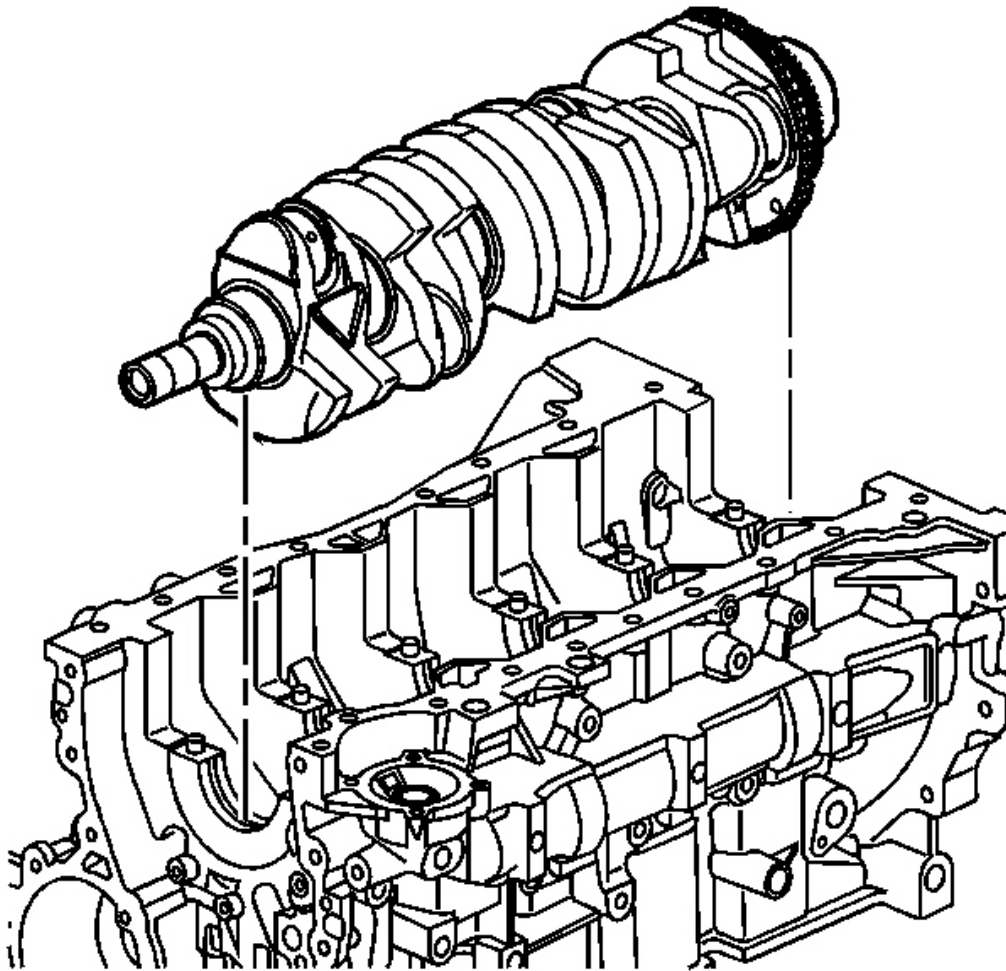


Fig. 580: View Of Crankshaft
Courtesy of GENERAL MOTORS CORP.

2. Lubricate the upper crankshaft main bearing surface with clean engine oil.
3. Install the crankshaft.

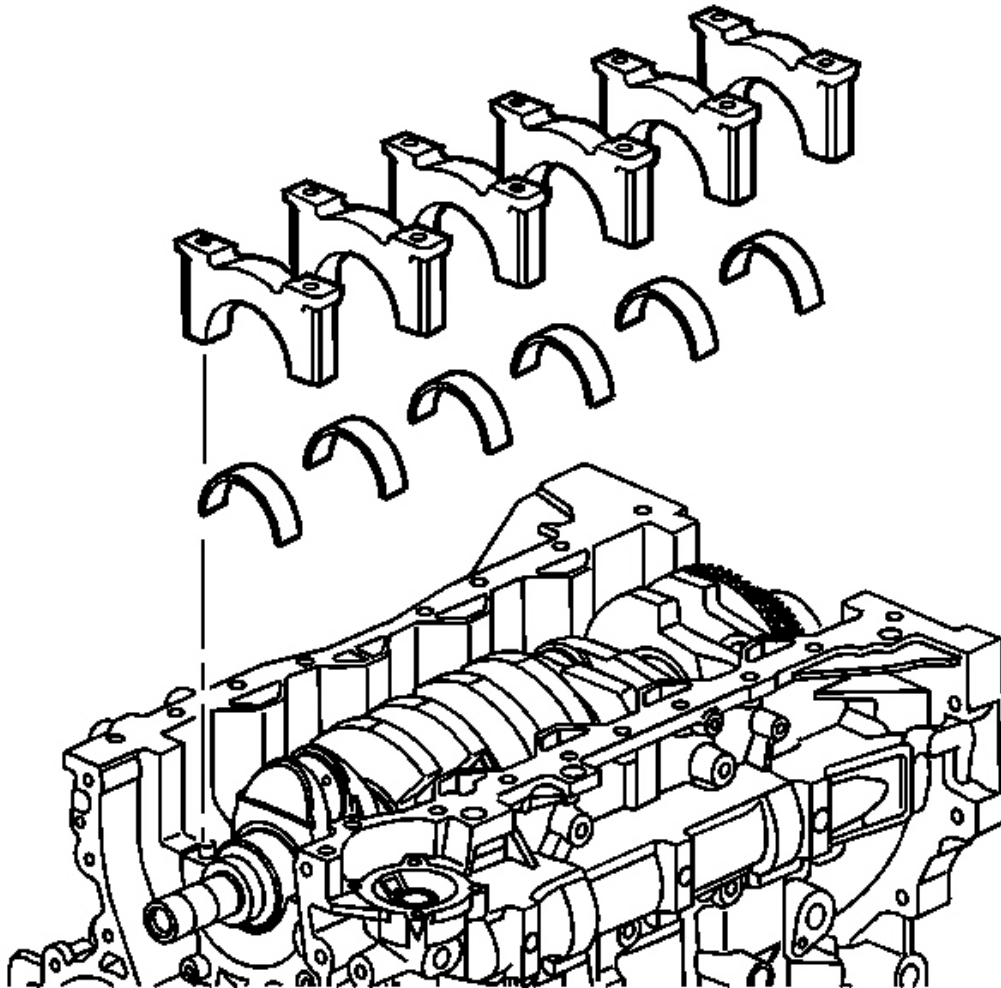


Fig. 581: View Of Crankshaft Main Bearing Caps & Lower Bearings
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Refer to the pin stamp on the crankshaft main bearing caps for sequence and direction of installation.

4. Install the lower crankshaft main bearings into the main bearing caps.
5. Lubricate the lower crankshaft main bearing surface with clean engine oil.
6. Install the crankshaft main bearing caps.

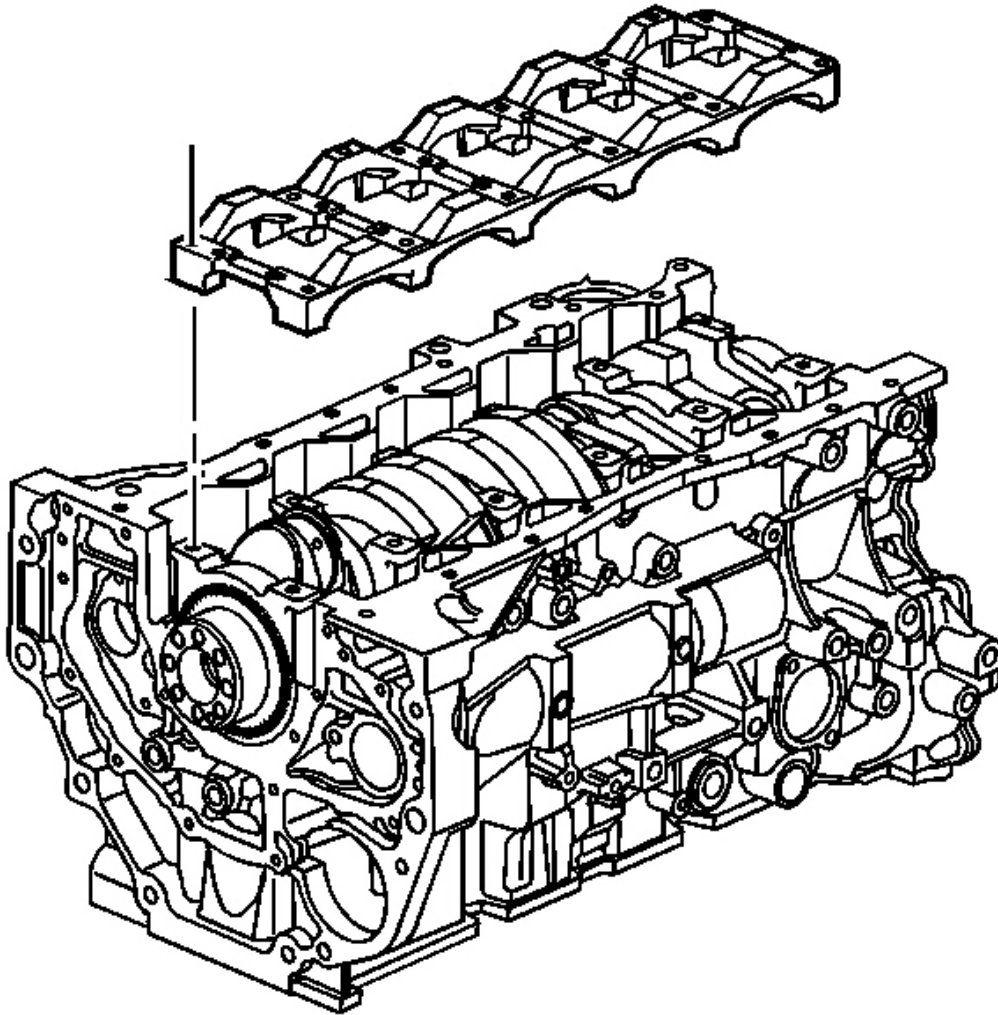


Fig. 582: View Of Crankshaft Main Bearing Cap Stiffener
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The crankshaft main bearing cap stiffener is directional. The end marked front goes to the front.

7. Install the crankshaft main bearing cap stiffener.

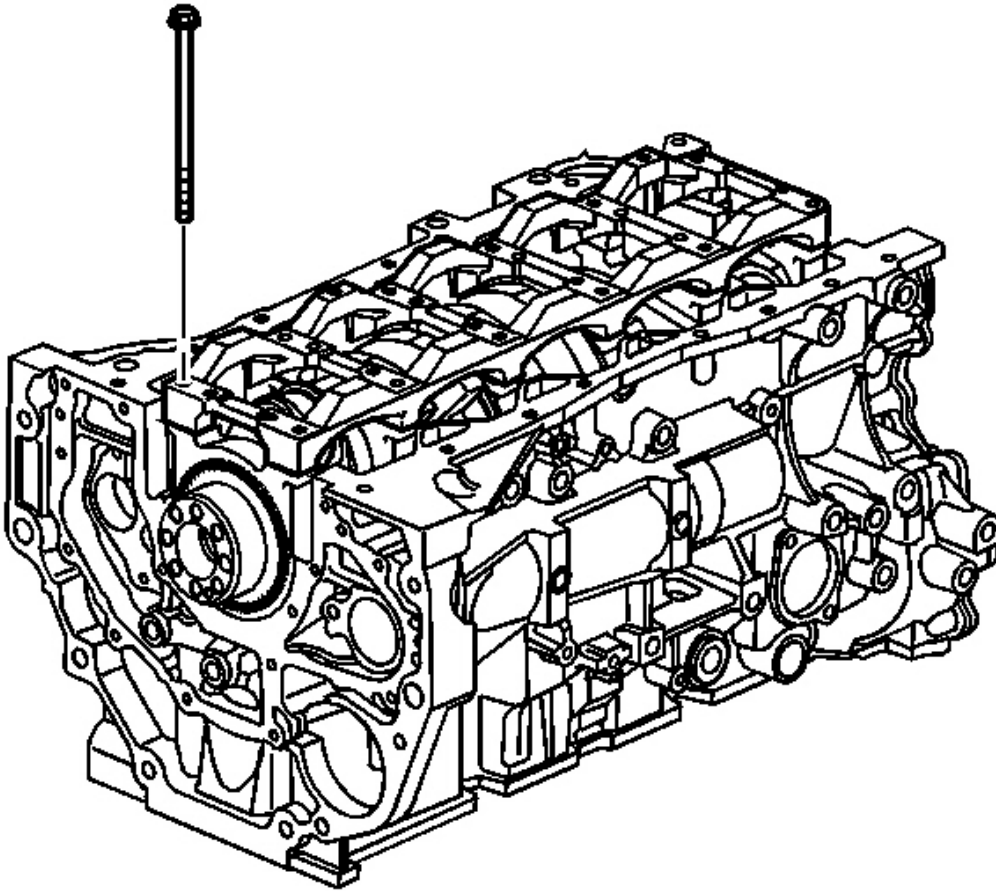


Fig. 583: View Of Crankshaft Main Bearing Cap Bolt
Courtesy of GENERAL MOTORS CORP.

8. Install new crankshaft main bearing bolts. Start the crankshaft main bearing cap bolts by hand. Ensure the bottom of the crankshaft main bearing cap is parallel to the block surface.

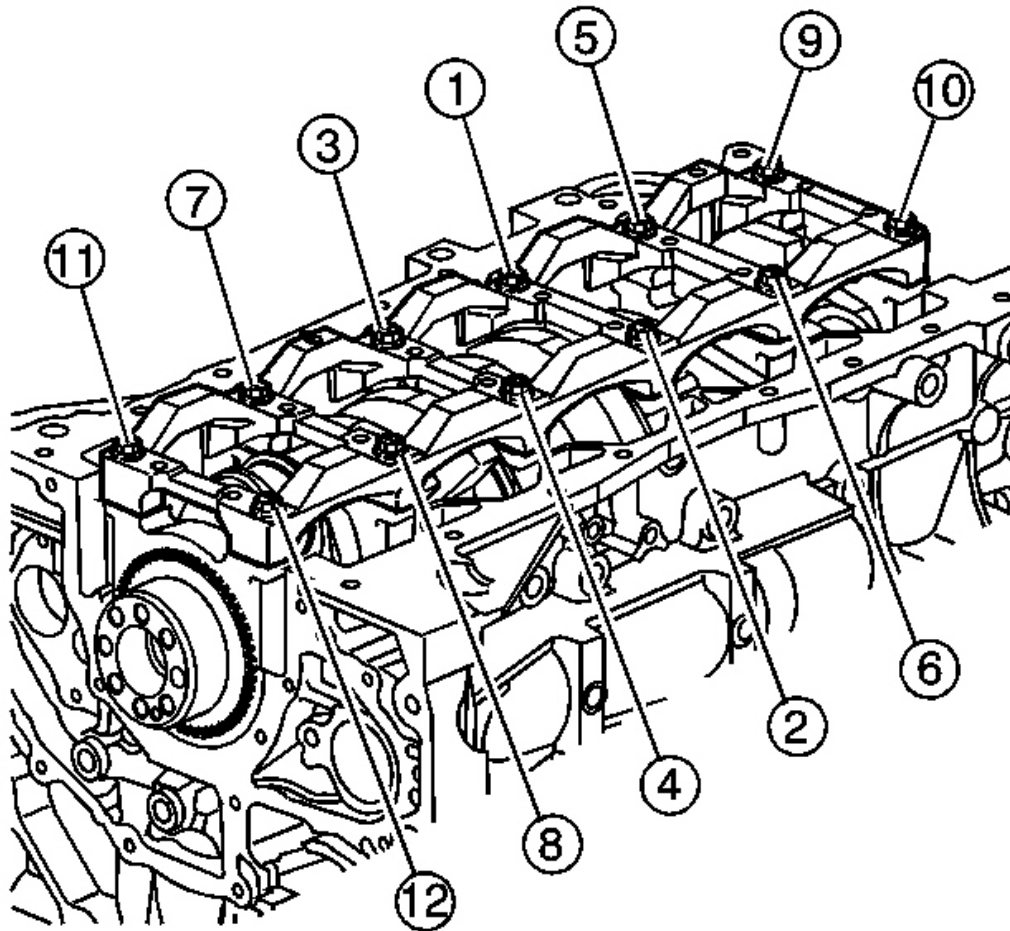


Fig. 584: Installing Crankshaft Main Bearing Cap Bolts
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

9. Tighten the crankshaft main bearing cap bolts in equal increments.

Tighten:

1. Tighten the crankshaft main bearing cap bolts to 25 N.m (18 lb ft) in sequence.
2. Use **J 45059** to tighten the crankshaft main bearing cap bolts an additional 180 degrees. See **Special Tools**.

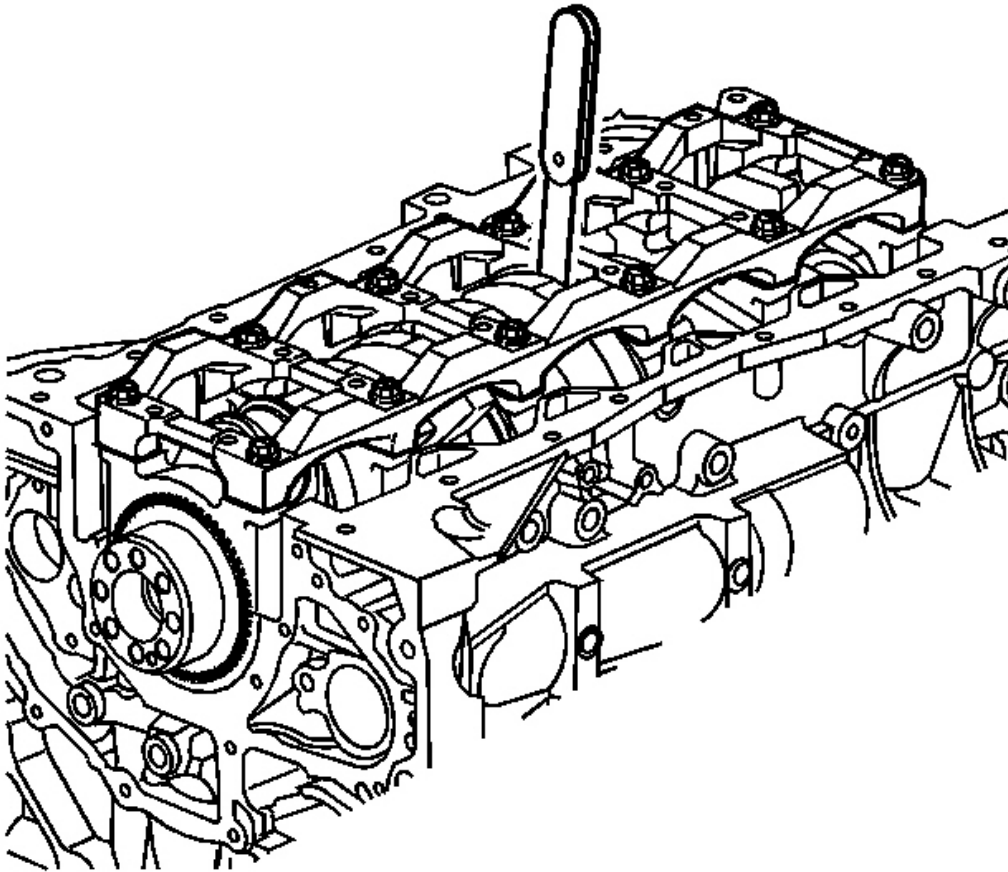


Fig. 585: Measuring Crankshaft End Play
Courtesy of GENERAL MOTORS CORP.

10. Measure the crankshaft end play.
 1. Thrust the crankshaft forward or rearward.
 2. Insert a feeler gage between the thrust crankshaft bearing and the bearing surface of the crankshaft and measure the bearing clearance. Refer to **Engine Mechanical Specifications** for the proper clearance.
 3. If the bearing clearance is not within specifications, inspect the thrust surfaces for nicks, gouges or raised metal. Minor imperfections may be removed with a fine stone.

Tools Required

- **J 41556** Connecting Rod Guide. See Special Tools.
- **J 45059** Angle Meter. See Special Tools.
- **EN-47701** Piston Ring Compressor. See Special Tools.

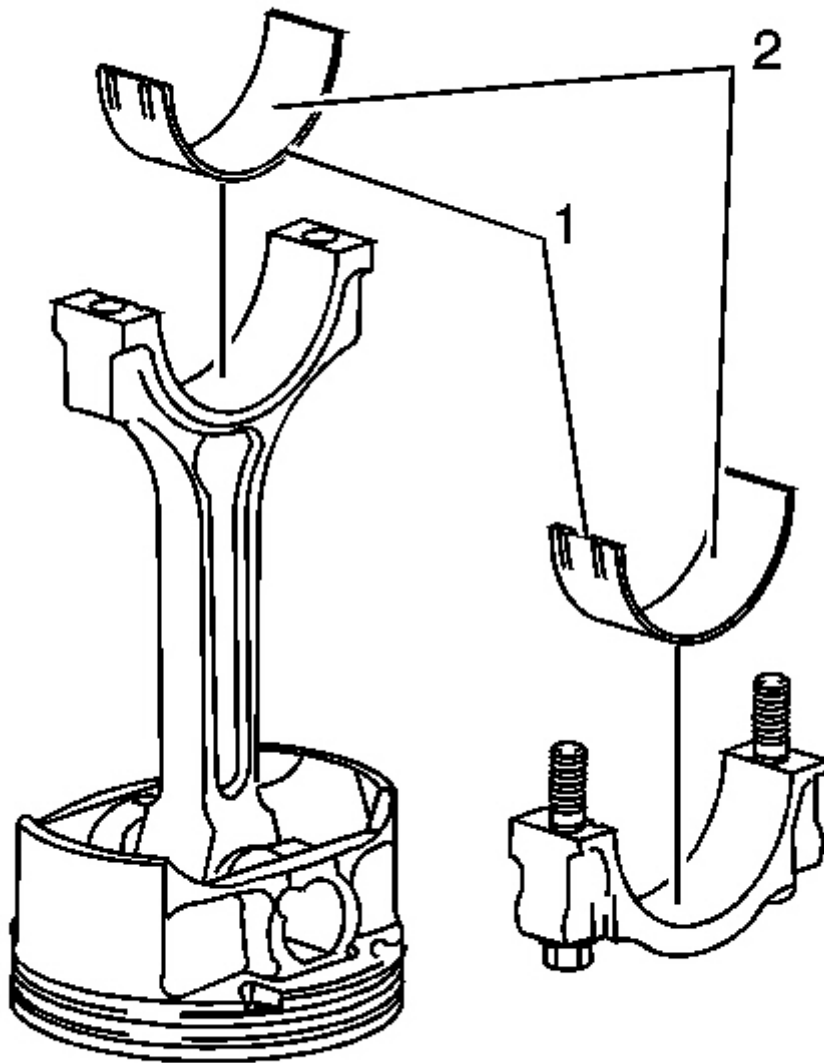


Fig. 586: View Of Connecting Rods & Caps

Courtesy of GENERAL MOTORS CORP.

1. Rotate the crankshaft so the connecting rod journal for the piston being installed is at Bottom Dead Center.
2. Lubricate the cylinder wall with engine oil.
3. Lubricate the piston and rings with engine oil.
4. Stagger the ring end gaps 90 degrees apart.
5. Use **EN-47701** to compress the rings. See **Special Tools**.
6. Install the connecting rod bearings into the connecting rods and caps (1).

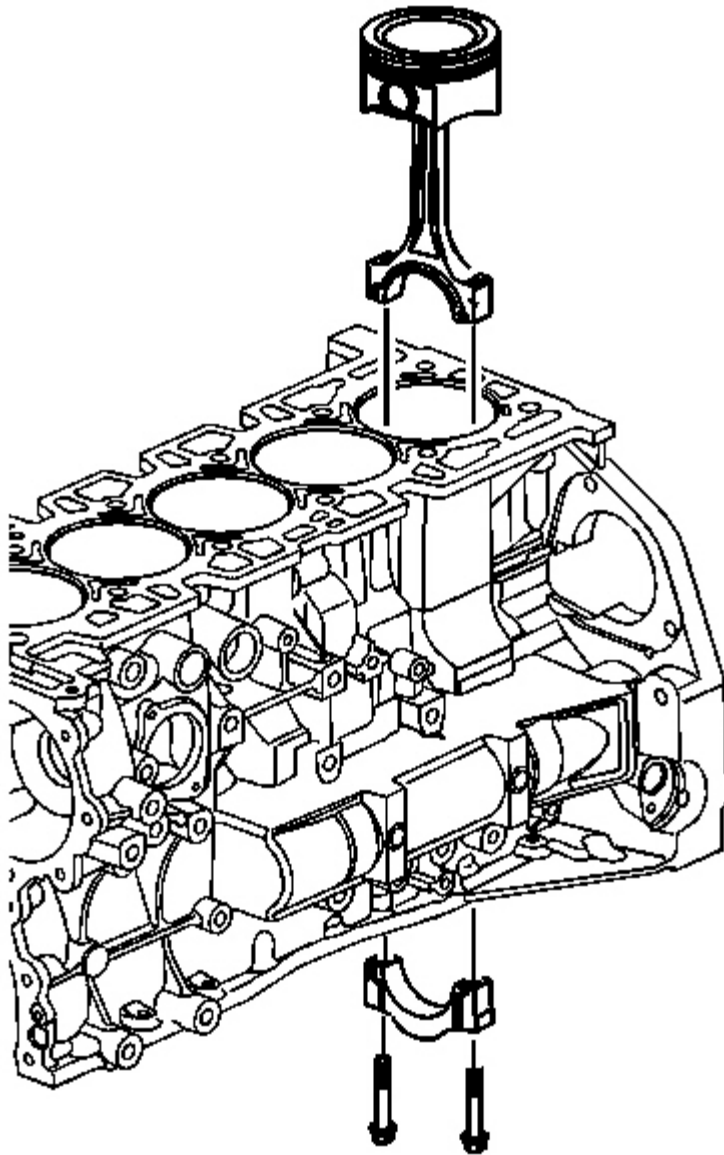


Fig. 587: Installing J 41556 Into Connecting Rod
Courtesy of GENERAL MOTORS CORP.

7. Lubricate the connecting rod bearing contact surfaces with engine oil.
8. Install the **J 41556** into the connecting rod. See **Special Tools**.

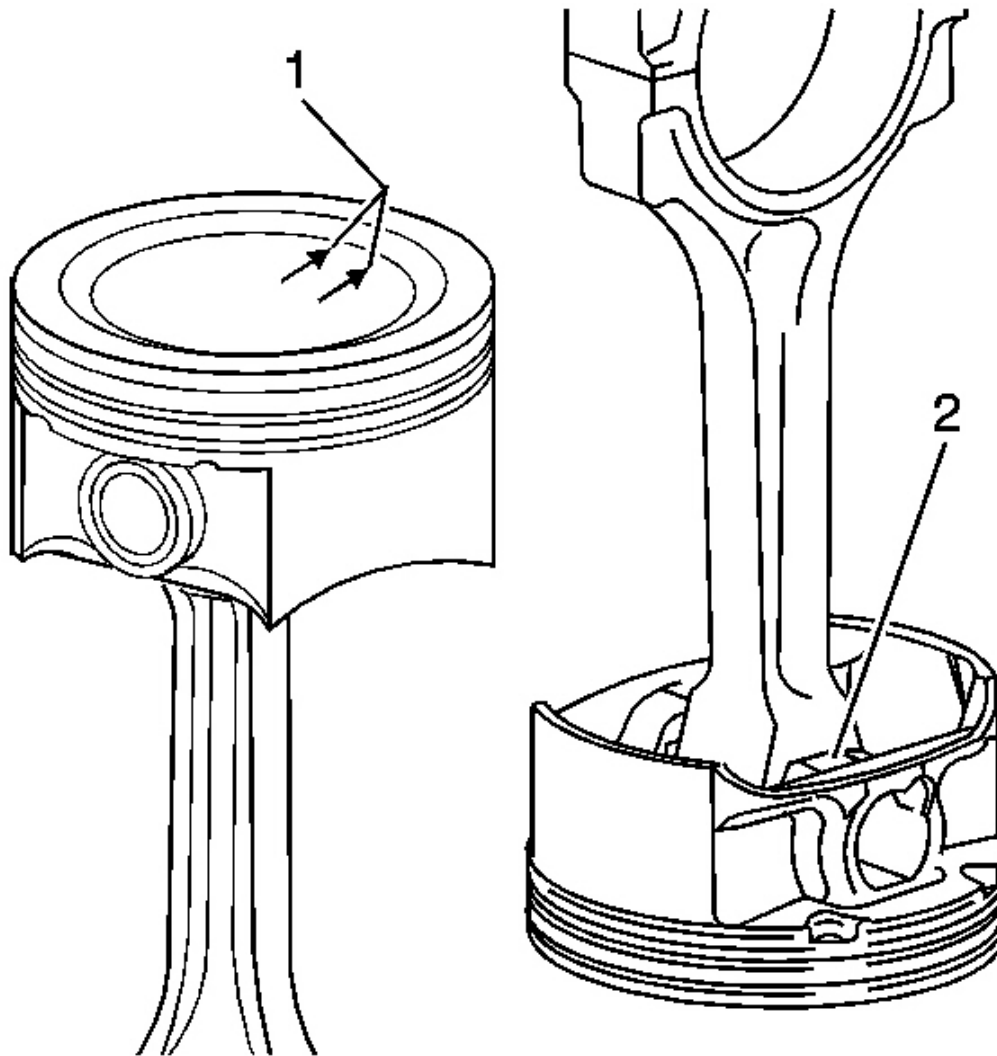


Fig. 588: View Of Piston Alignment Mark & Flat Casting Boss
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The piston and cylinder bore have been measured and the bore has been sized for the proper clearance. Install the piston and connecting rod assembly into the proper cylinder bore. The piston alignment mark **MUST** face the front of the engine block (1) or the flat casting boss (2).

9. Install the connecting rod and piston into the proper cylinder bore.

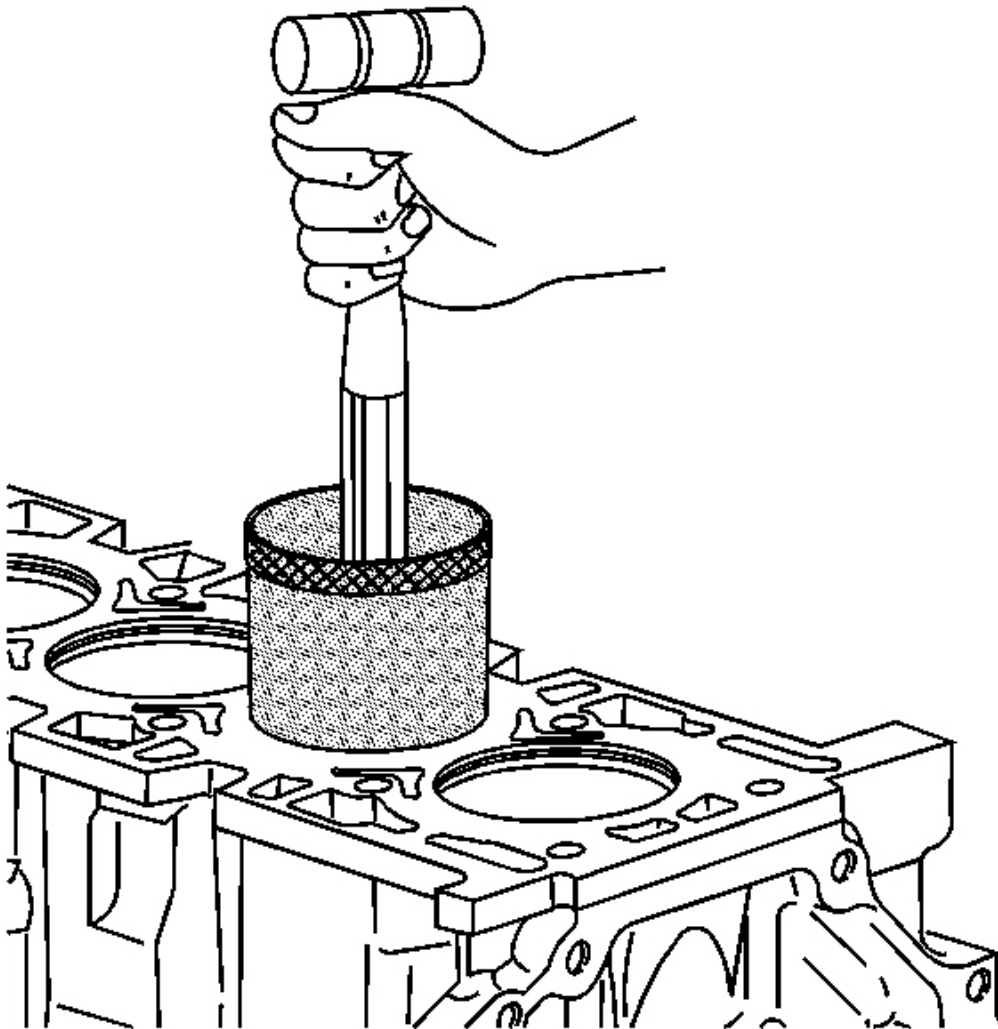


Fig. 589: Installing Piston

Courtesy of GENERAL MOTORS CORP.

10. Hold **EN-47701** firmly against the engine block. See **Special Tools**. Using a wooden hammer handle, lightly tap the top of the piston until all of the piston rings enter the cylinder bore.

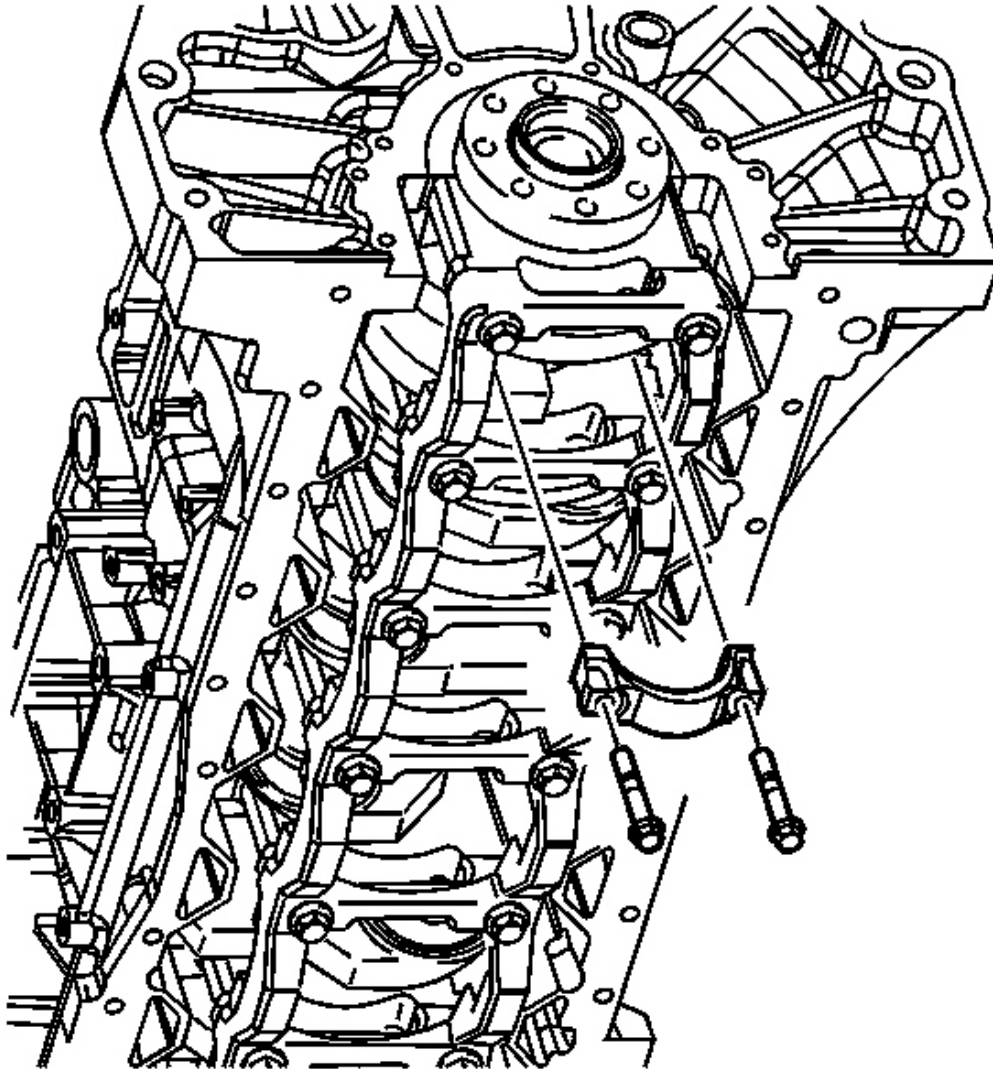


Fig. 590: View Of Connecting Rod, Cap & Bolts
Courtesy of GENERAL MOTORS CORP.

11. Guide the connecting rod end onto the crankshaft journal.

Use **J 41556** to pull the connecting rod into place. See **Special Tools**.

12. Install the connecting rod bearing, cap, and bolts.

Tighten:

1. Tighten the connecting rod bearing cap bolts on the first pass to 25 N.m (18 lb ft).
2. Use **J 45059** to tighten the connecting rod bearing cap bolts on the second pass an additional 110 degrees. See **Special Tools**.

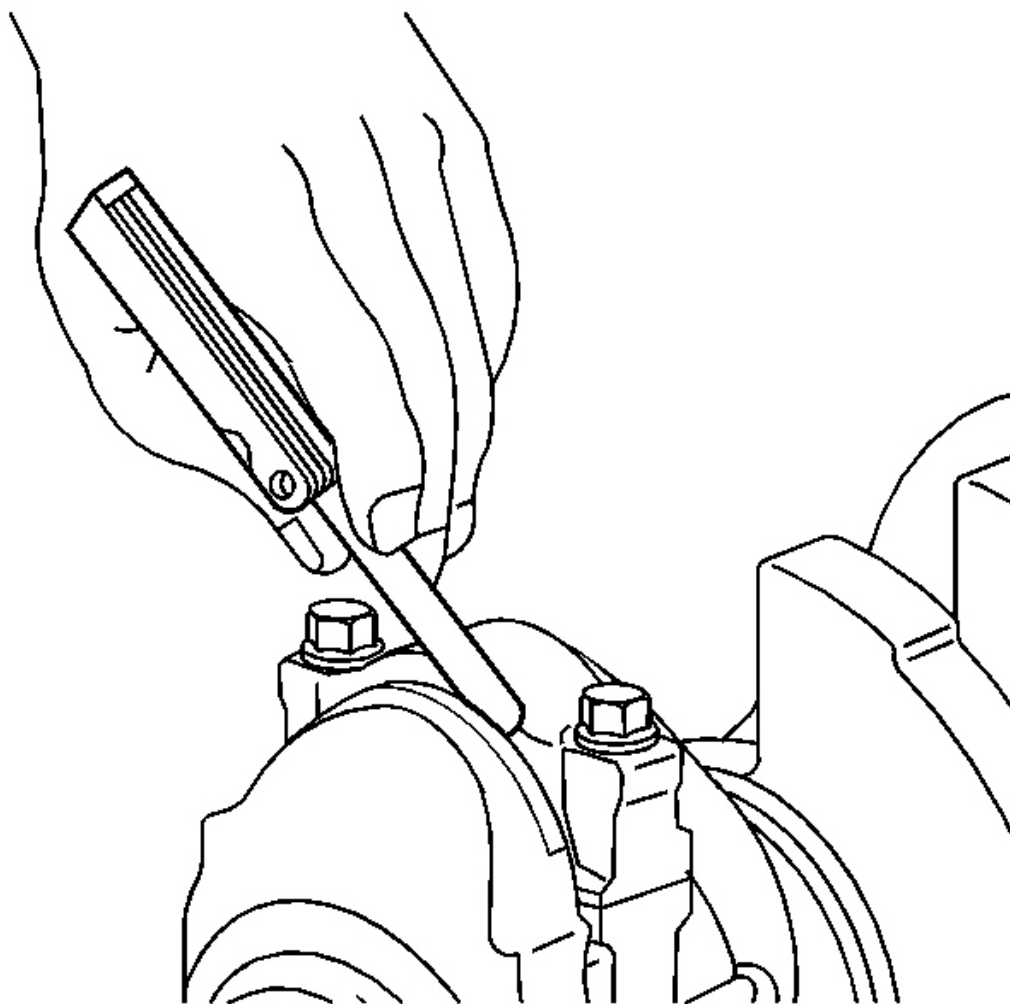


Fig. 591: Tapping Connecting Rod Assembly Parallel To Crankshaft
Courtesy of GENERAL MOTORS CORP.

13. With the pistons and connecting rods installed, use a soft faced mallet and lightly tap each connecting rod assembly parallel to the crankshaft.

14. Measure the connecting rod side clearance using a feeler gauge. Connecting rod side clearance should be between 0.05-0.35 mm (0.0019-0.0137 in).

BALANCE SHAFT INSTALLATION

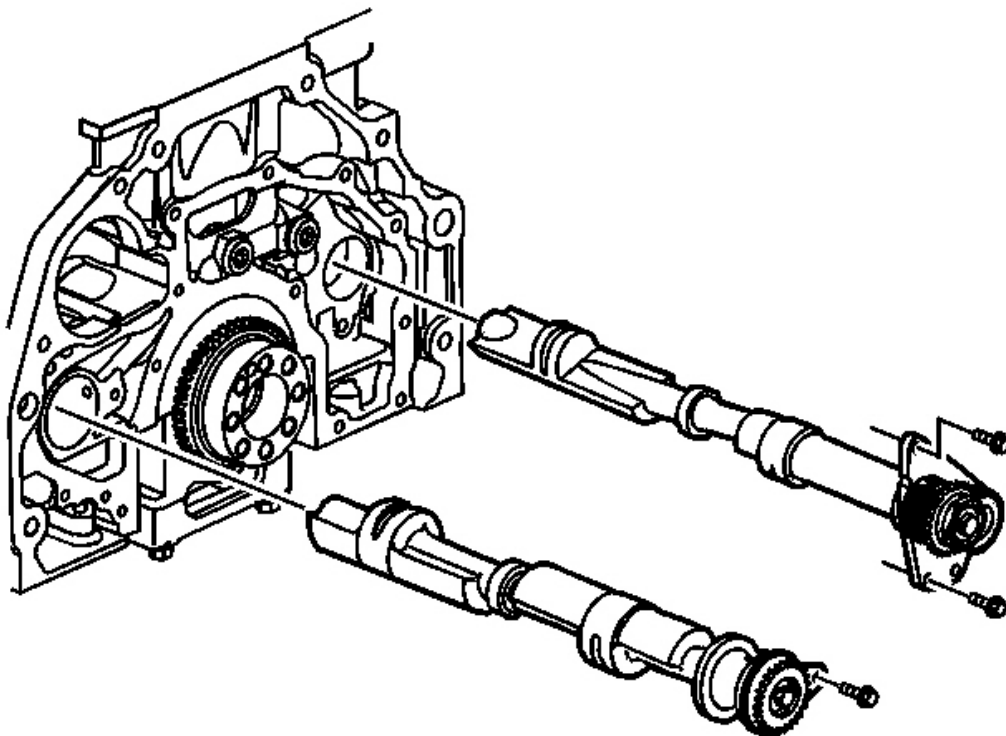


Fig. 592: View Of Balance Shafts
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Do not disassemble the balance shaft assemblies. Remove and install the balance shafts as complete assemblies.

1. Lubricate the balance shaft bearing journals with clean engine oil.
2. Install NEW balance shaft assemblies with the counterweight down to prevent damage to the balance shaft bearings.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install NEW left balance shaft assembly retaining bolts.

Tighten: Tighten the NEW left balance shaft assembly retaining bolts to 10 N.m (89 lb in).

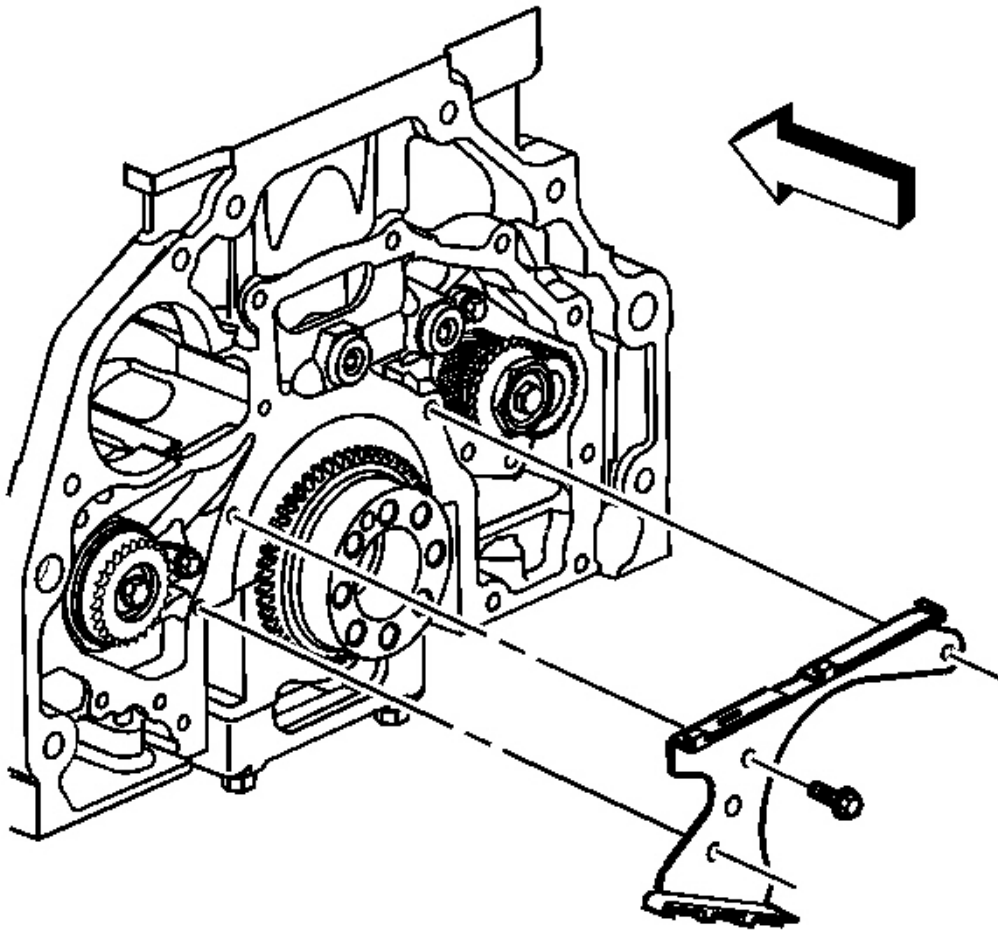


Fig. 593: View Of Balance Shaft Chain Guide
Courtesy of GENERAL MOTORS CORP.

4. Install the balance shaft chain guide.
5. Install the balance shaft chain guide bolts.

Tighten: Tighten the balance shaft chain guide bolts to 10 N.m (89 lb in).

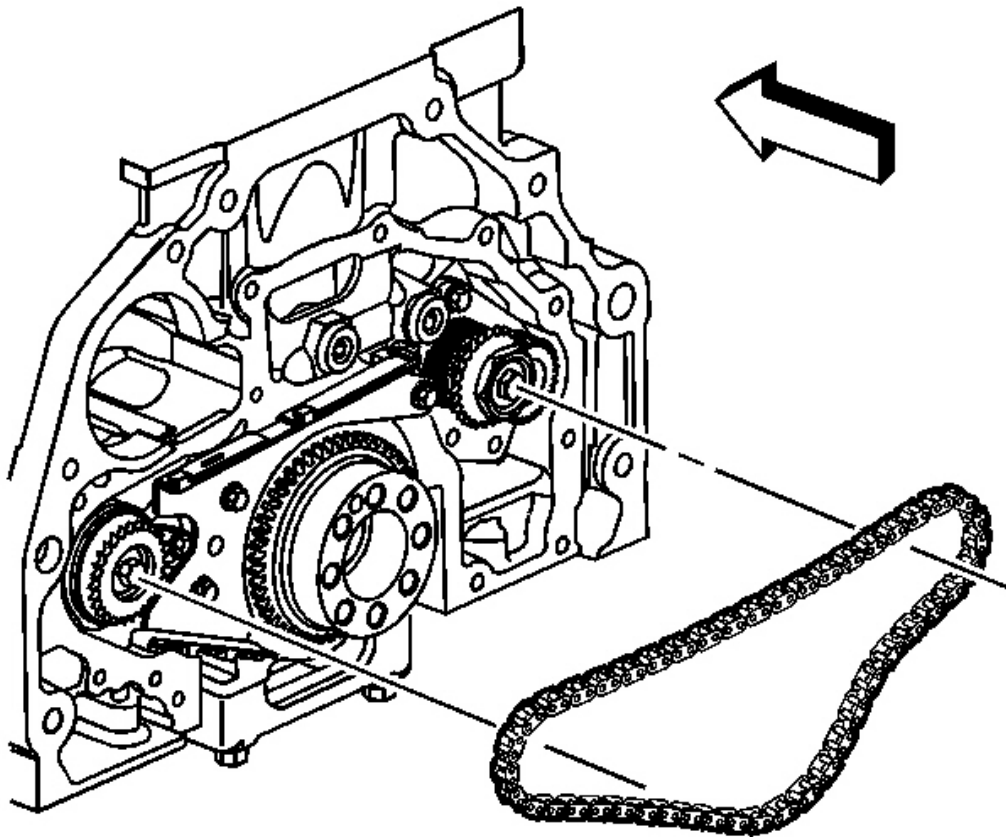


Fig. 594: View Of Balance Shaft Drive Chain
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Rotate the right balance shaft retainer plate counter-clockwise to allow chain installation over all 3 sprockets.

6. Install the balance shaft chain onto the balancer sprockets and crankshaft sprocket.

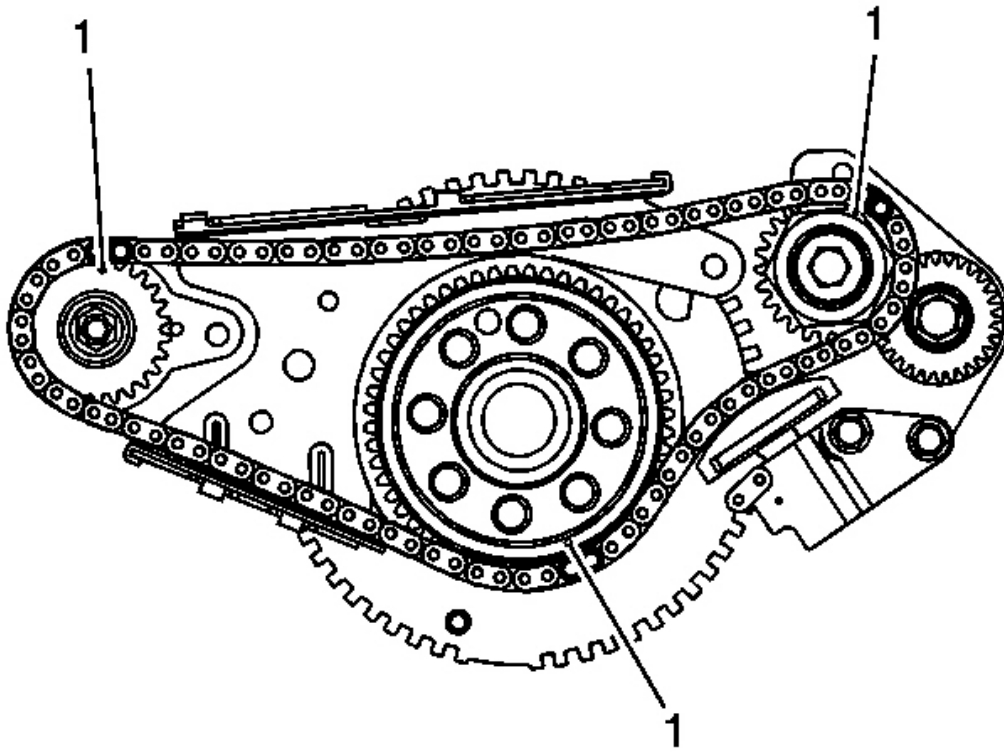


Fig. 595: Sprocket Timing Marks
Courtesy of GENERAL MOTORS CORP.

7. Rotate the crankshaft until the left hand balance shaft sprocket timing mark is at 12:00. The right hand balance shaft sprocket timing mark should be at 2:30. The crankshaft sprocket mark should be at 4:30. Make sure the 3 timing marks on the sprockets (1) line up with a dark link on the chain. Every 11 crankshaft rotations, 3 of the 5 dark links on the chain will line up with the timing marks.
8. Rotate the retainer plate clockwise while holding the chain onto the crankshaft sprocket.

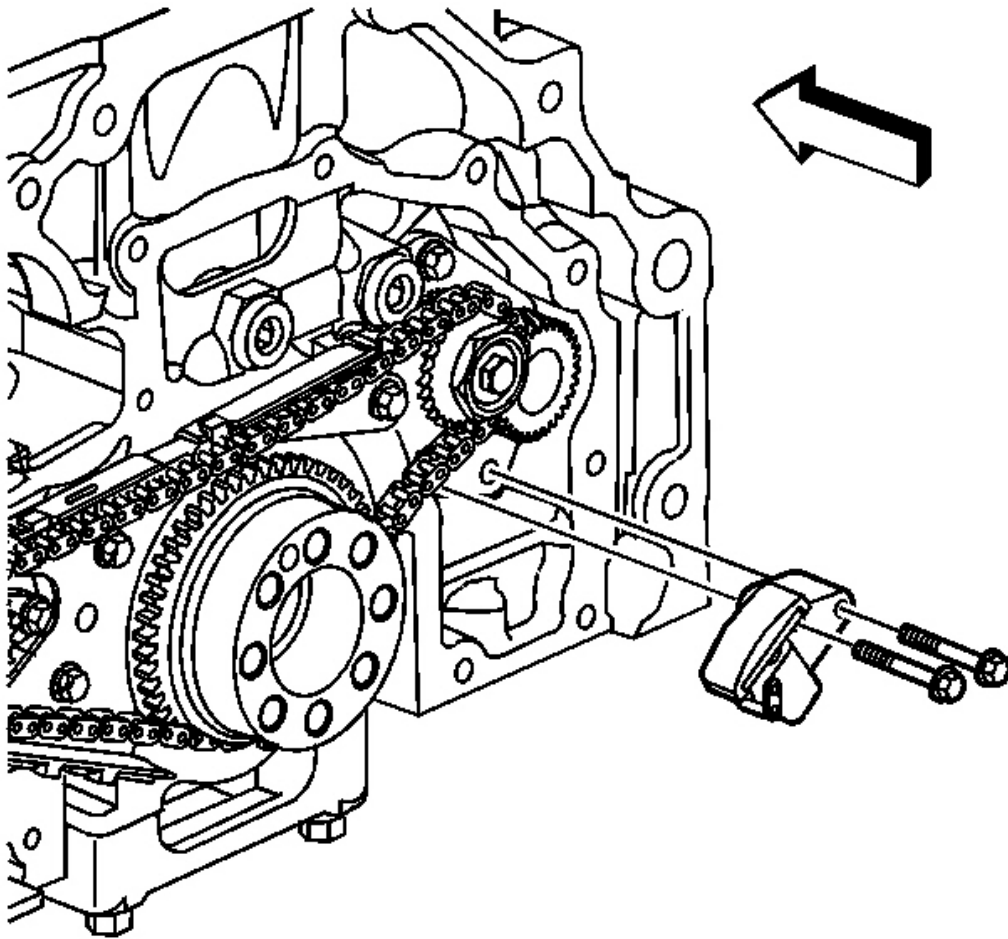


Fig. 596: View Of Balance Shaft Chain Tensioner
Courtesy of GENERAL MOTORS CORP.

9. Install NEW right balance shaft assembly retaining bolts.

Tighten: Tighten the NEW right balance shaft assembly retaining bolts to 12 N.m (106 lb in).

10. Install the balance shaft chain tensioner and bolts.

Tighten: Tighten the balance shaft chain tensioner bolts to 10 N.m (89 lb in).

IMPORTANT: Do not force the tensioner to the next notch by pushing up on the tensioner shoe. This will over-tension the chain and may result in a whine noise.

11. Remove the small tool from the link plate hole in order to regain chain tension.

CYLINDER HEAD INSTALLATION

Tools Required

J 45059 Angle Meter. See Special Tools.

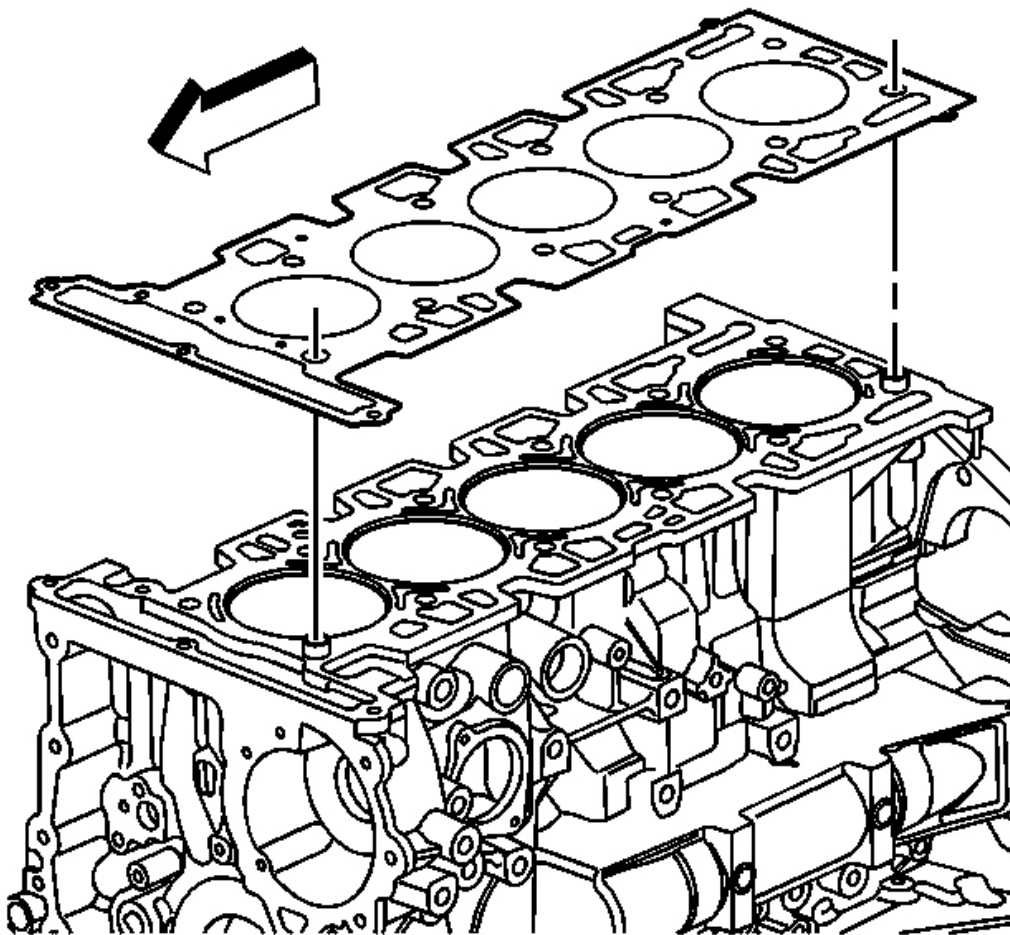


Fig. 597: View Of Cylinder Head Gasket

Courtesy of GENERAL MOTORS CORP.

1. Install the dowel pins - cylinder head locator, if necessary.
2. Install a new cylinder head gasket.

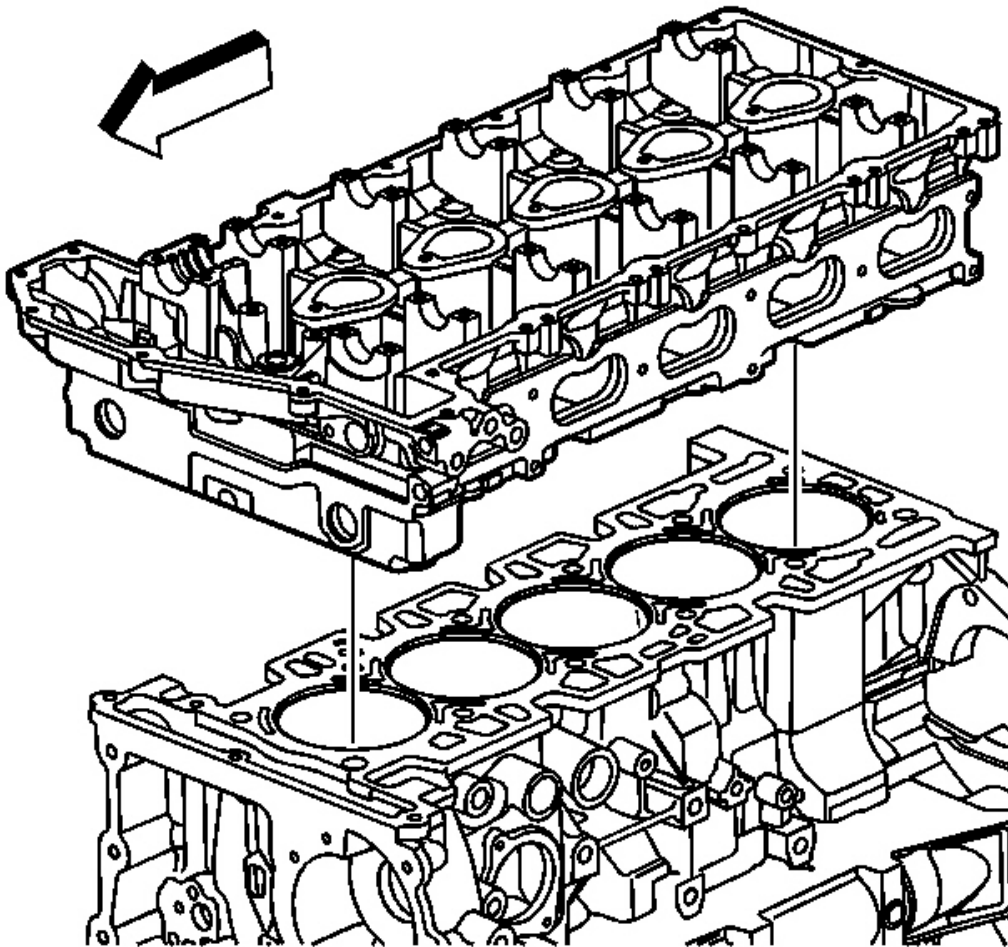


Fig. 598: View Of Cylinder Head
Courtesy of GENERAL MOTORS CORP.

3. Install the cylinder head.

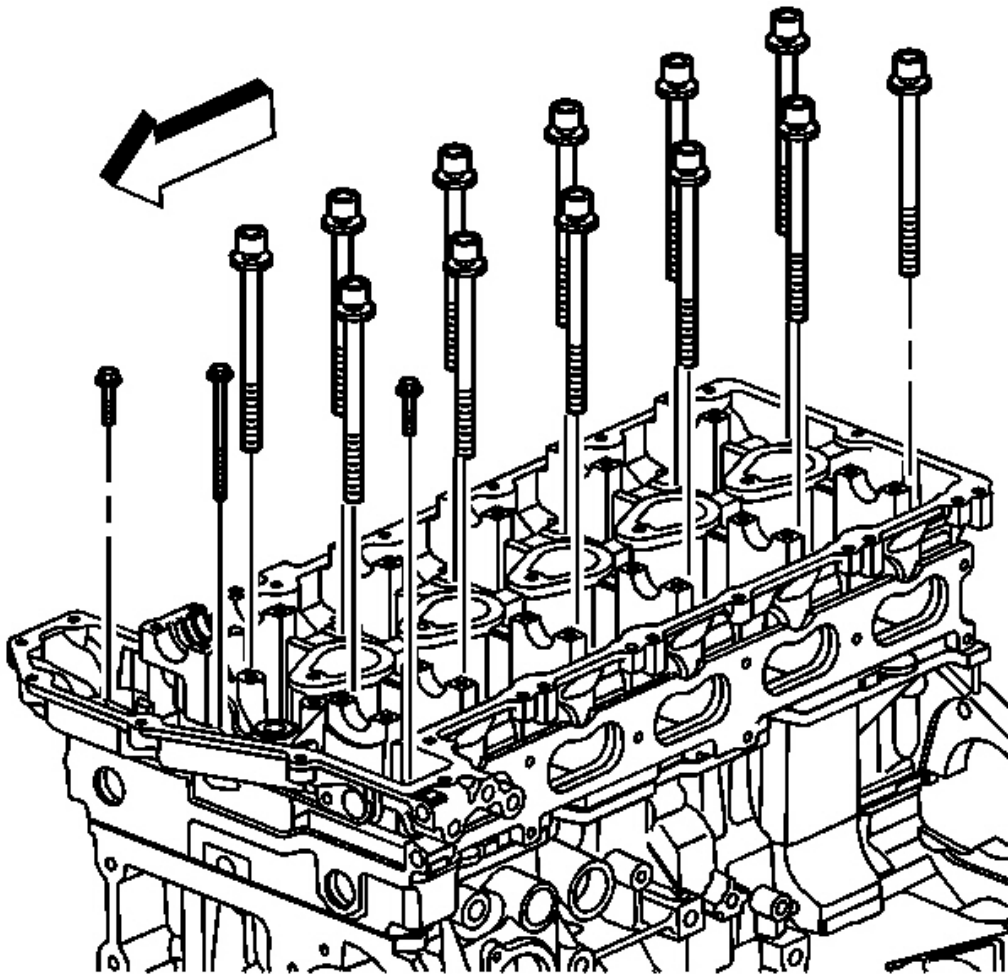


Fig. 599: View Of Cylinder Head Bolts
Courtesy of GENERAL MOTORS CORP.

4. Install new cylinder head bolts.

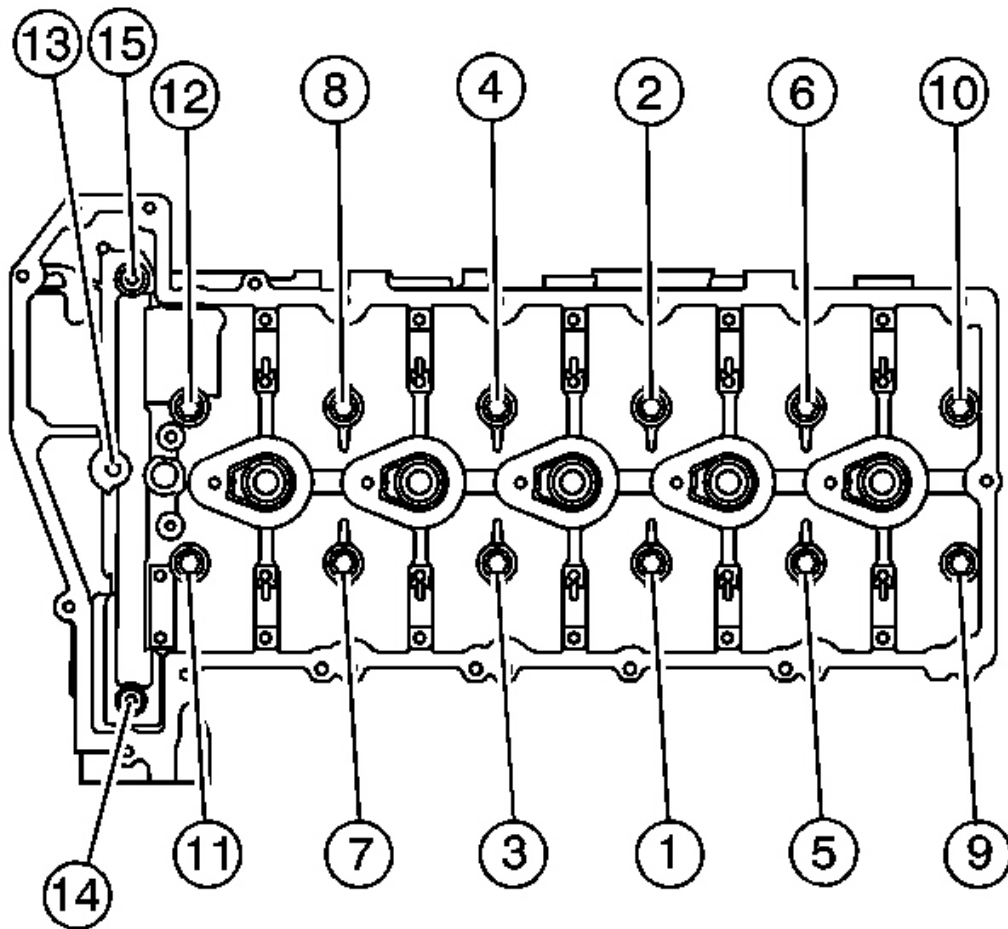


Fig. 600: Installing Cylinder Head Bolts
 Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

5. Tighten the new cylinder head bolts in the following sequence:

Tighten:

1. Tighten the (12) long cylinder head bolts in sequence to 30 N.m (22 lb ft).
2. Use **J 45059** to tighten the cylinder head bolts in sequence an additional 155 degrees.
 See **Special Tools**.

3. Tighten the (2 Short) end bolts to 7 N.m (62 lb in).

Use **J 45059** to tighten the short cylinder head end bolts an additional 60 degrees. See **Special Tools**.

4. Tighten the (1 Long) end bolt to 7 N.m (62 lb in).

Use **J 45059** to tighten the long cylinder head end bolt an additional 120 degrees. See **Special Tools**.

VALVE ROCKER ARM AND VALVE LASH ADJUSTER INSTALLATION

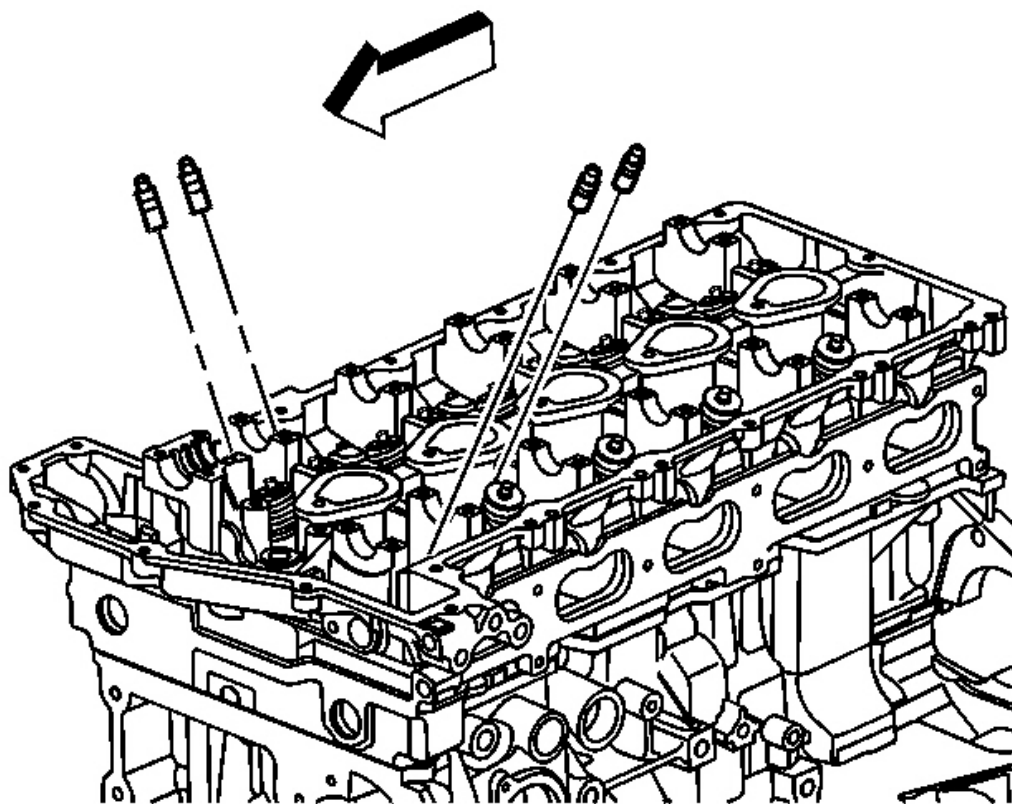


Fig. 601: View Of Valve Lash Adjusters
Courtesy of GENERAL MOTORS CORP.

1. Lubricate and fill the valve lash adjusters with engine oil.

2. Install the valve lash adjusters in their original locations.

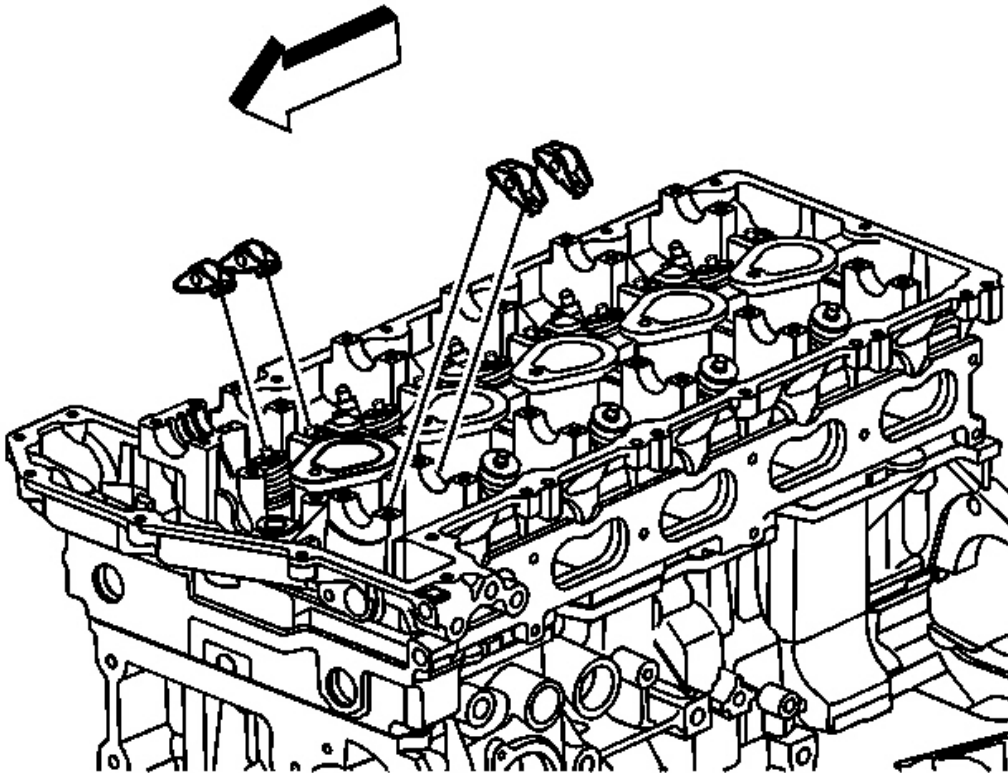


Fig. 602: View Of Valve Rocker Arms
Courtesy of GENERAL MOTORS CORP.

3. Lubricate the valve rocker arm.
4. Install the valve rocker arms in their original locations.

CAMSHAFT INSTALLATION

Tools Required

J 44221 Camshaft Holding Tool. See Special Tools.

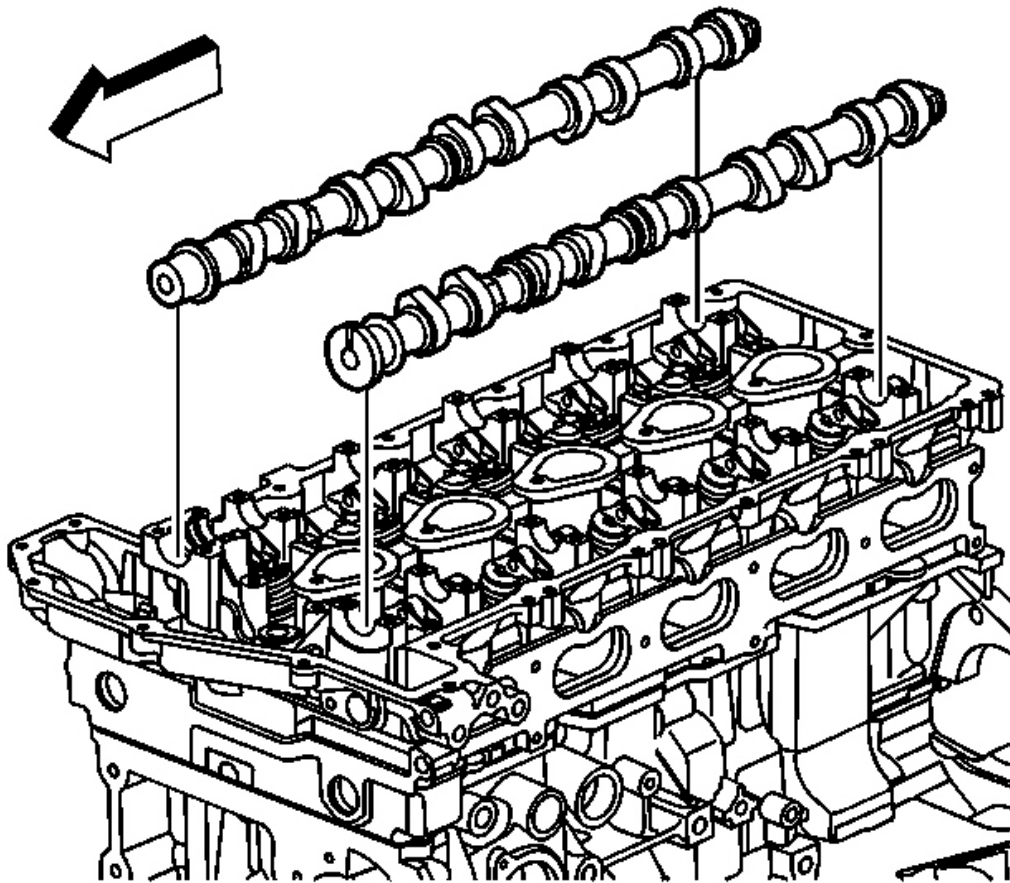


Fig. 603: View Of Camshafts
Courtesy of GENERAL MOTORS CORP.

1. Coat the camshaft journals, camshaft journal thrust face, and camshaft lobes with clean engine oil.
2. Install the exhaust camshaft.
3. Install the intake camshaft.

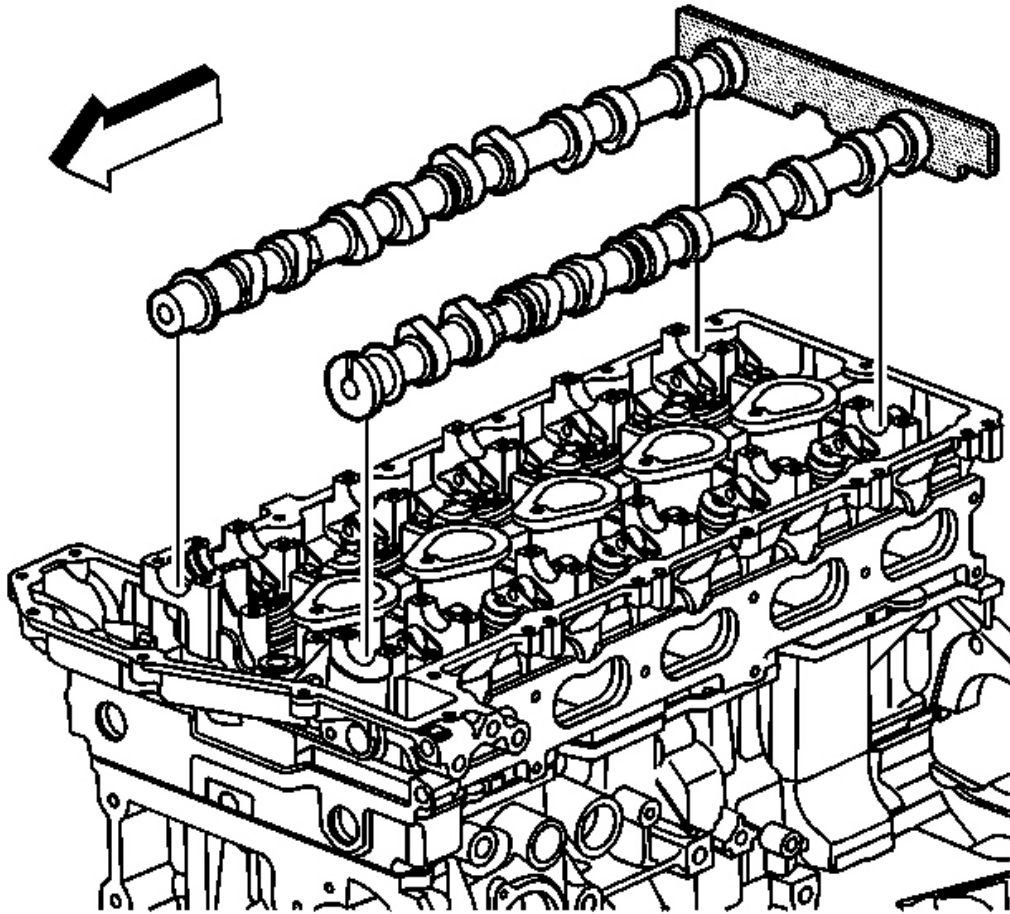


Fig. 604: Installing J 44221 To Camshafts
Courtesy of GENERAL MOTORS CORP.

4. Install **J 44221** with the camshaft flats up and the number 1 cylinder at top dead center. See **Special Tools**.

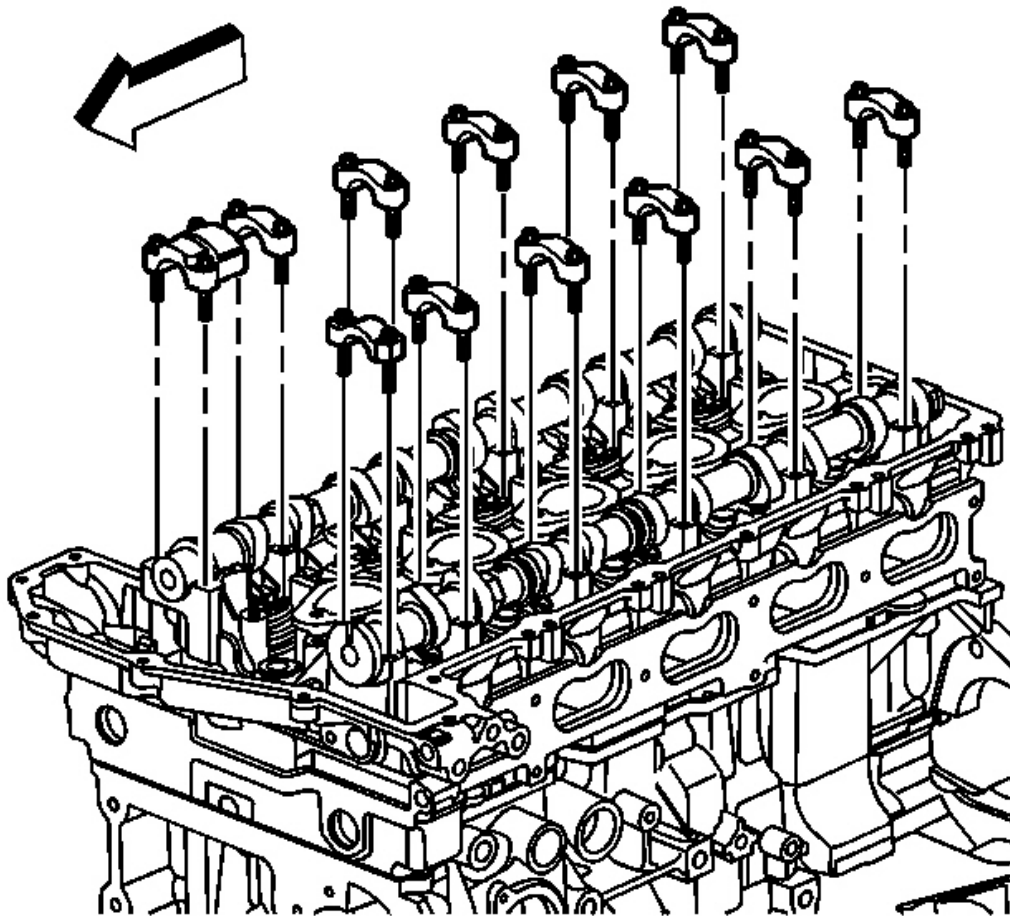


Fig. 605: View Of Camshaft Caps
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Install the same camshaft cap onto the same camshaft journal from which it was removed. The camshaft caps are pin stamped for direction and numerical order.

5. Install the exhaust camshaft caps.
6. Install the intake camshaft caps.

NOTE: Refer to Fastener Notice in Cautions and Notices.

7. Install the camshaft cap bolts. Tighten the bolts evenly in order to compress the valve springs before final torque.

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

8. Remove **J 44221** . See **Special Tools**.

ENGINE LIFT BRACKET INSTALLATION

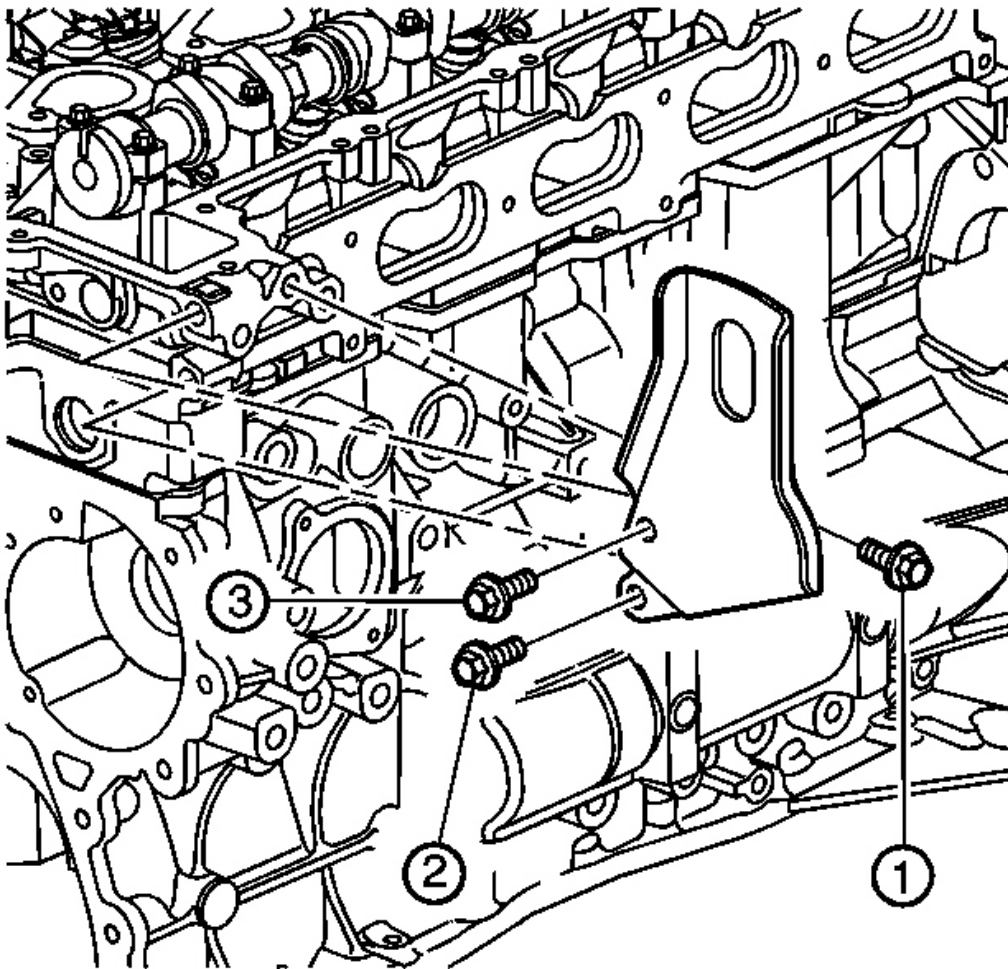


Fig. 606: Installing Engine Lift Bracket
Courtesy of GENERAL MOTORS CORP.

1. Install the engine lift bracket.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the engine lift bracket bolts in sequence.

Tighten:

- Tighten the engine lift bracket bolts a first pass in sequence to 5 N.m (44 lb in)
- Tighten the engine lift bracket bolts a final pass in sequence to 50 N.m (37 lb ft)

TIMING CHAIN TENSIONER INSTALLATION

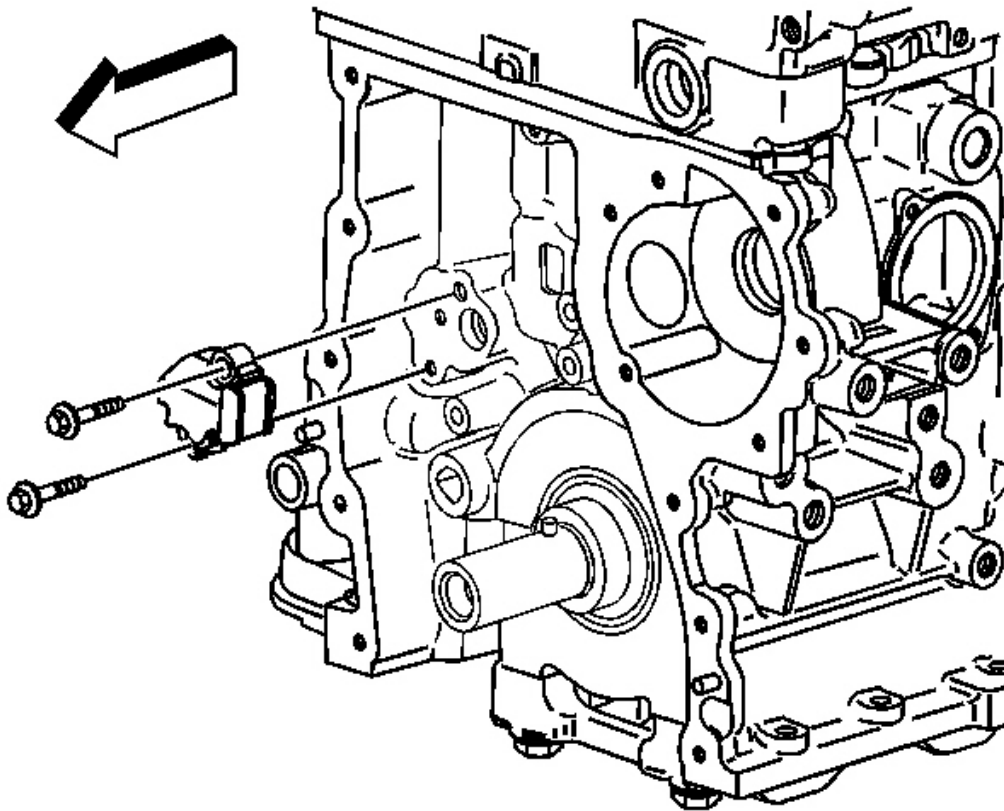


Fig. 607: View Of Timing Chain Tensioner
Courtesy of GENERAL MOTORS CORP.

1. Install the timing chain tensioner.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the timing chain tensioner bolts.

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

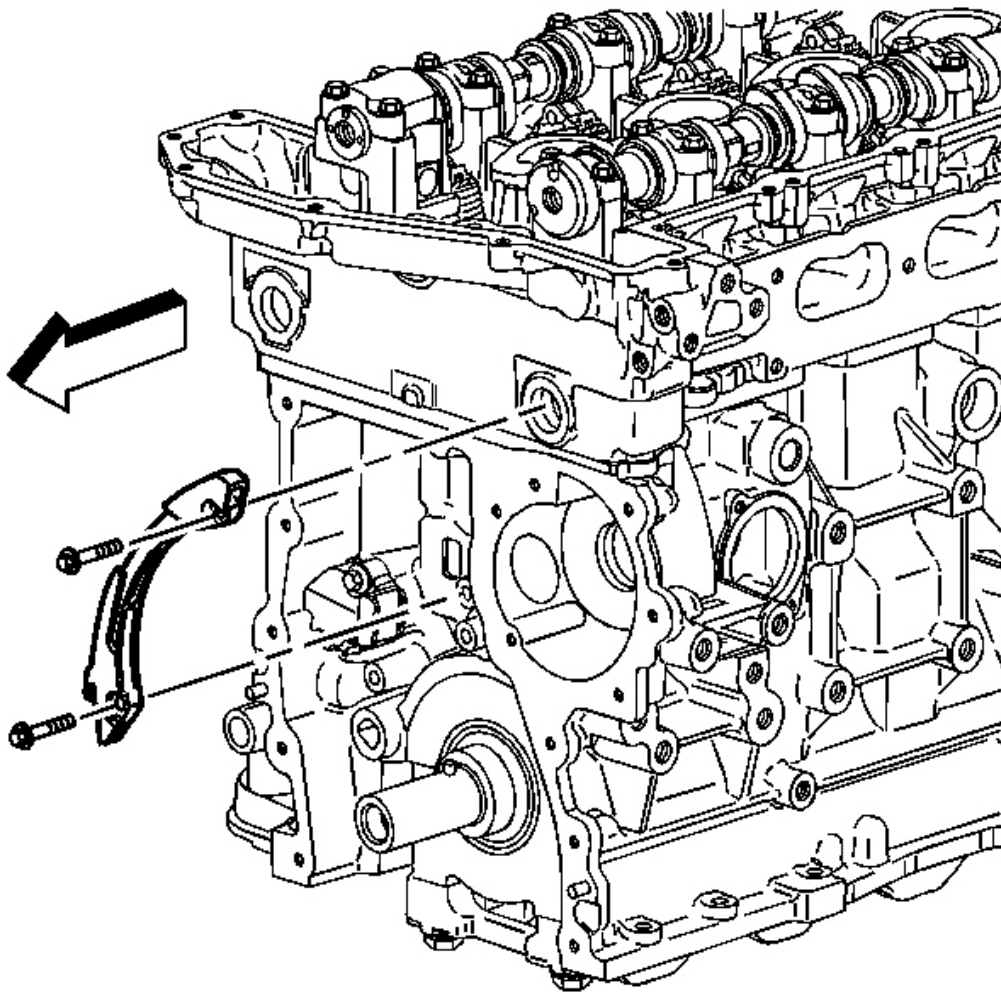


Fig. 608: View Of Timing Chain Guide & Bolts
Courtesy of GENERAL MOTORS CORP.

3. Install the timing chain tensioner guide.
4. Install the timing chain tensioner guide bolts.

Tighten: Tighten the timing chain tensioner guide bolts to 18 N.m (13 lb ft).

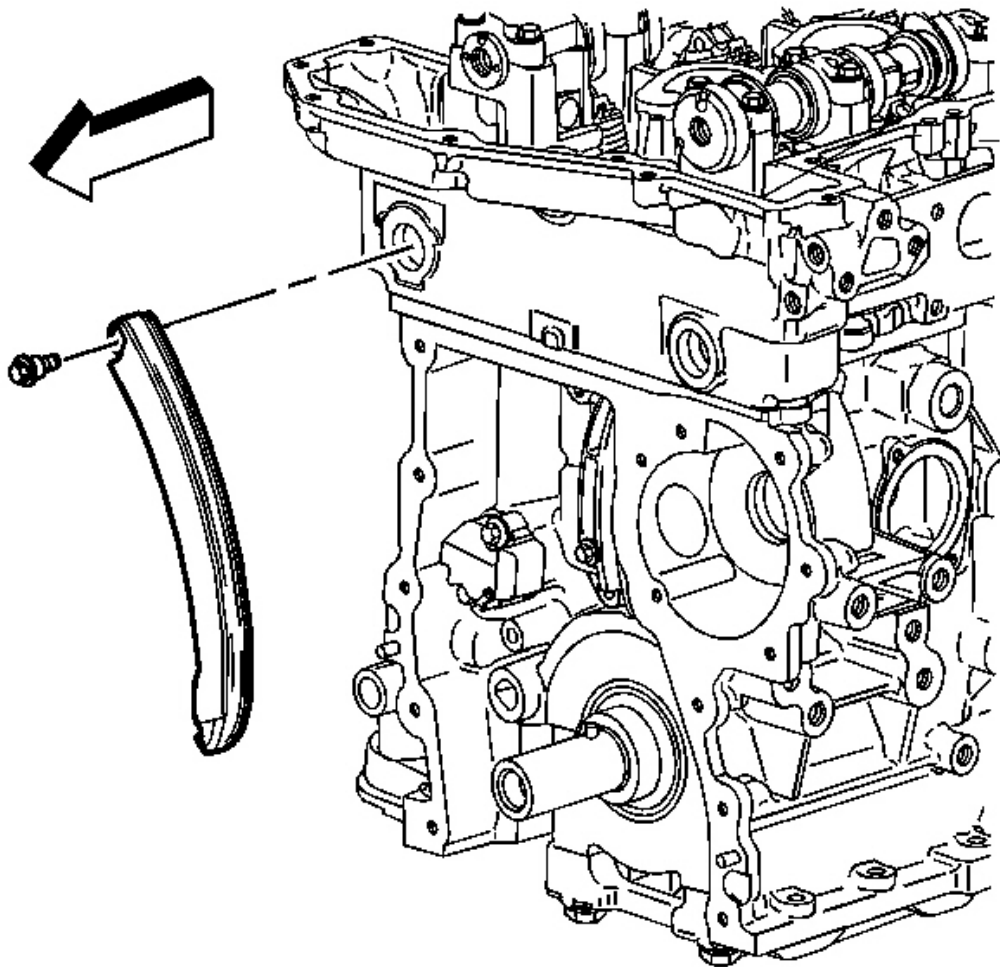


Fig. 609: View Of Timing Chain Tensioner Shoe & Bolt
Courtesy of GENERAL MOTORS CORP.

5. Install the timing chain tensioner shoe.
6. Install the timing chain tensioner shoe bolt.

Tighten: Tighten the timing chain tension shoe bolt to 25 N.m (18 lb ft).

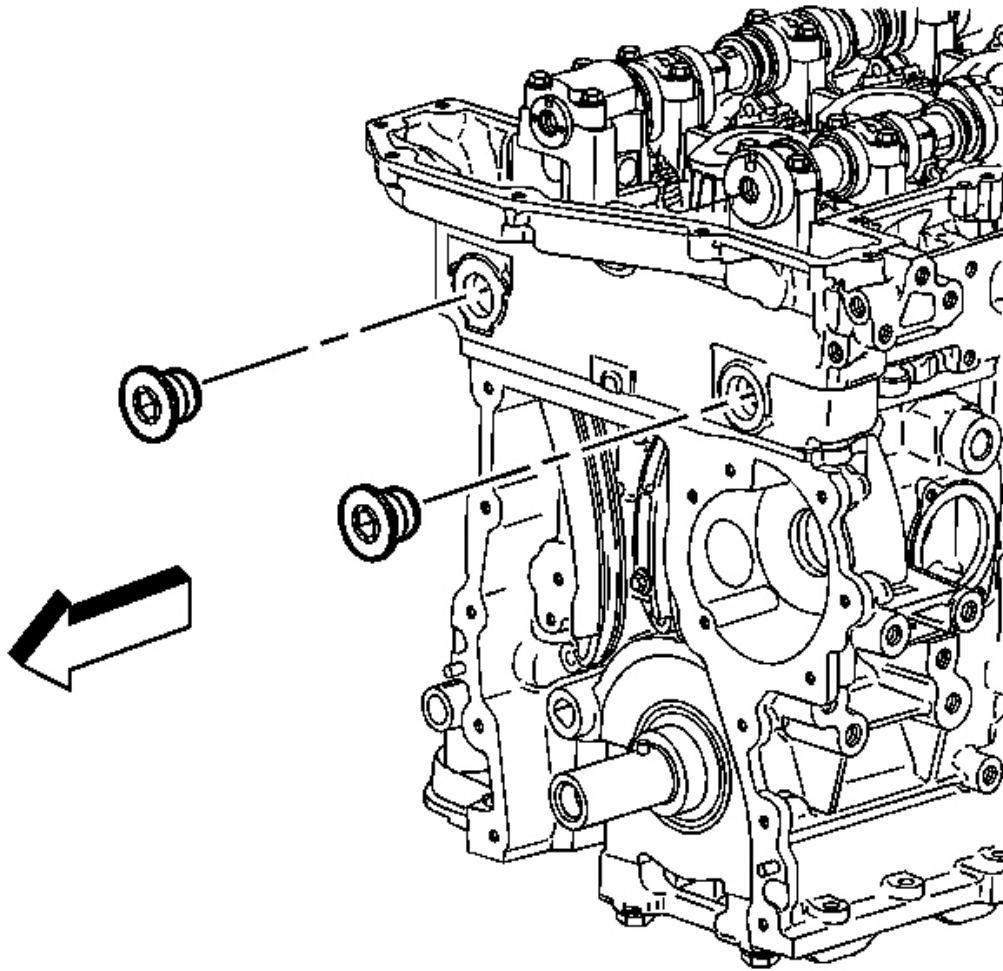


Fig. 610: View Of Cylinder Head Access Hole Plugs
Courtesy of GENERAL MOTORS CORP.

7. Install the cylinder head access hole plugs.

Tighten: Tighten the cylinder head access hole plugs to 5 N.m (44 lb in).

Tools Required

- **J 44221** Camshaft Holding Tool. See Special Tools.
- **J 45059** Angle Meter. See Special Tools.

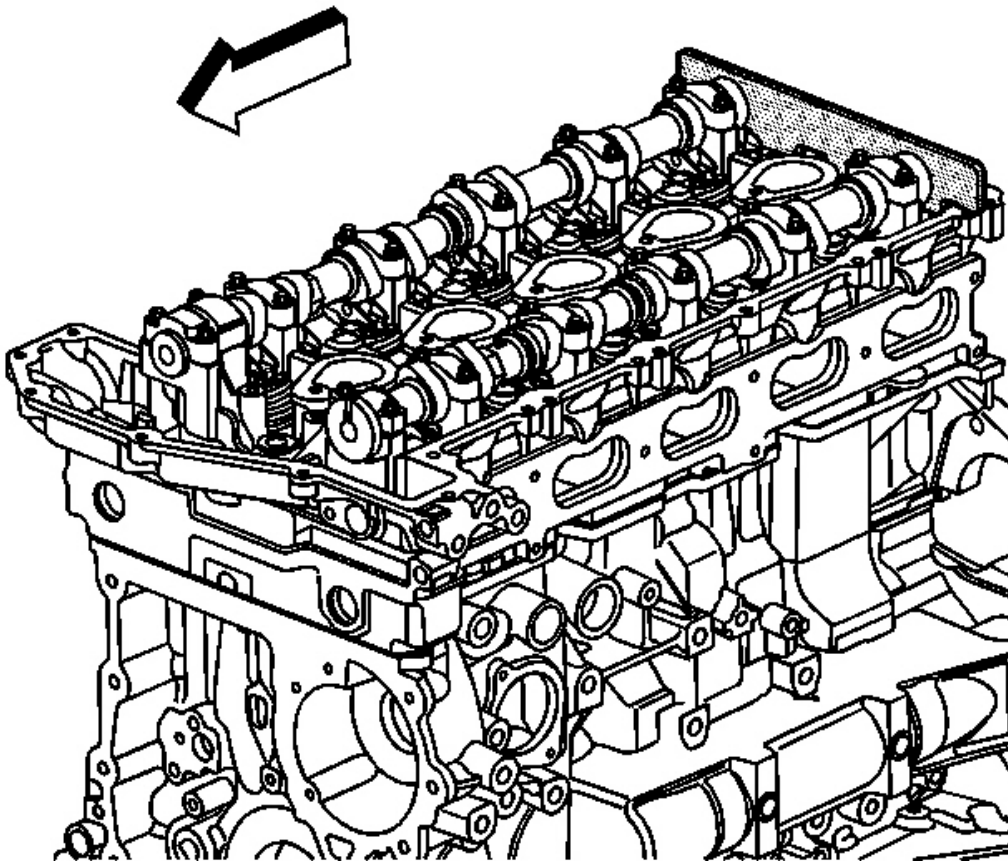


Fig. 611: View Of J 44221 Installed On Camshafts
Courtesy of GENERAL MOTORS CORP.

1. Install **J 44221** with the camshaft flats up and the number 1 cylinder at top dead center. See Special Tools. The crankshaft pin should be at 12 o'clock when the number 1 piston is at top dead center.

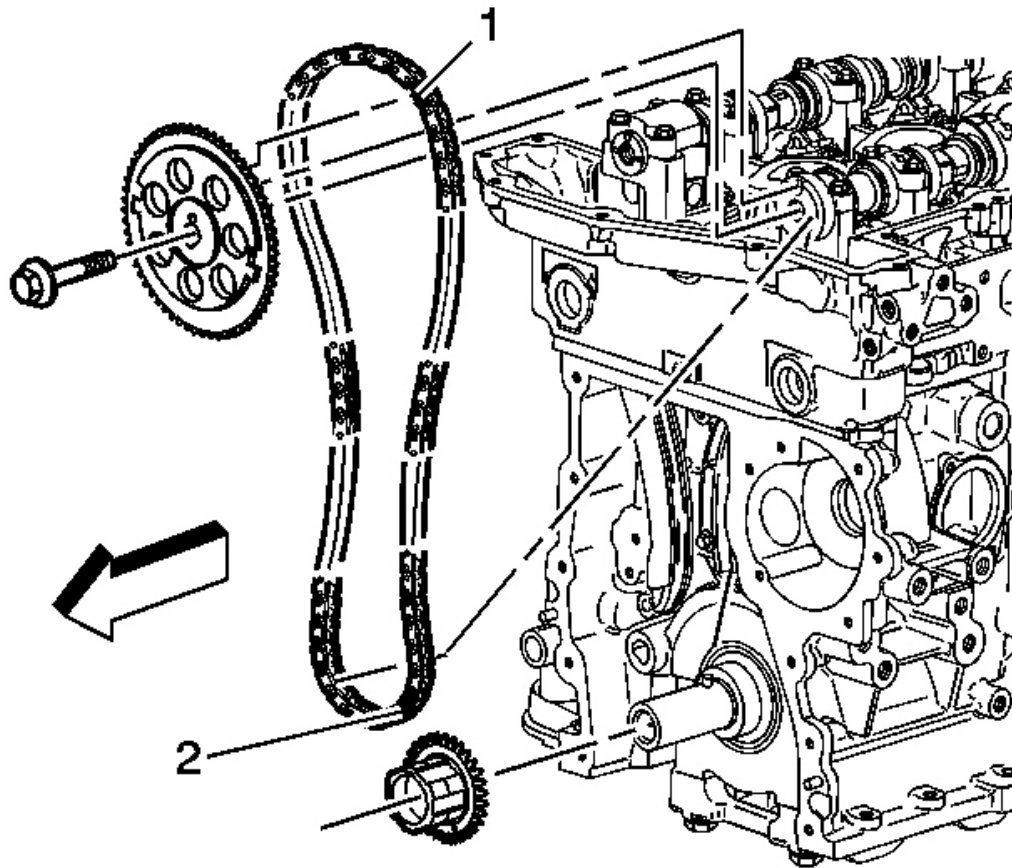


Fig. 612: Installing Timing Chain & Sprockets
Courtesy of GENERAL MOTORS CORP.

2. Compress the tensioner and lock in place.
3. Install the crankshaft sprocket.
4. Install the intake camshaft sprocket into the timing chain.
5. Align the (dark) link of the timing chain with the timing mark on the intake camshaft sprocket (1).
6. Feed the timing chain down through the opening in the head.
7. Install the timing chain onto the crankshaft sprocket. Align the (dark) link of the timing chain with the timing mark on the crankshaft sprocket (2).

IMPORTANT: It may be necessary to remove J 44221 to rotate and hold the camshaft (hex) to align the pin to the camshaft sprocket. See Special Tools.

8. Install the intake camshaft sprocket onto the intake camshaft.

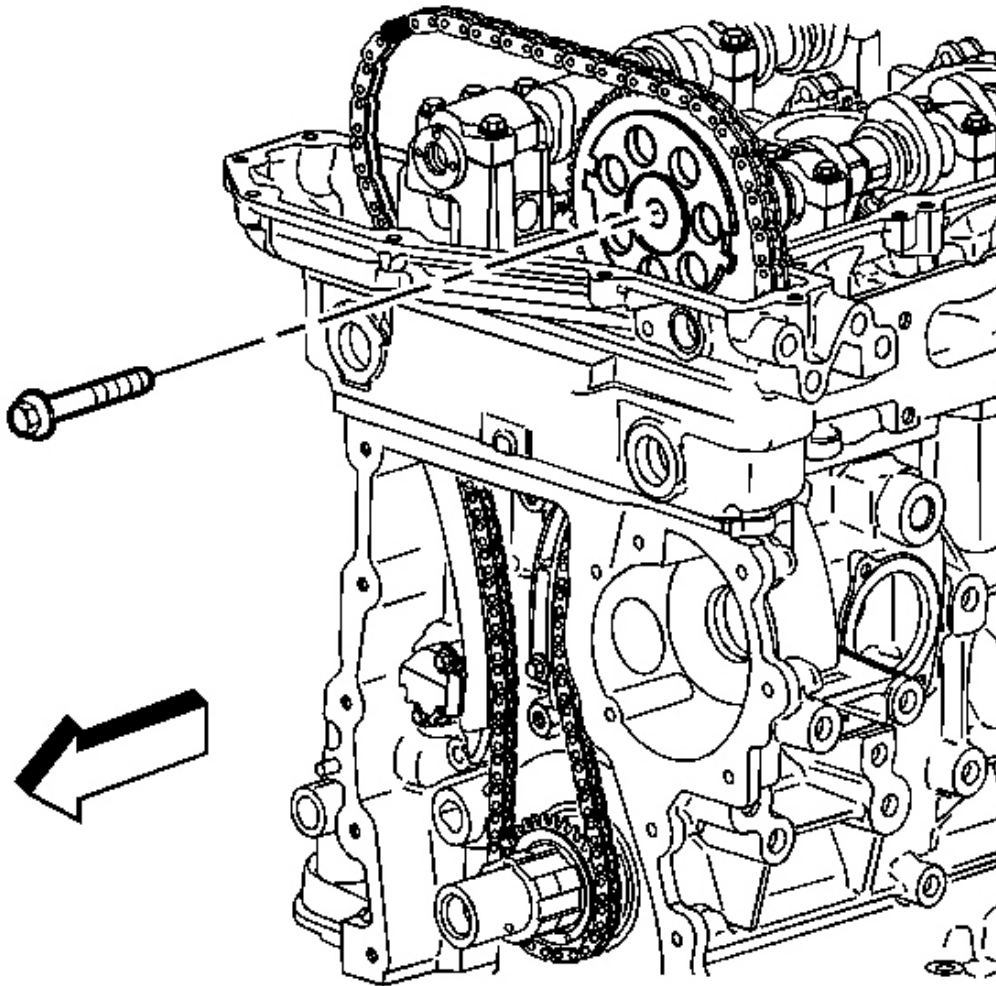


Fig. 613: View Of Intake Camshaft Sprocket Washer & Bolt
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

9. Install the intake camshaft sprocket washer and new bolt.

Tighten:

- Tighten the new intake camshaft sprocket bolt the first pass to 20 N.m (15 lb ft).
- Use **J 45059** to tighten the intake camshaft sprocket bolt the final pass an additional 100 degrees. See **Special Tools**.

10. Install the exhaust camshaft actuator into the timing chain.

11. Align the (dark) link of the timing chain with the timing mark on the exhaust camshaft actuator (1).

IMPORTANT: It may be necessary to remove J 44221 to rotate and hold the camshaft (hex) to align the pin to the camshaft sprocket. See Special Tools.

12. Install the exhaust camshaft actuator onto the exhaust camshaft.

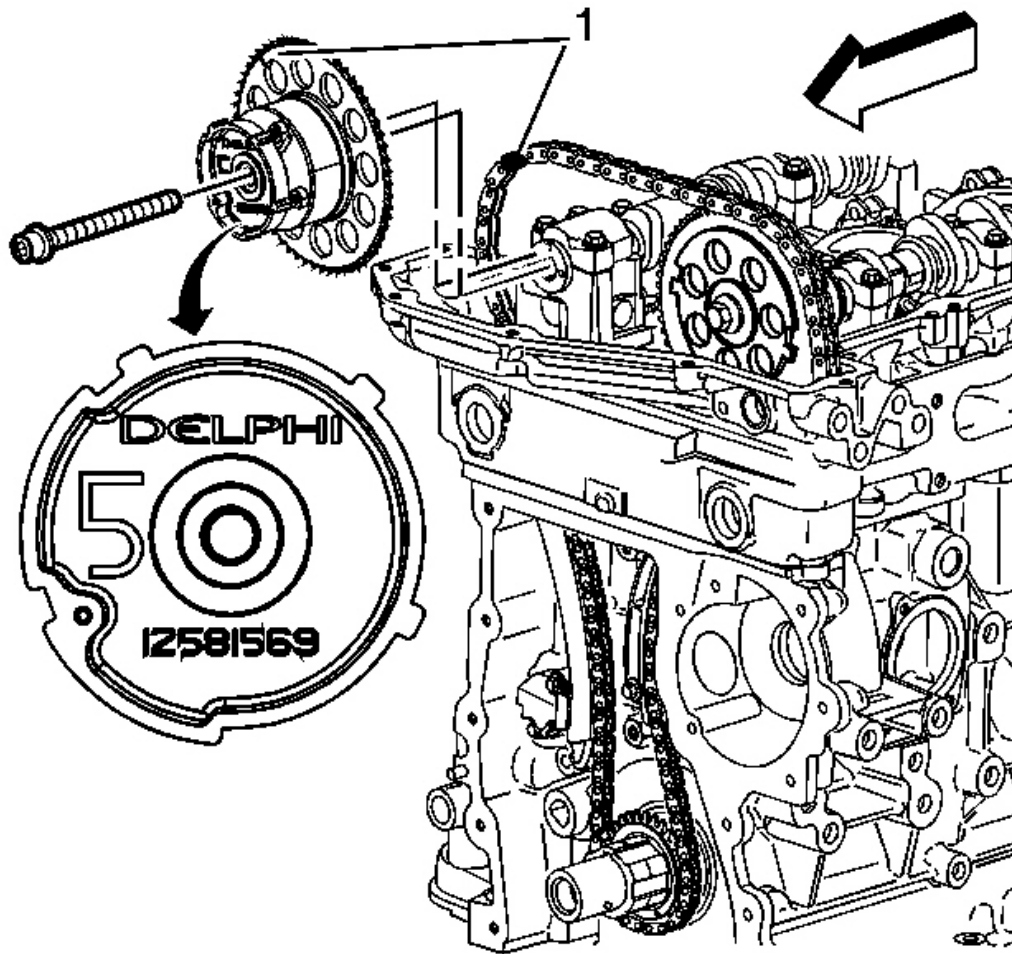


Fig. 614: Exhaust Camshaft Actuator
Courtesy of GENERAL MOTORS CORP.

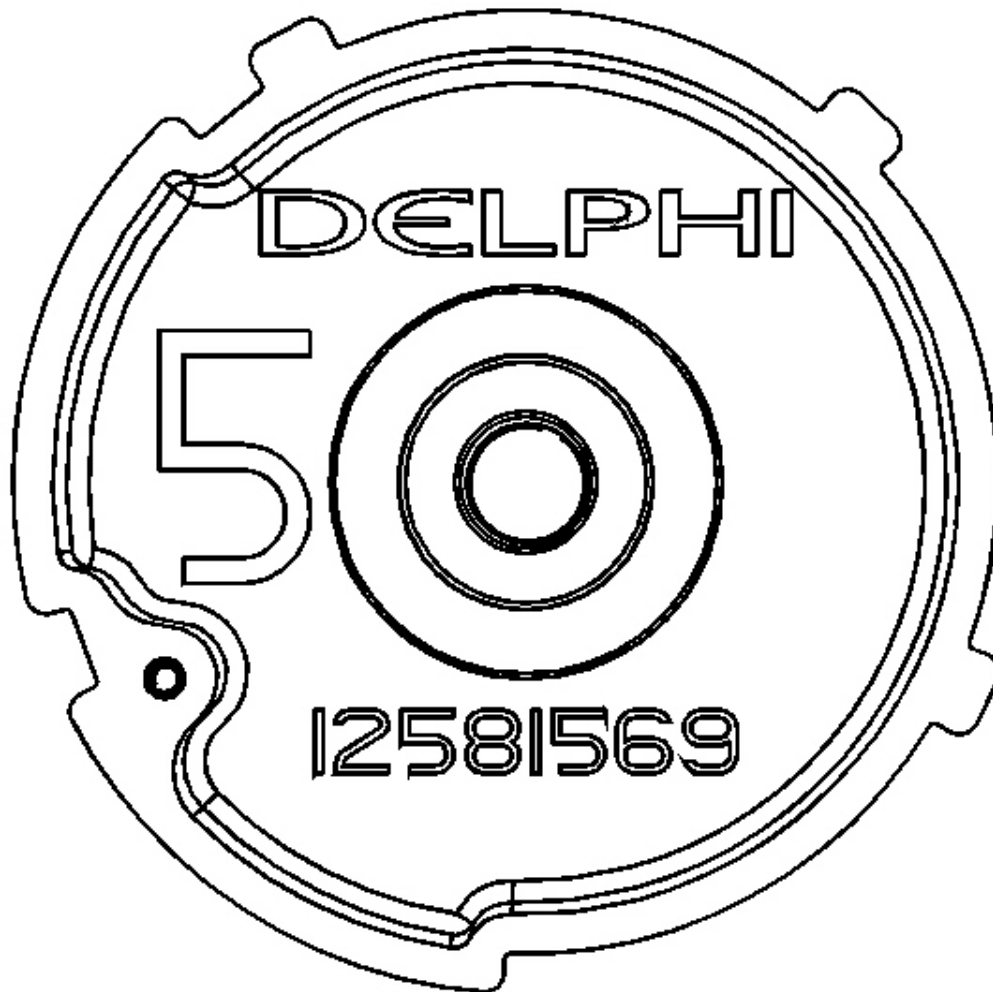


Fig. 615: Camshaft Actuator
Courtesy of GENERAL MOTORS CORP.

NOTE: The camshaft actuator must be fully advanced during installation. Engine damage may occur if the camshaft actuator is not fully advanced.

IMPORTANT: Rotate the camshaft actuator clockwise relative to the camshaft prior to tightening the bolt.

13. Install the new exhaust camshaft actuator bolt.

Tighten:

- Tighten the new exhaust camshaft actuator bolt the first pass to 25 N.m (18 lb ft).
- Use **J 45059** to tighten the exhaust camshaft actuator bolt the final pass an additional 135 degrees. See **Special Tools**.

14. Unlock the tensioner.

15. Remove **J 44221** . See **Special Tools**.

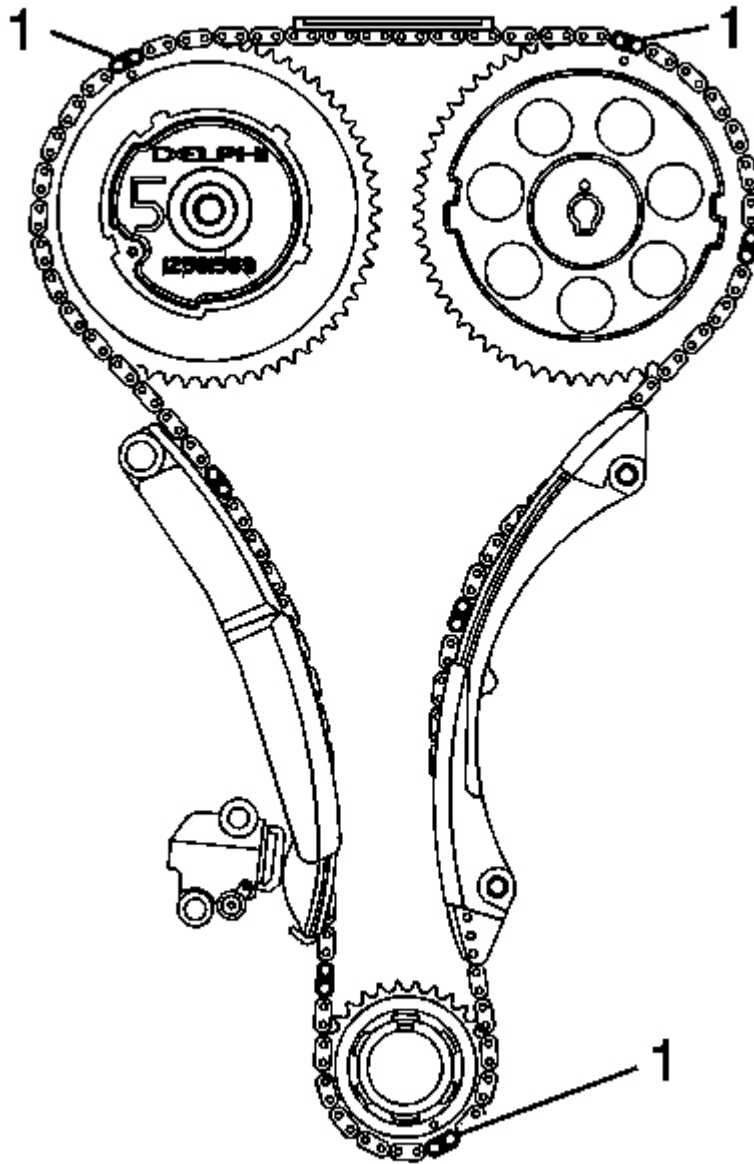


Fig. 616: Chain Alignment Links
Courtesy of GENERAL MOTORS CORP.

16. The dark links (1) on the chain should be aligned with marks on sprockets as shown.

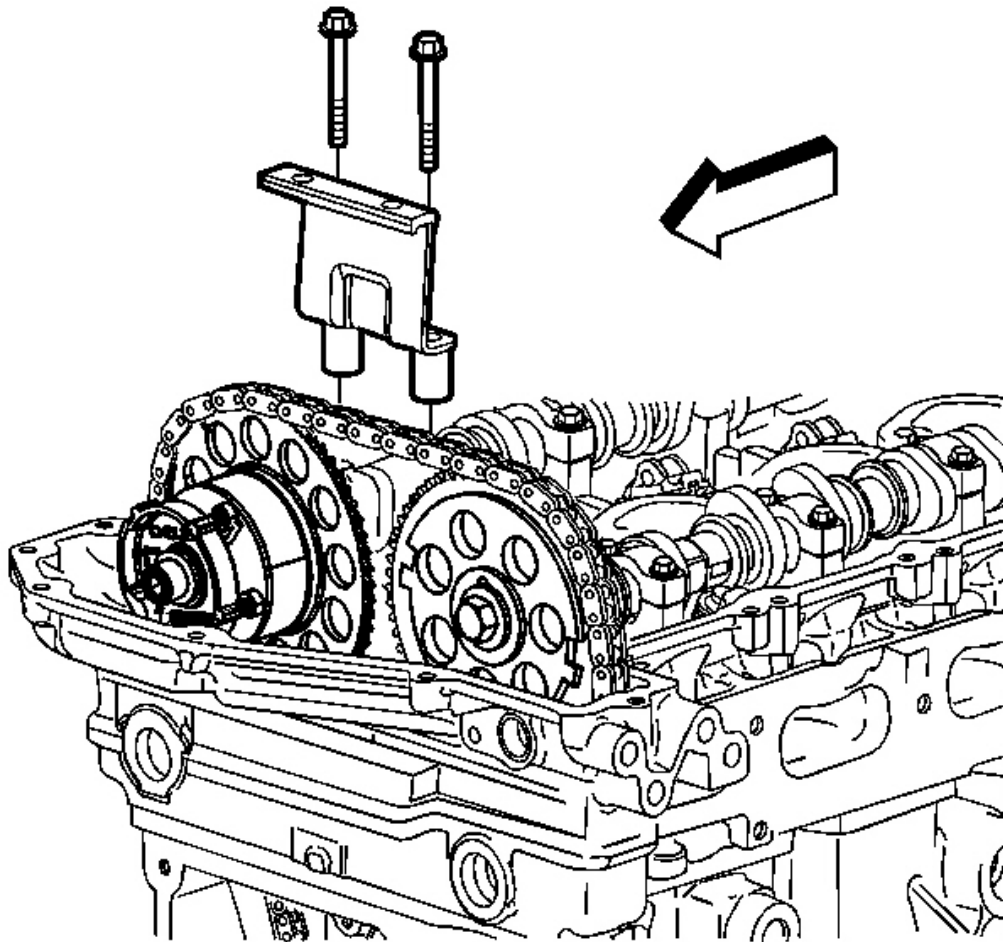


Fig. 617: Top Chain Guide
Courtesy of GENERAL MOTORS CORP.

17. Install the top chain guide.
18. Add threadlock GM P/N United States 89021297, GM P/N Canada 10953488 to the top chain guide bolt threads.
19. Install the top chain guide bolts.

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

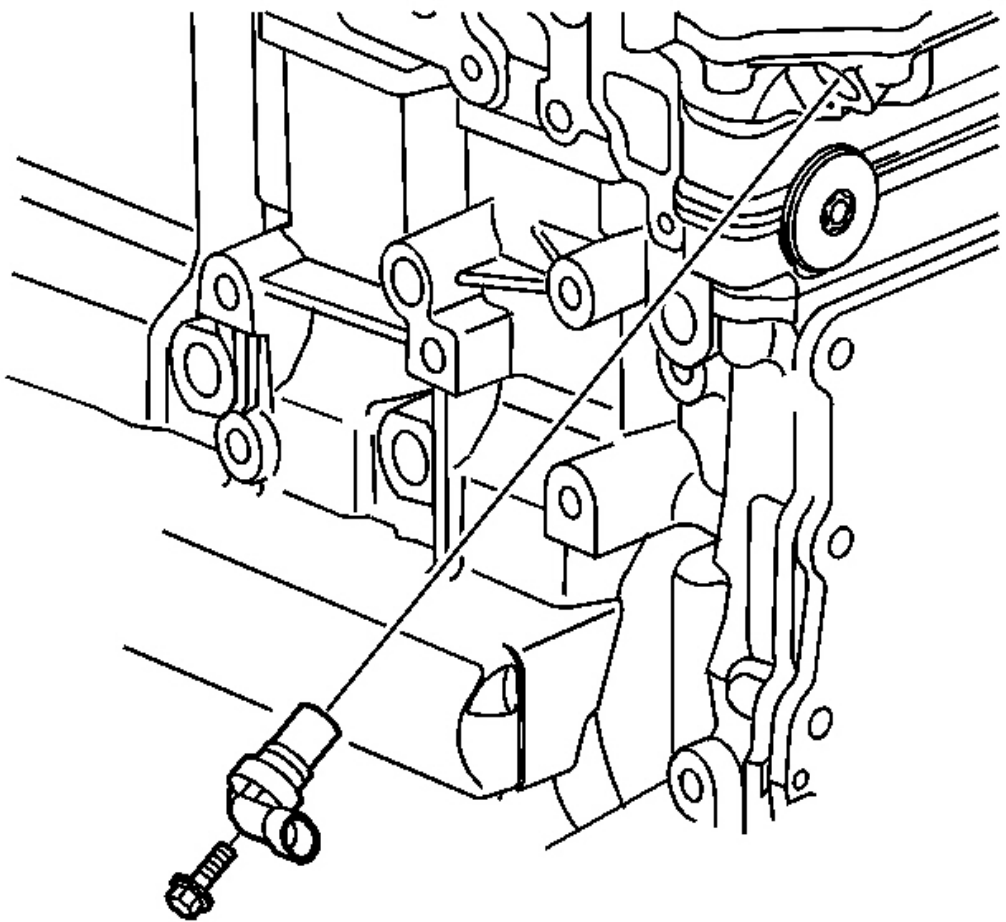


Fig. 618: View Of Exhaust Camshaft Sensor
Courtesy of GENERAL MOTORS CORP.

20. Lube the exhaust camshaft position sensor bore with clean engine oil.
21. Install and seat the exhaust camshaft position sensor.
22. Install the exhaust camshaft position sensor bolt.

Tighten: Tighten the exhaust camshaft position sensor bolt to 10 N.m (89 lb in).

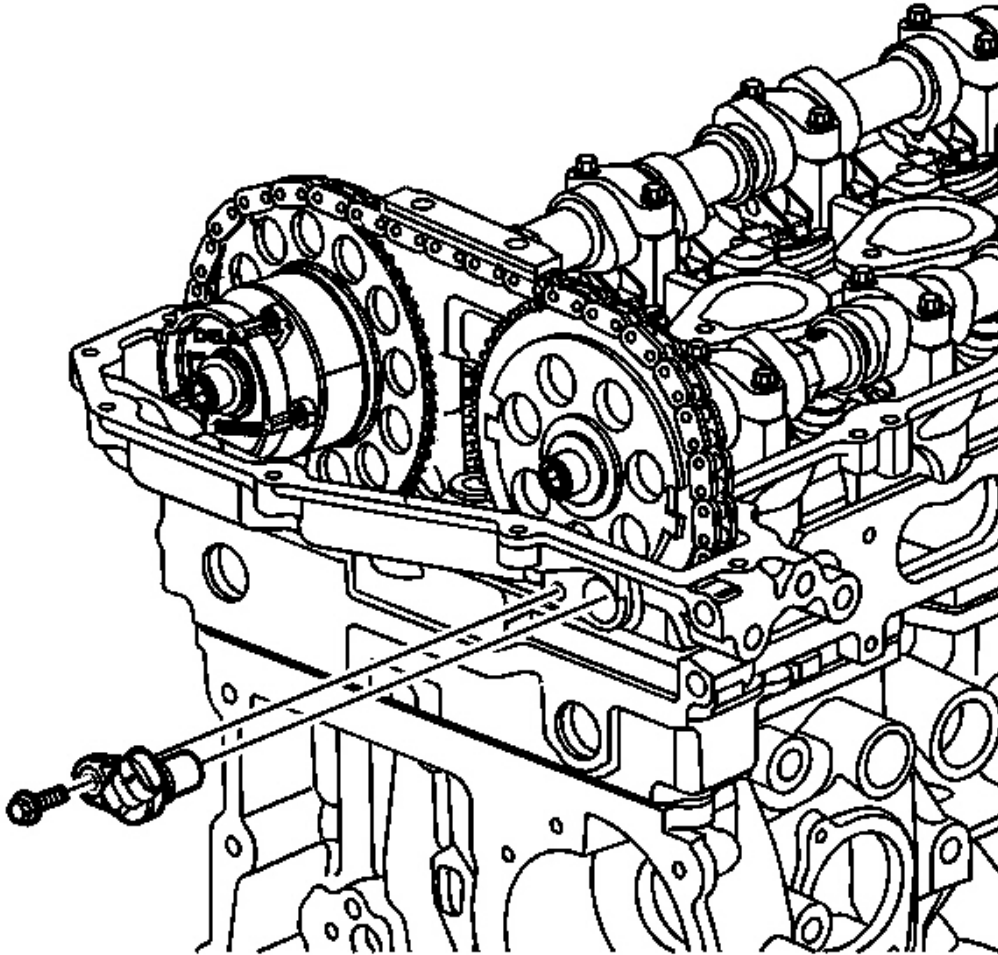


Fig. 619: Intake Camshaft Sensor
Courtesy of GENERAL MOTORS CORP.

23. Lube the intake camshaft position sensor bore with clean engine oil.
24. Install and seat the intake camshaft position sensor.
25. Install the intake camshaft position sensor bolt.

Tighten: Tighten the intake camshaft position sensor bolt to 10 N.m (89 lb in).

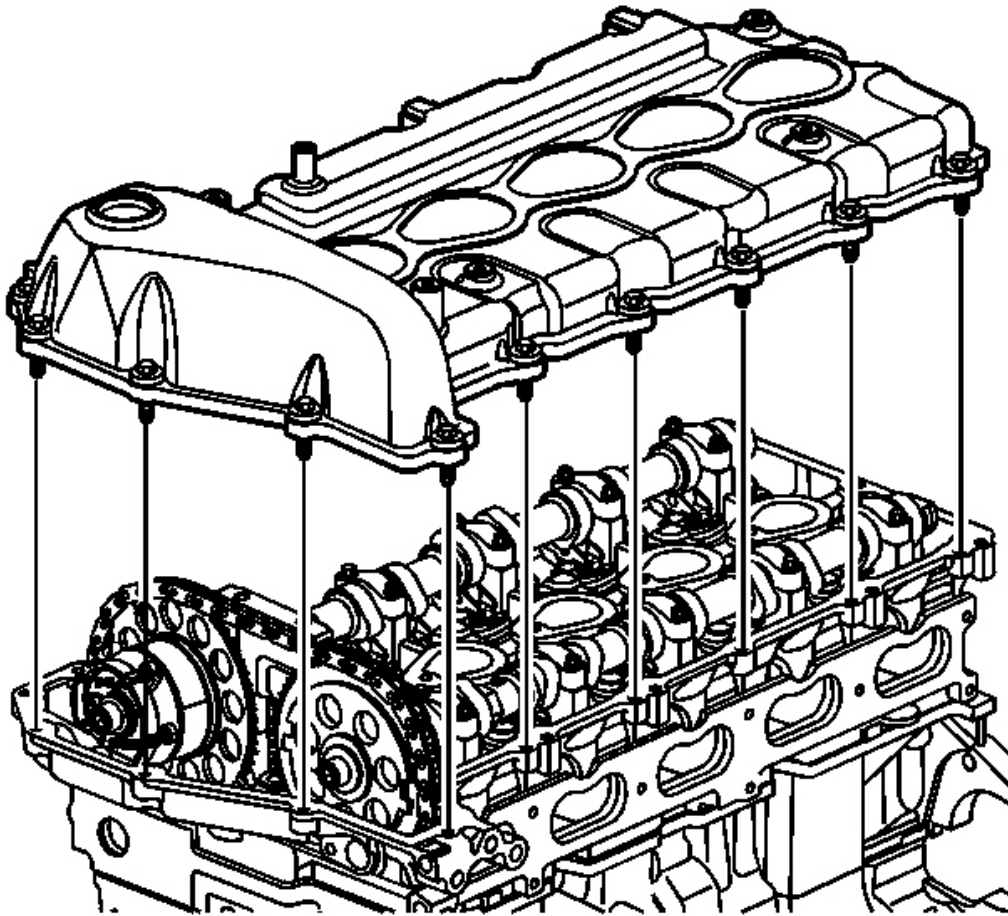


Fig. 620: Camshaft Cover (Valve Cover)
Courtesy of GENERAL MOTORS CORP.

1. Install a new camshaft cover seal.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the camshaft cover and bolts.

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

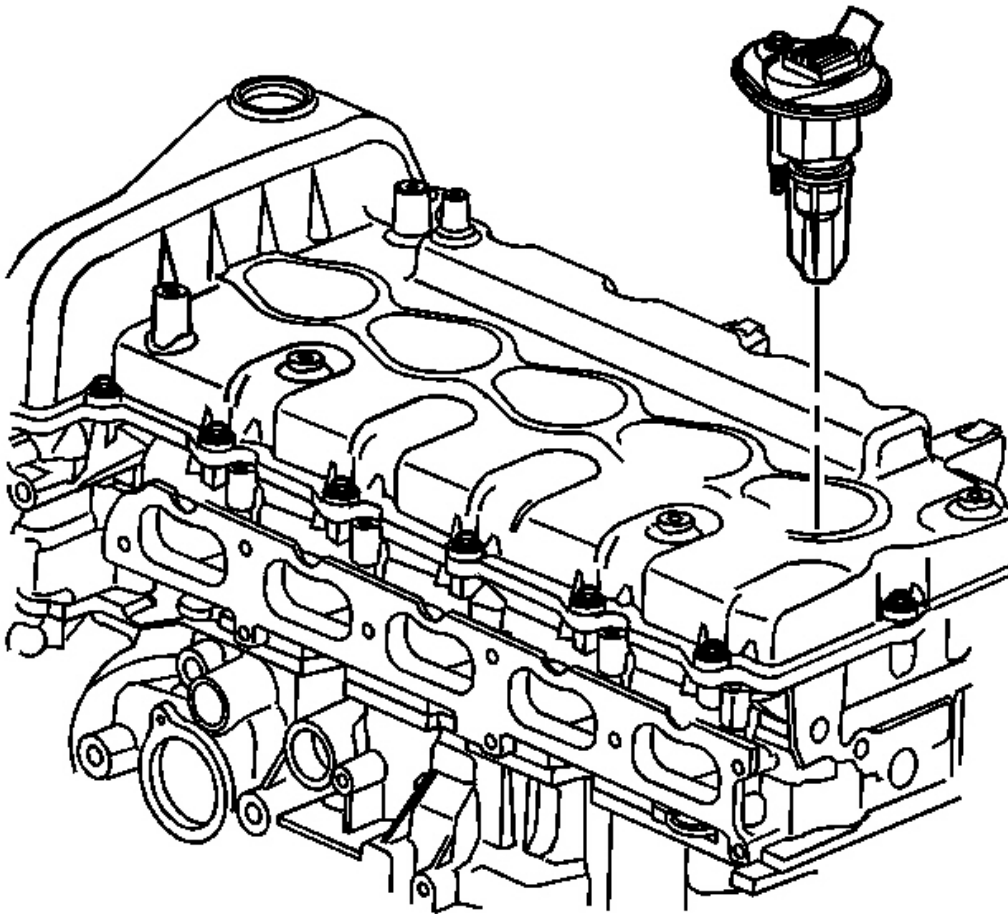


Fig. 621: View Of Ignition Control Module
Courtesy of GENERAL MOTORS CORP.

3. Install new ignition control module seals.
4. Install the ignition control modules and bolts.

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

CAMSHAFT POSITION ACTUATOR VALVE INSTALLATION

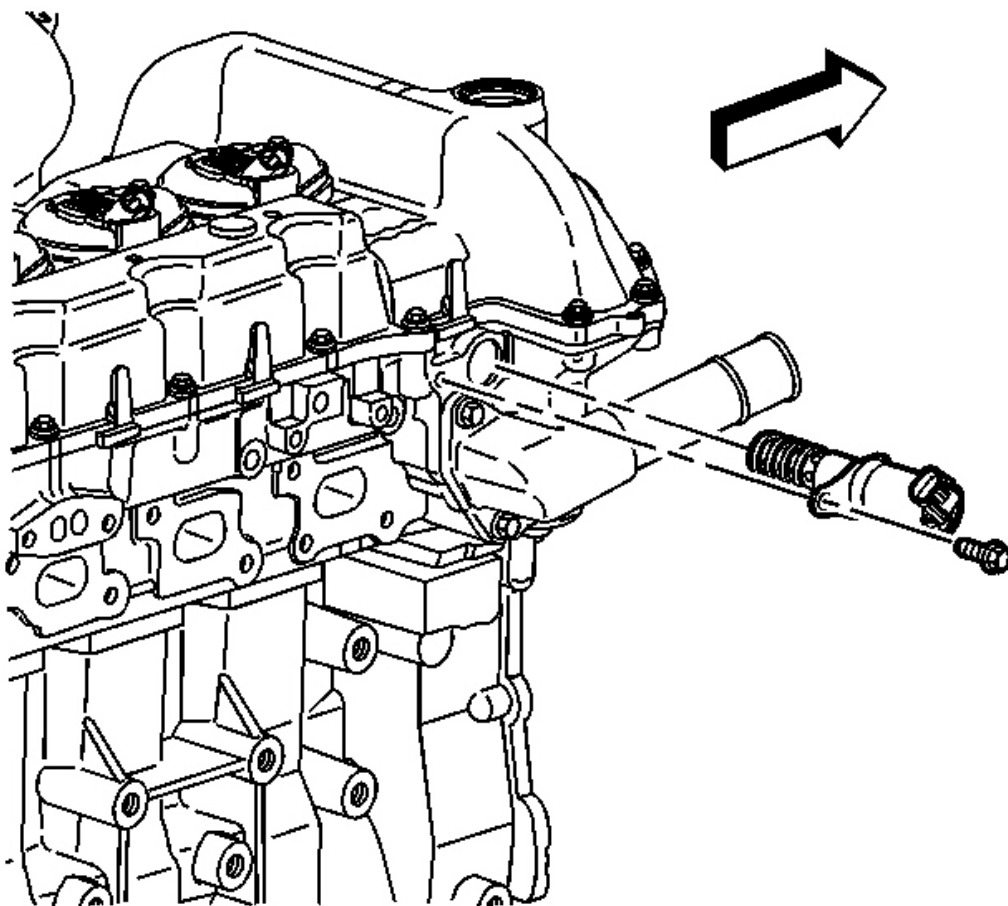


Fig. 622: View Of Camshaft Position Actuator Valve & Bolt
Courtesy of GENERAL MOTORS CORP.

1. Apply clean engine oil to the camshaft position actuator valve hole.
2. Install the camshaft position actuator valve.
3. Add sealant GM P/N 12378521 (Canadian P/N 88901148) to the camshaft position actuator valve bolt threads.

NOTE: Refer to Fastener Notice in Cautions and Notices.

4. Install the camshaft position actuator valve bolt.

Tighten: Tighten the camshaft position actuator valve bolt to 10 N.m (89 lb in).

OIL PUMP INSTALLATION

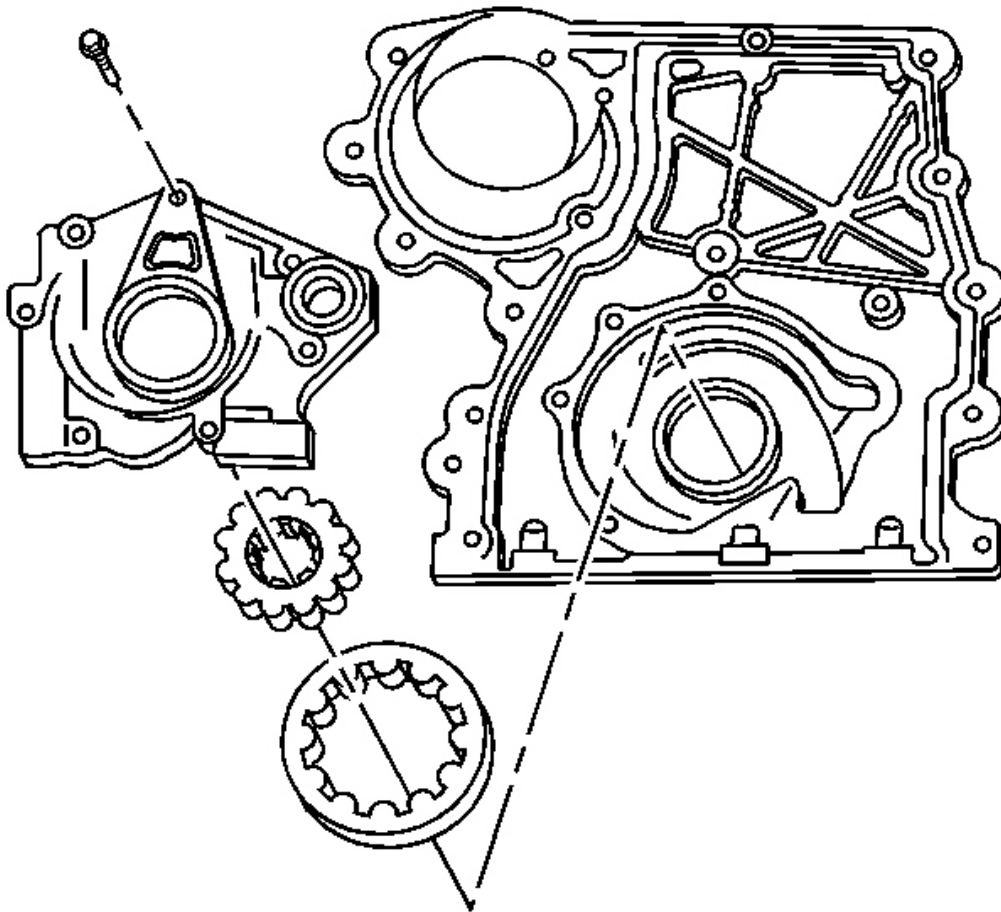


Fig. 623: Exploded View Of Oil Pump
Courtesy of GENERAL MOTORS CORP.

1. Install the oil pump pressure relief valve and spring.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the oil pump pressure relief valve plug.

2006 Hummer H3

2006 ENGINE Engine Mechanical - 3.5L (L52) - H3

Tighten: Tighten the oil pump pressure relief valve plug to 14 N.m (124 lb in).

3. Install the oil pump outer and inner gears as removed.
4. Install the oil pump cover.
5. Install the oil pump cover bolts.

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

ENGINE FRONT COVER INSTALLATION

Tools Required

J 44219 Engine Cover Alignment Pins. See **Special Tools**.

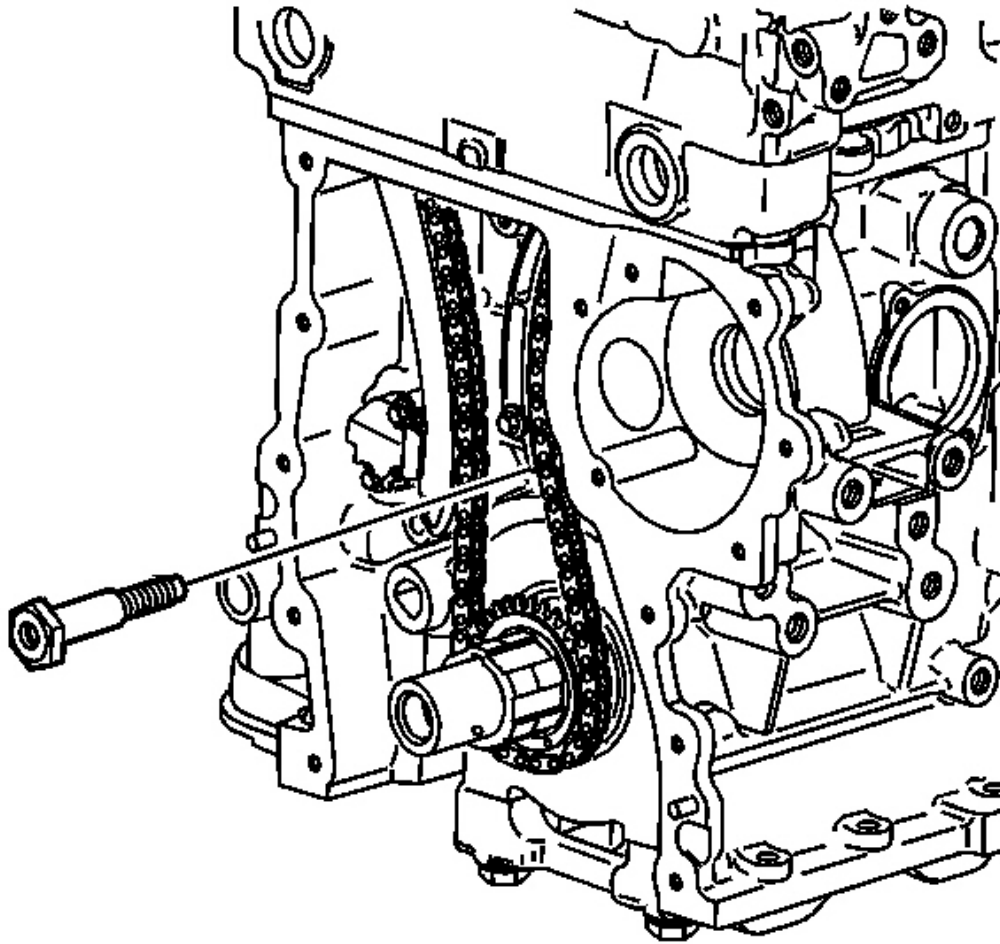


Fig. 624: View Of Engine Front Cover Spacer Bolt
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

1. Install the engine front cover spacer bolt.

Tighten: Tighten the engine front cover spacer bolt to 10 N.m (89 lb in).

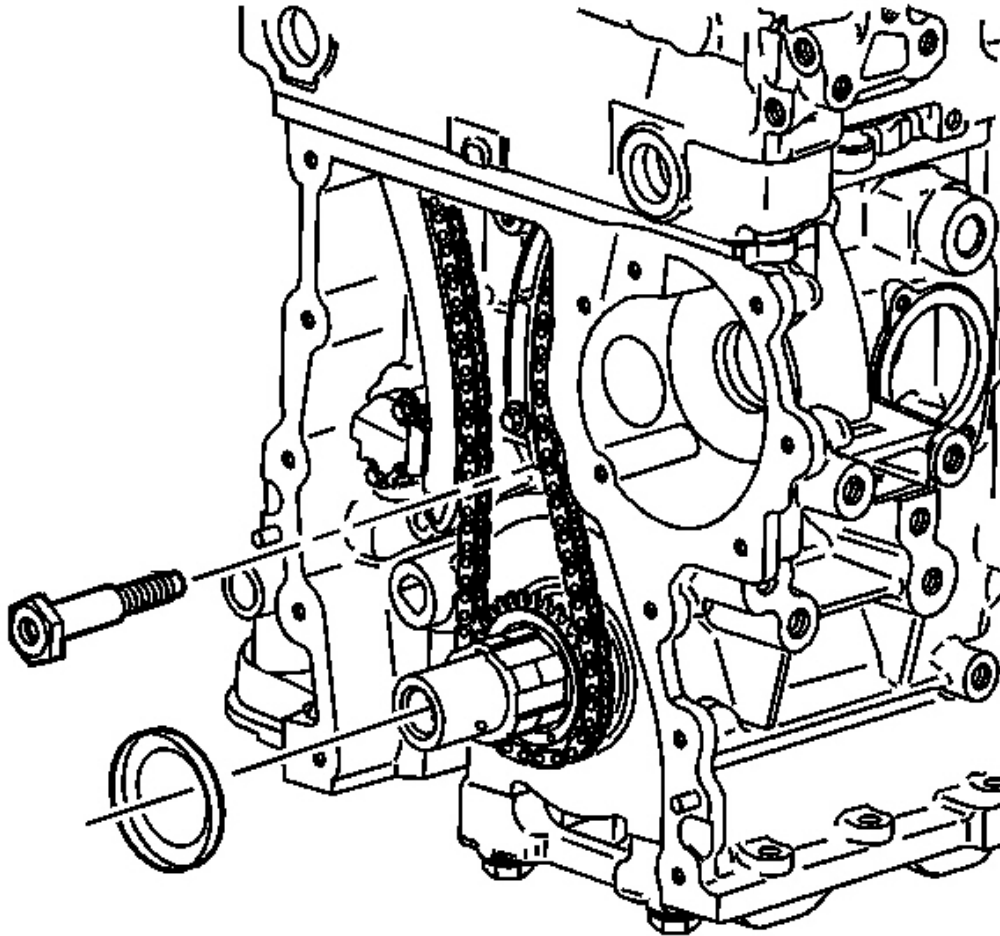


Fig. 625: View Of Spacer Bolt
Courtesy of GENERAL MOTORS CORP.

2. Install **J 44219** . See Special Tools.
3. Remove 2 bolts from the engine front cover in the location of the alignment pins.

IMPORTANT: The engine front cover must be installed within 10 minutes from when the sealer was applied.

4. Apply a 3 mm (0.12 in) bead of sealer GM P/N 12378521 (Canadian P/N 88901148) to the block sealing surface (1).

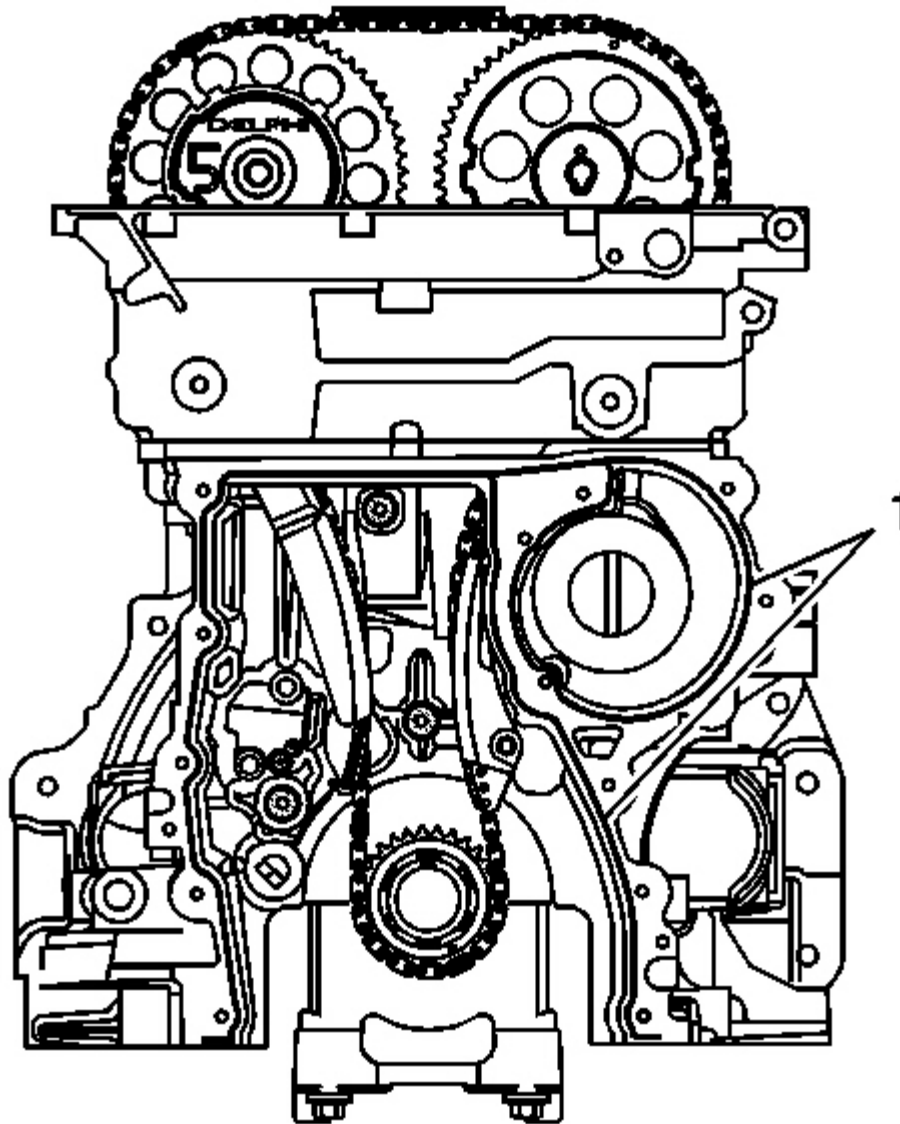


Fig. 626: Sealant Application To Block Sealing Surface
Courtesy of GENERAL MOTORS CORP.

5. Align the oil pump to the crankshaft sprocket splines.
6. Install the engine front cover and bolts.
7. Remove **J 44219** . See **Special Tools**.

8. Install the 2 remaining engine front cover bolts.

Tighten:

1. Tighten the engine front cover bolts to 10 N.m (89 lb in).
2. Tighten the small center bolt (1) last to 8 N.m (71 lb in).

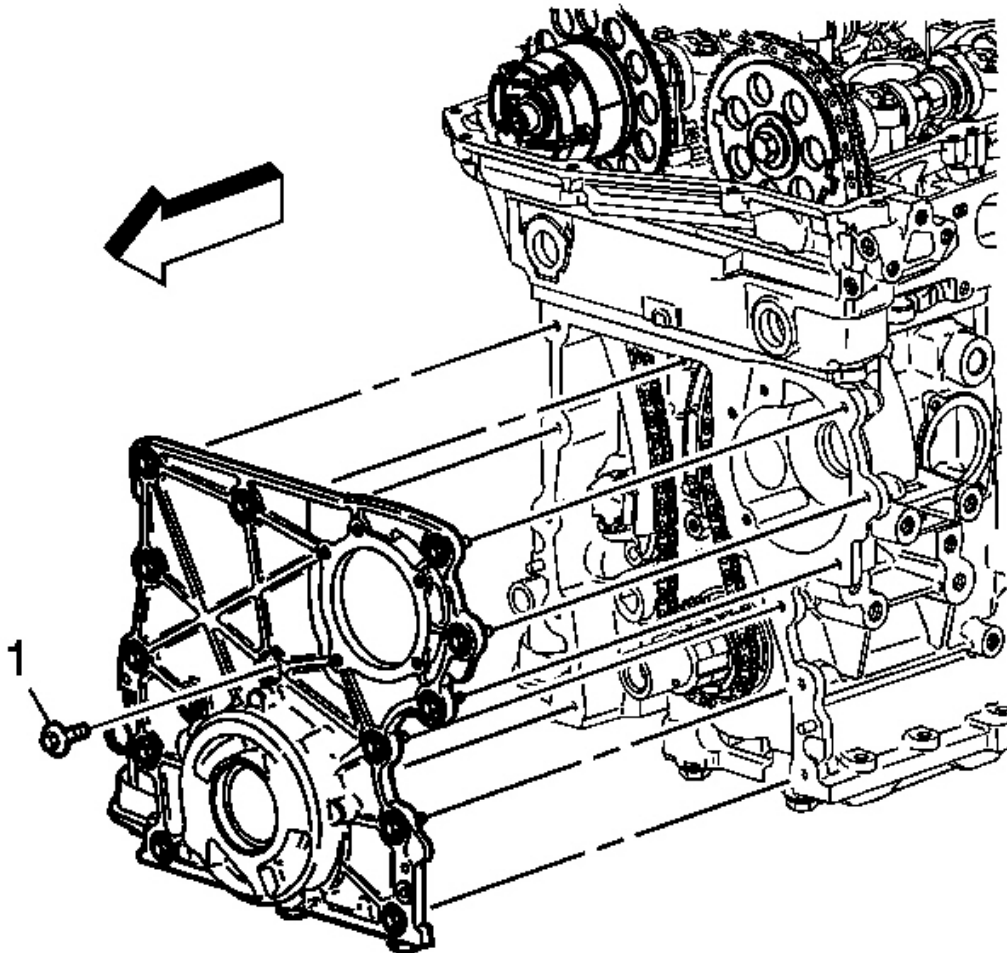


Fig. 627: Engine Front Cover
Courtesy of GENERAL MOTORS CORP.

Tools Required

J 45951 Front Seal Installer. See **Special Tools**.

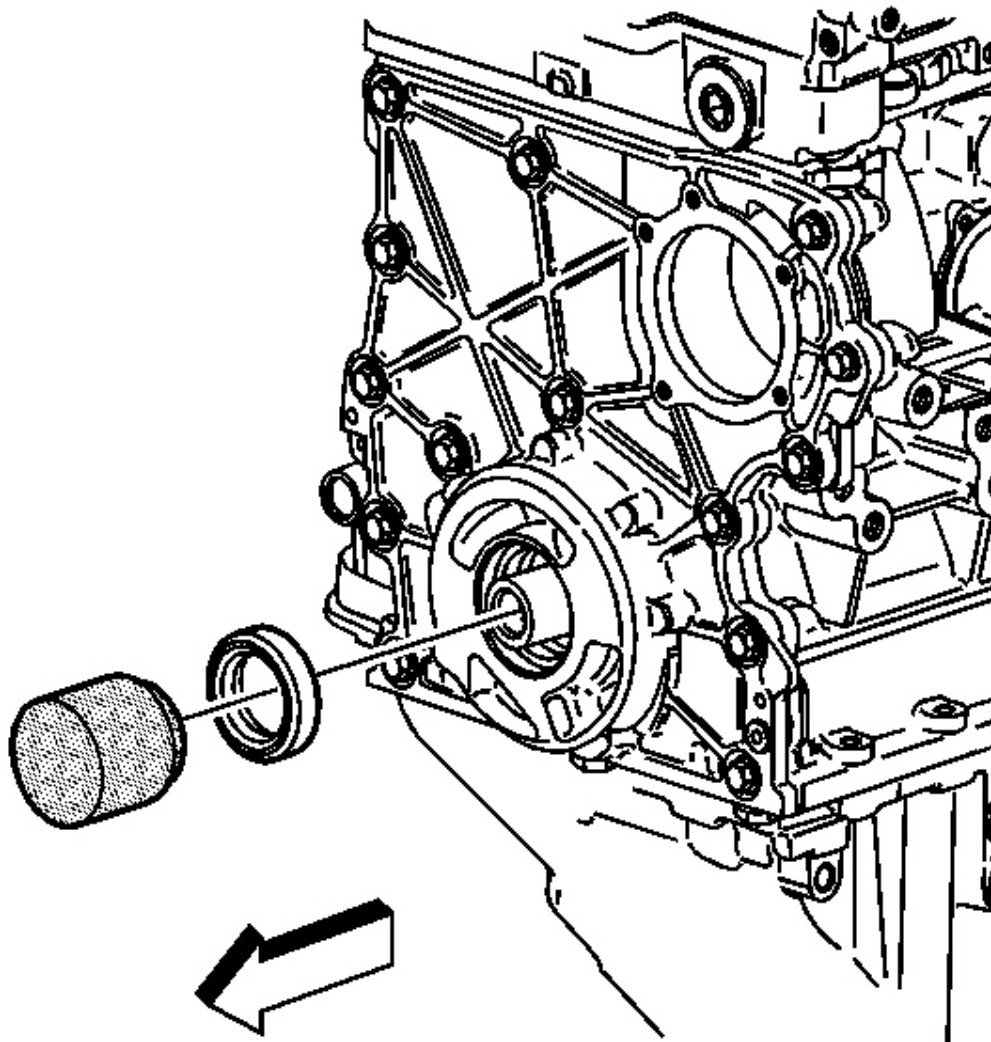


Fig. 628: Installing Crankshaft Front Oil Seal
Courtesy of GENERAL MOTORS CORP.

1. Apply engine oil to the outside diameter of the crankshaft front oil seal.
2. Use **J 45951** to install a new crankshaft front oil seal. See **Special Tools**.

3. Remove **J 45951** . See Special Tools.

WATER PUMP INSTALLATION

Tool Required

- J 41240** Fan Clutch Remover and Installer. See Special Tools.

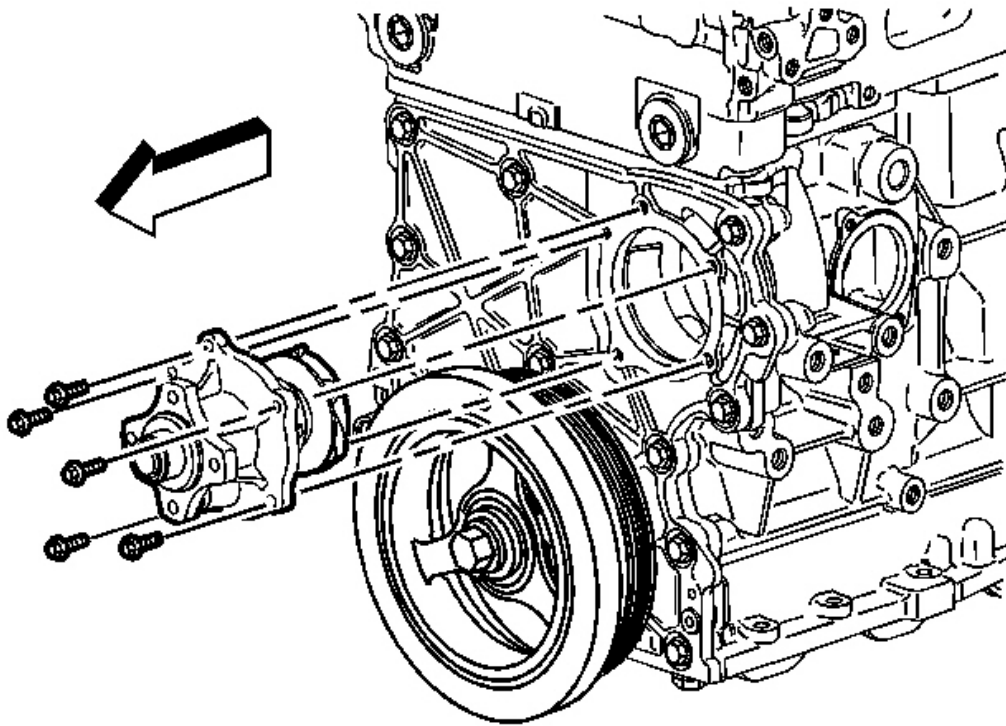


Fig. 629: View Of Water Pump, Gasket & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Install the NEW water pump gasket.
2. Install the water pump.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install the water pump bolts.

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

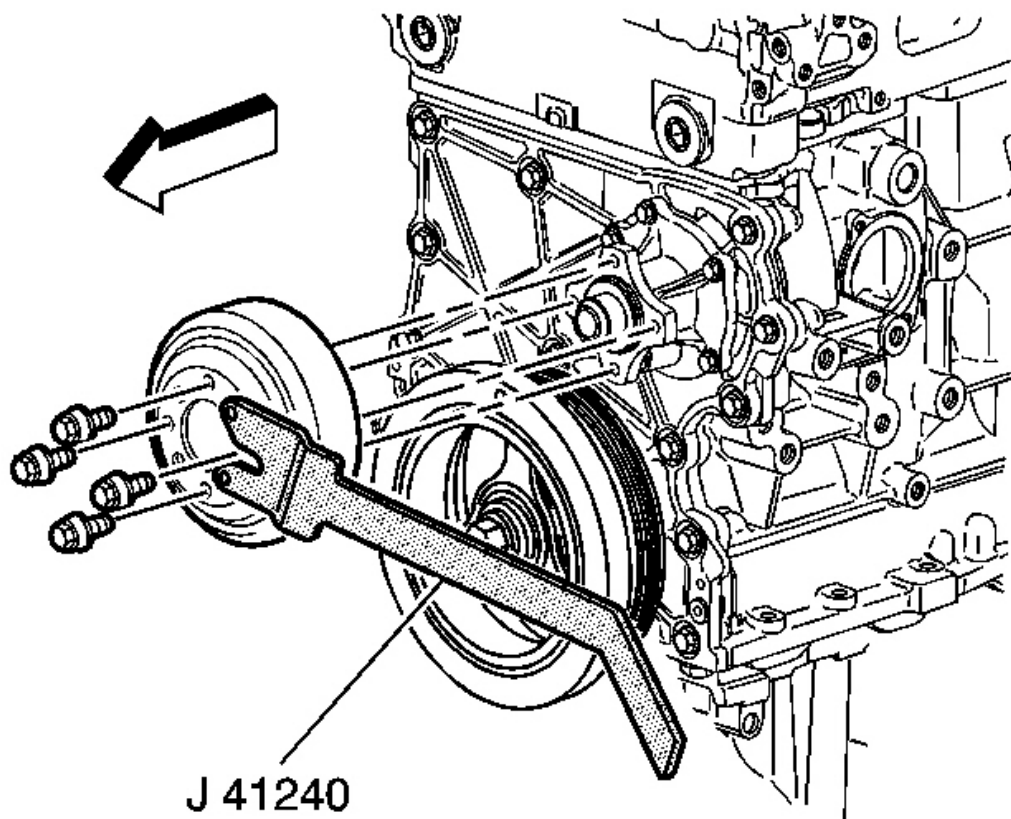


Fig. 630: View Of Water Pump Pulley, Bolts & J 41240
Courtesy of GENERAL MOTORS CORP.

4. Install the water pump pulley.
5. Install the water pump pulley bolts.
6. Install **J 41240** to hold pulley. See **Special Tools**.
7. Tighten the water pump pulley bolts.

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

8. Remove **J 41240** . See **Special Tools**.

Tools Required

J 44219 Cover Alignment Pins. See **Special Tools**.

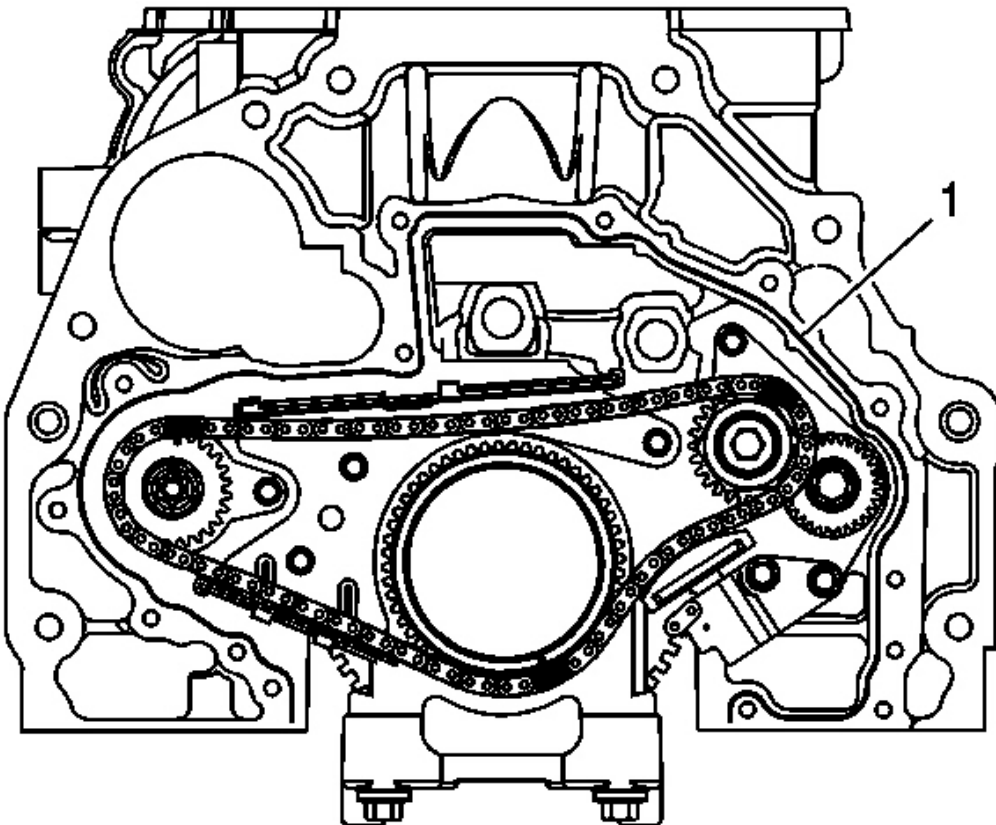


Fig. 631: Locating Rear Block Sealing Surface Adhesive
Courtesy of GENERAL MOTORS CORP.

1. Apply a 3 mm (0.12 in) bead of GM P/N 12378521 (Canadian P/N 88901148) to the rear sealing surface of the block (1).

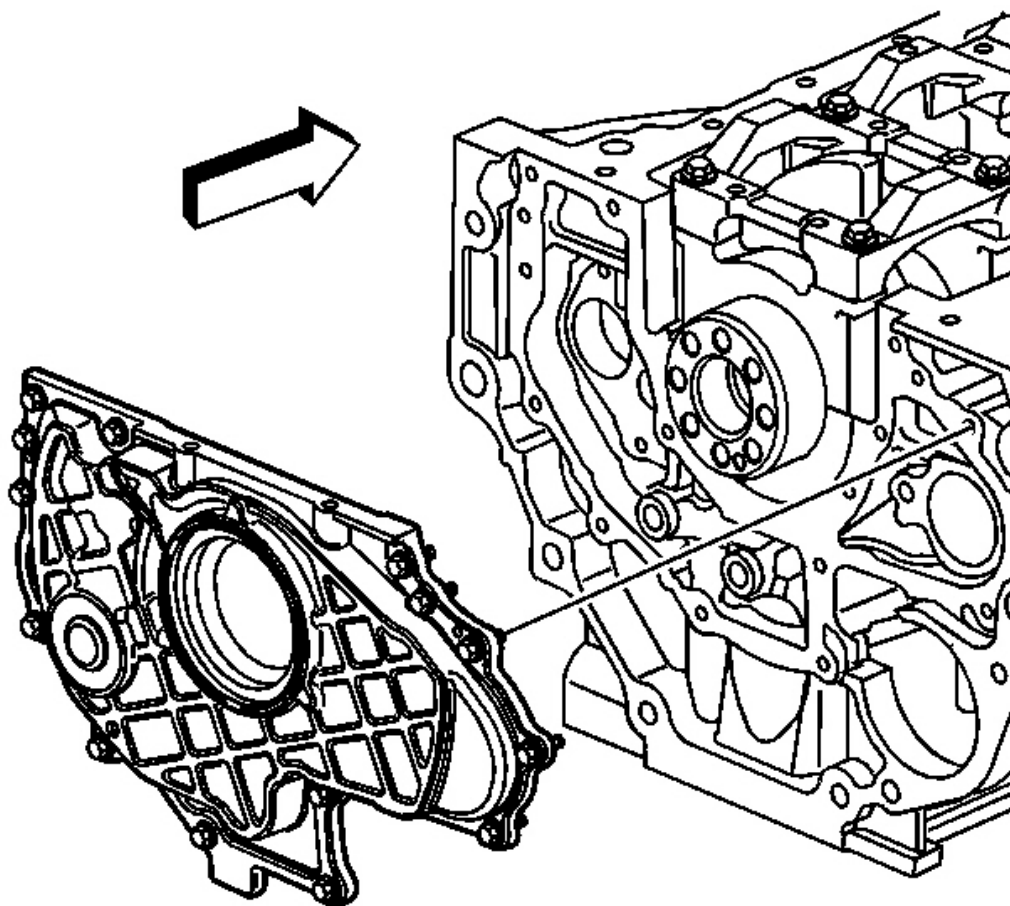


Fig. 632: View Of Crankshaft Rear Oil Seal Housing
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The crankshaft rear oil seal housing must be installed within 10 minutes from the time the sealer was applied.

2. Install **J 44219** into the block. See Special Tools.

IMPORTANT: With the help of the plastic installation aid (supplied with the new seal), be sure the lip of the seal faces inward.

3. Slide the crankshaft rear oil seal housing and bolts over the **J 44219** and crankshaft, except

the 2 in place of the guide pins. See **Special Tools**.

4. Remove **J 44219** . See **Special Tools**.
5. Snug the crankshaft rear oil seal housing bolts.

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

6. Install the remaining two crankshaft rear oil seal housing bolts.

Tighten: Tighten the crankshaft rear oil seal housing bolts to 10 N.m (89 lb in).

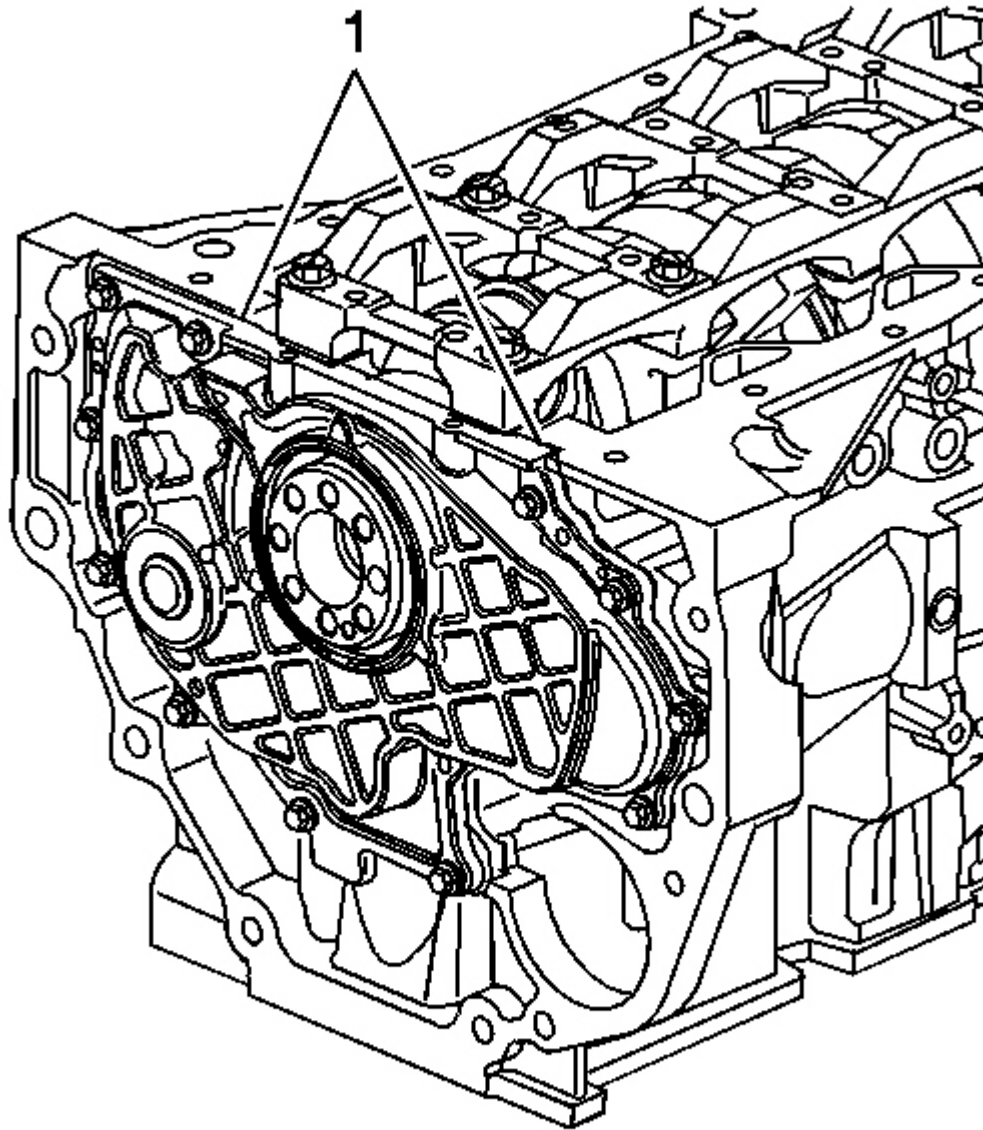


Fig. 633: View Of Bottom Of Oil Pan Sealing Area
Courtesy of GENERAL MOTORS CORP.

7. Wipe off any excess material from the bottom of the oil pan sealing area (1).

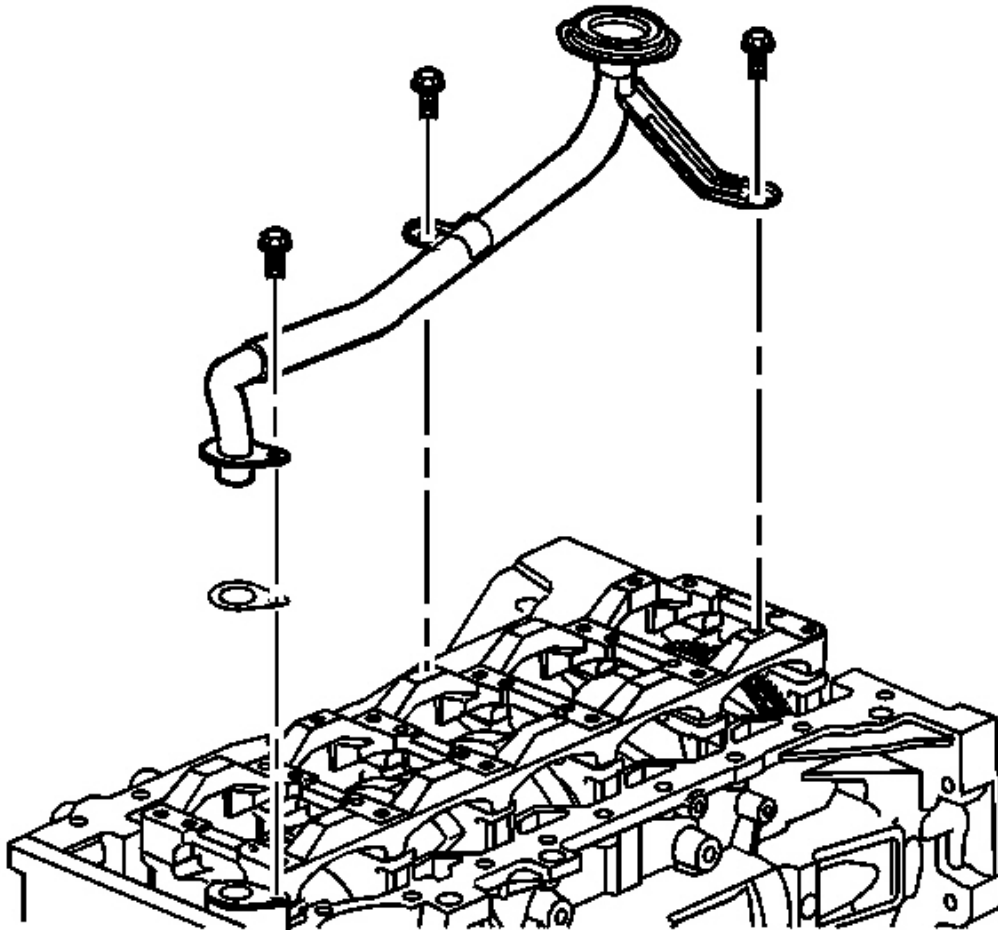


Fig. 634: View Of Oil Pump Pipe
Courtesy of GENERAL MOTORS CORP.

1. Install a new oil pump pipe gasket.
2. Install the oil pump pipe and screen assembly.
3. Add sealant GM P/N 12378521 (Canadian P/N 88901148) to the oil pump pipe bolt threads.

NOTE: Refer to Fastener Notice in Cautions and Notices.

4. Install the oil pump pipe and screen assembly bolts.

Tighten: Tighten the oil pump pipe and screen assembly bolts to 10 N.m (89 lb in).

OIL PAN INSTALLATION

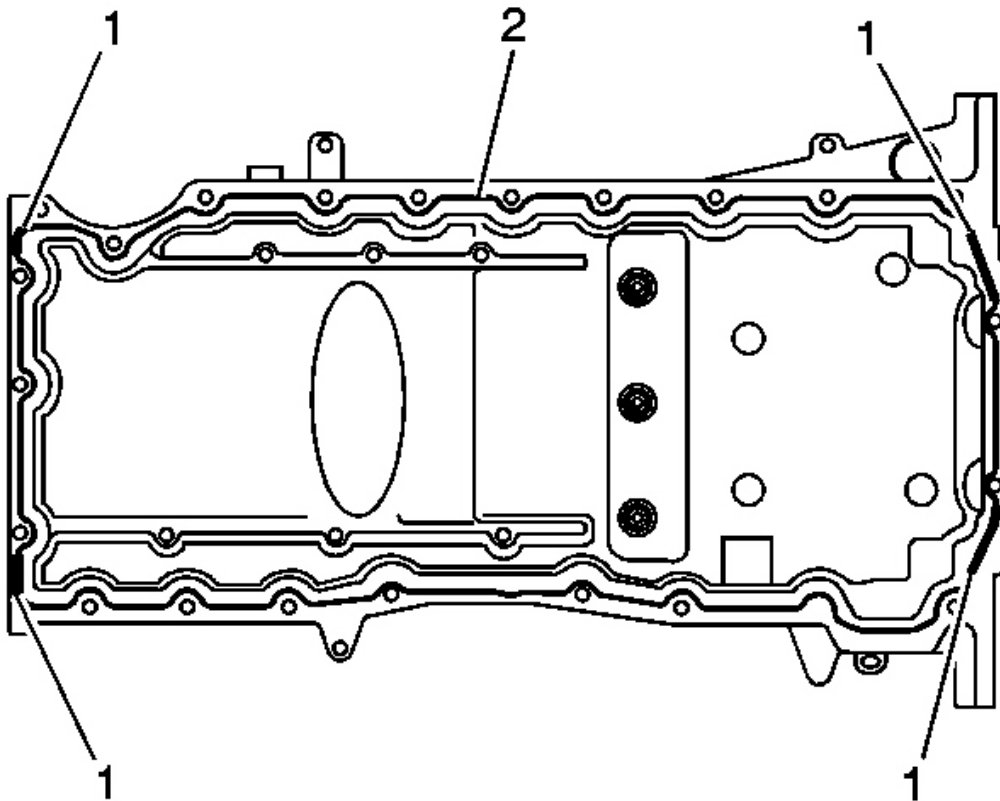


Fig. 635: View Of Oil Pan Sealant Application
Courtesy of GENERAL MOTORS CORP.

1. Apply a 5.5 mm (0.22 in) bead of sealer GM P/N 12378521 (Canadian P/N 88901148) or equivalent, to the oil pan in areas marked (1).
2. Apply a 3 mm (0.12 in) bead of sealer GM P/N 12378521 (Canadian P/N 88901148) to the oil pan area marked (2).

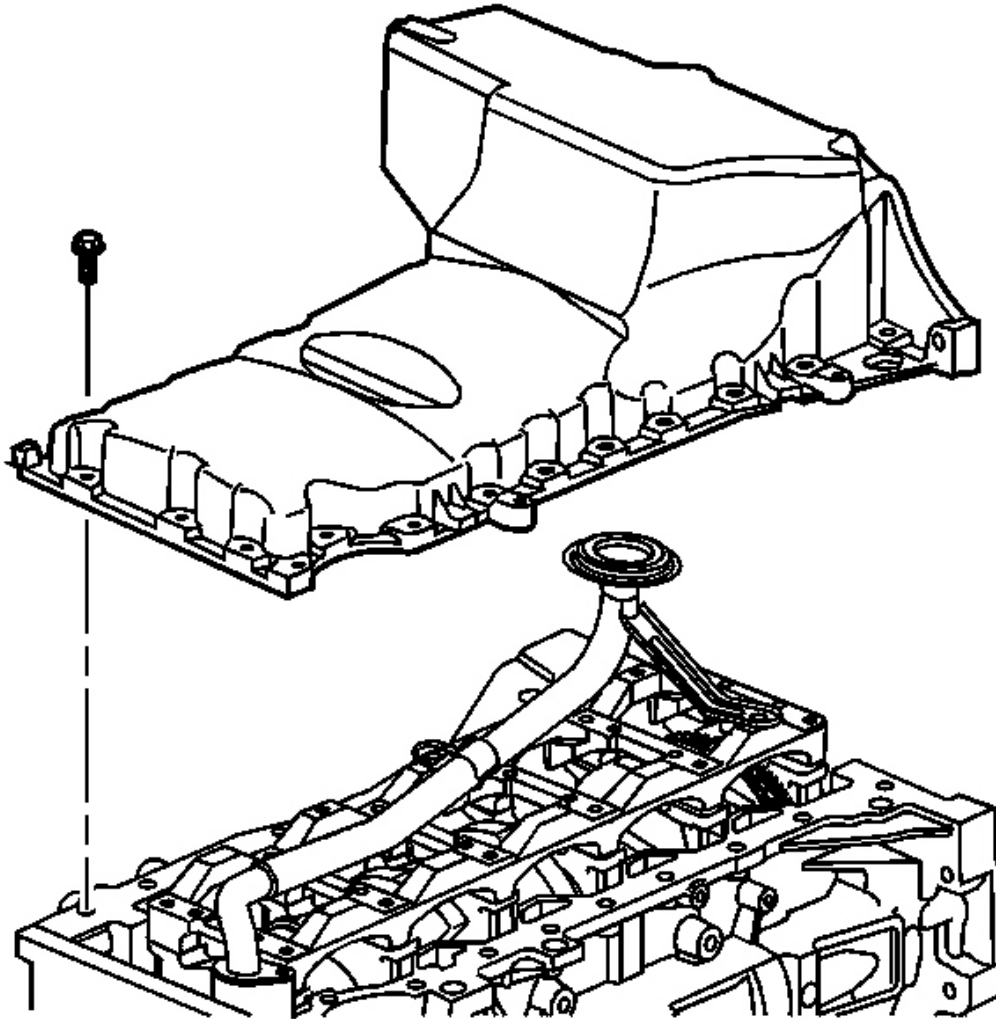


Fig. 636: View Of Oil Pan

Courtesy of GENERAL MOTORS CORP.

IMPORTANT: The oil pan must be installed within 10 minutes from when the sealer was applied.

3. Install the oil pan.
4. Install the oil pan bolts.

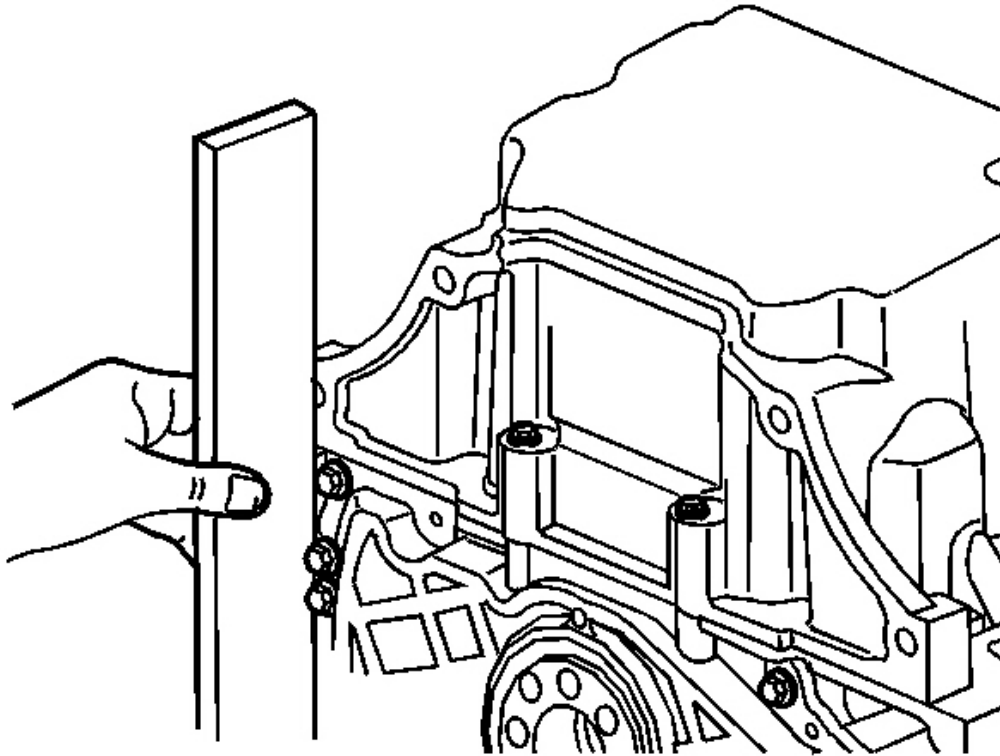


Fig. 637: Aligning Oil Pan

Courtesy of GENERAL MOTORS CORP.

IMPORTANT: When installing the oil pan, it could be shifted front or back a little which could cause a transmission alignment problem. The back of the oil pan needs to be flush with the block.

5. Check the oil pan alignment. Use a straight edge on the back of the block and oil pan (transmission mounting surface).

NOTE: Refer to Fastener Notice in Cautions and Notices.

6. Tighten the oil pan bolts.

Tighten:

- Tighten the (side) oil pan bolts to 25 N.m (18 lb ft).

- Tighten the (end) oil pan bolts to 10 N.m (89 lb in).

CRANKSHAFT BALANCER INSTALLATION

Tools Required

- **J 45059** Angle Meter. See **Special Tools**.
- **J 41478** Crankshaft Balancer Installer. See **Special Tools**.

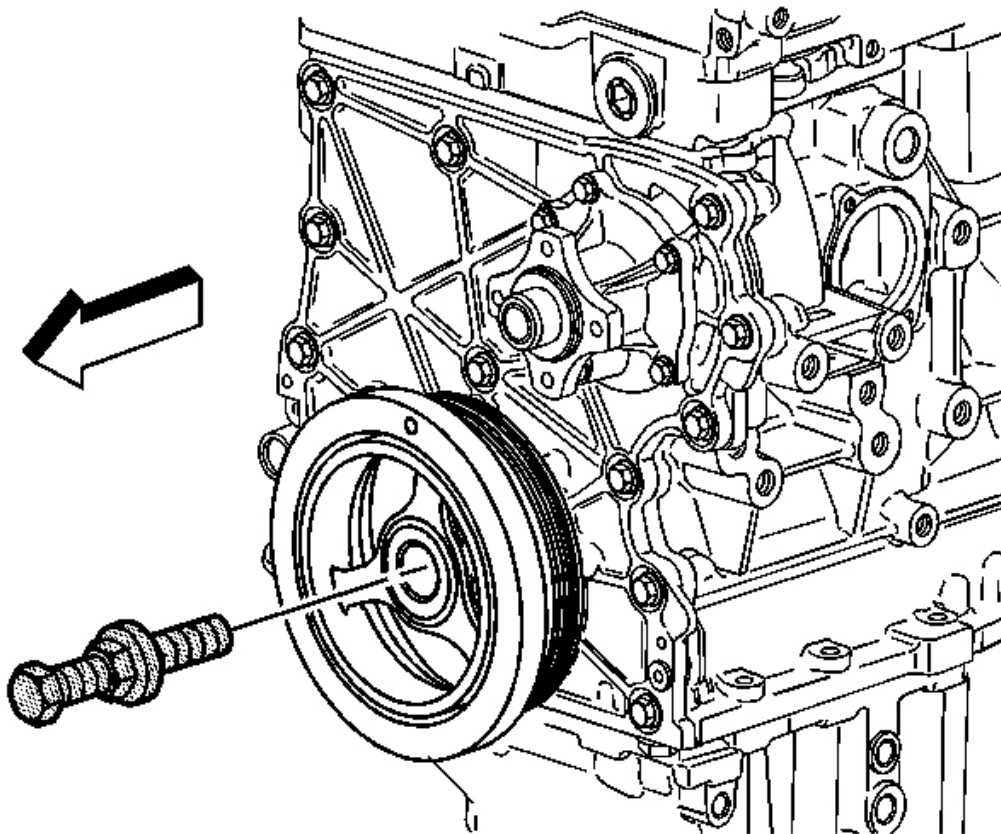


Fig. 638: Installing Crankshaft Balancer Using The J 41478
Courtesy of GENERAL MOTORS CORP.

1. Install the friction washer on the back side of the crankshaft balancer.
2. Install the crankshaft balancer using **J 41478** . See **Special Tools**.

3. Remove **J 41478** . See **Special Tools**.
4. Hold the flywheel or back of the crankshaft. The crankshaft balancer does not have a keyway so the crankshaft could turn when tightening, causing an improper torque.

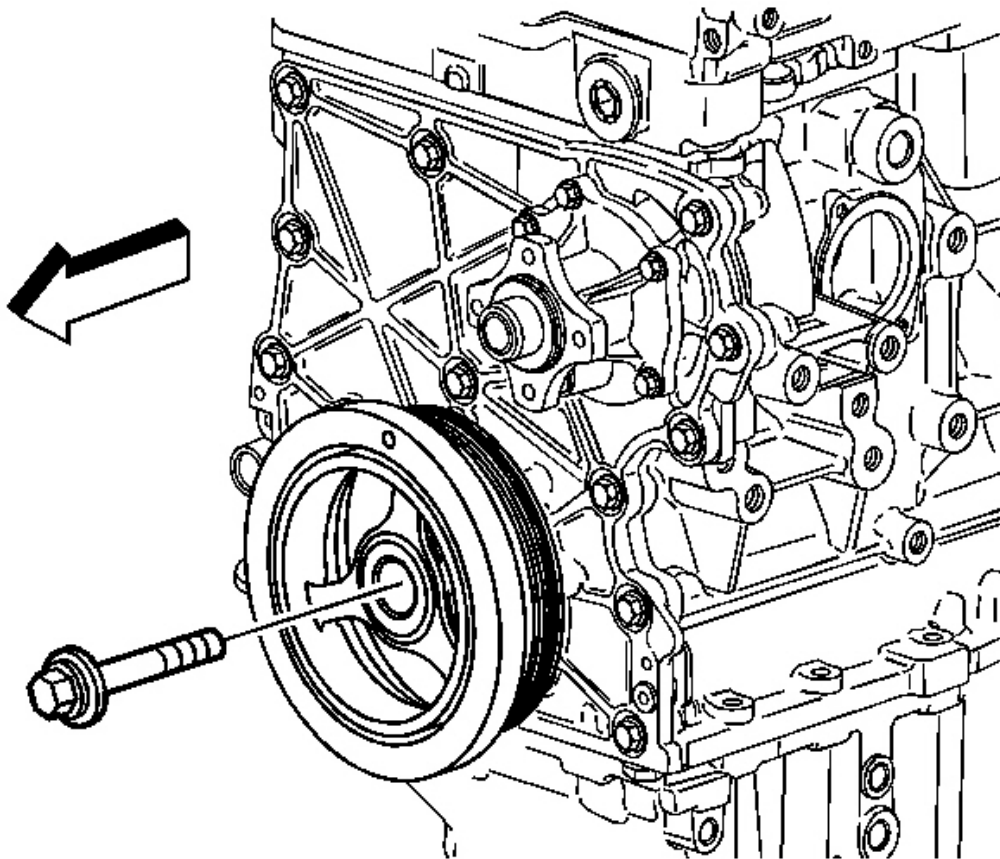


Fig. 639: View Of Crankshaft Balancer Bolt
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

5. Install the crankshaft balancer washer and new bolt.

Tighten:

1. Tighten the new crankshaft balancer bolt while holding the back to 150 N.m (110 lb

ft).

2. Use **J 45059** to tighten the crankshaft balancer bolt an additional 180 degrees. See **Special Tools**.

FUEL RAIL AND INJECTORS INSTALLATION

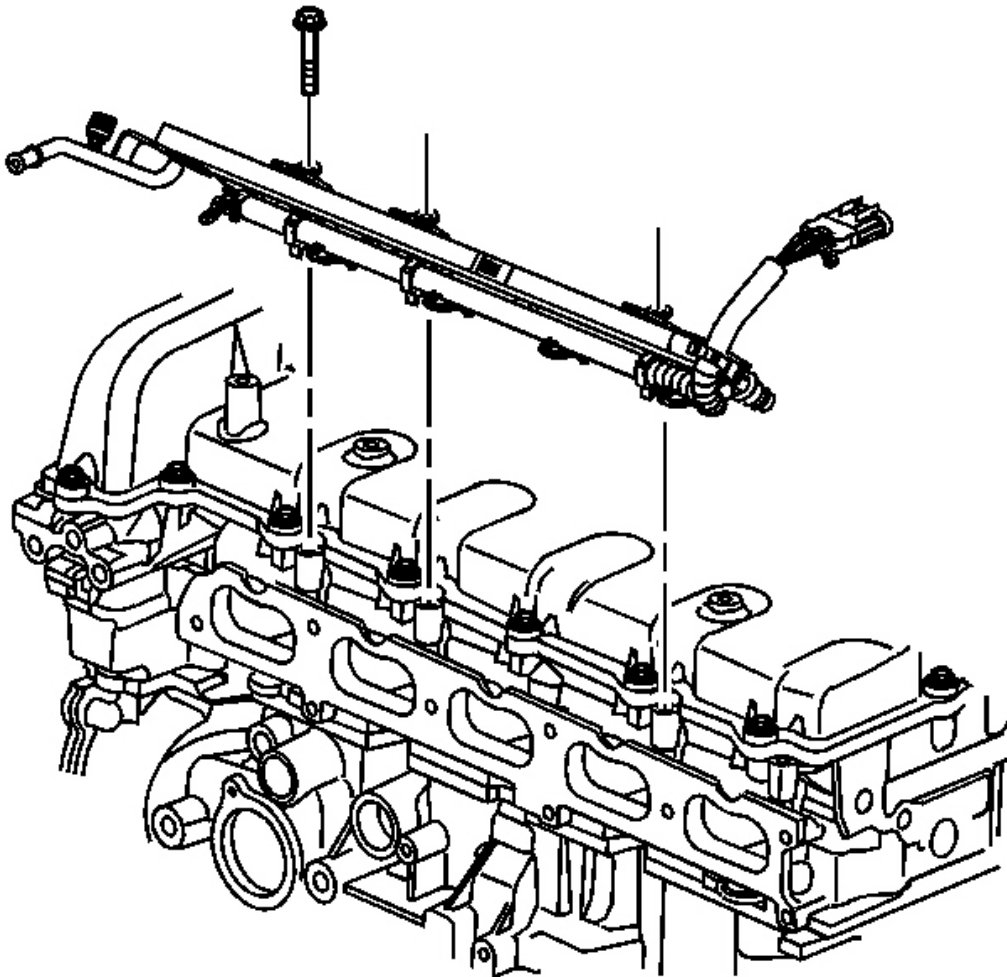


Fig. 640: Fuel Injector Rail
Courtesy of GENERAL MOTORS CORP.

1. Lubricate the lower injector O-rings with mineral oil GM P/N 9981704.
2. Install the fuel injector rail.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install the fuel injector rail bolts.

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

INTAKE MANIFOLD INSTALLATION

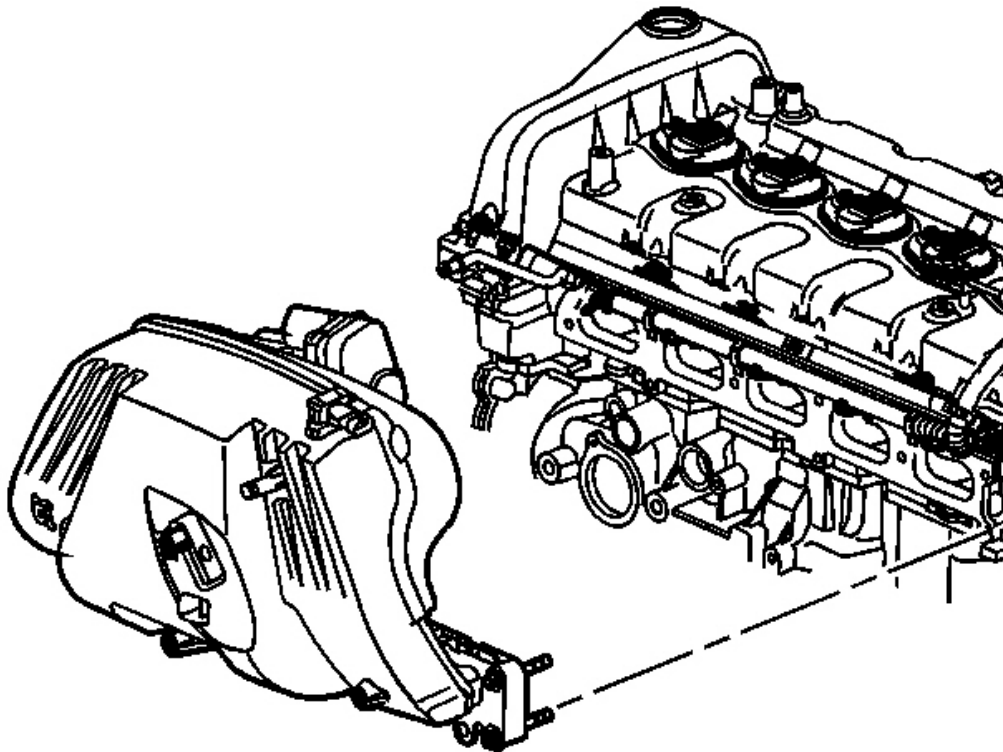


Fig. 641: Intake Manifold
Courtesy of GENERAL MOTORS CORP.

1. Install a new intake manifold gasket.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the intake manifold and bolts.

Tighten: Tighten the intake manifold bolts from the inside out to 10 N.m (89 lb in).

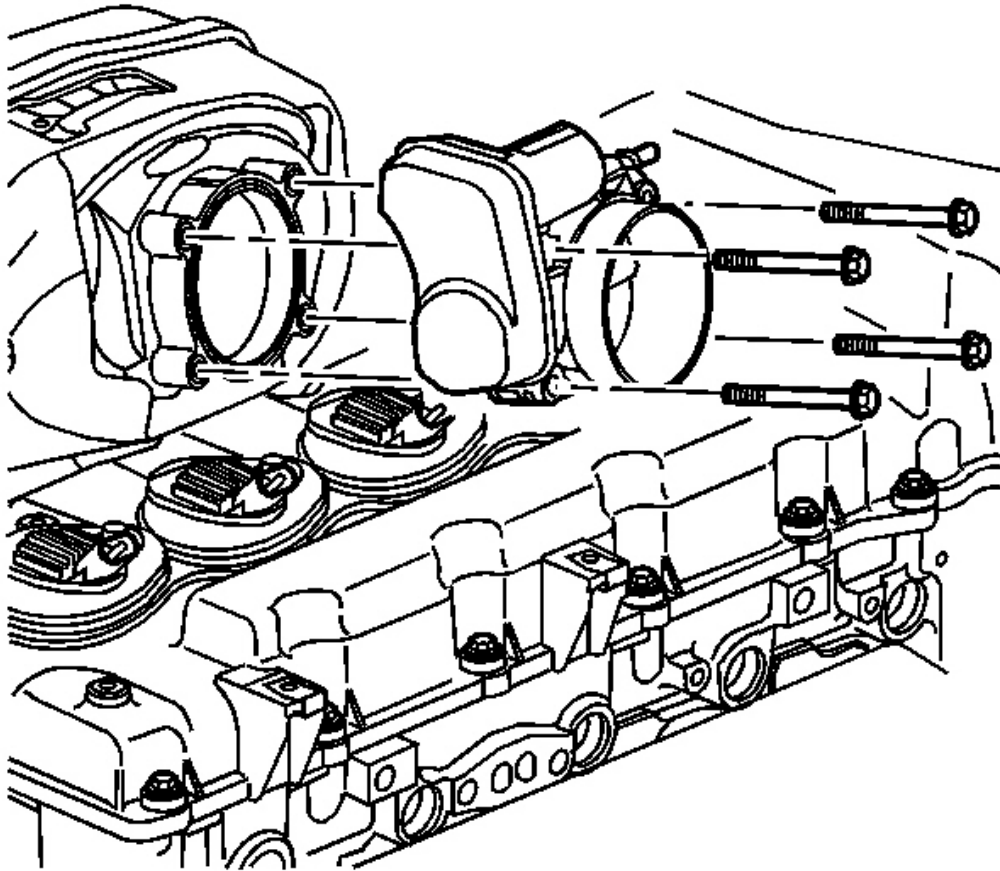


Fig. 642: View Of Throttle Control Module
Courtesy of GENERAL MOTORS CORP.

3. Install a new throttle control module gasket.
4. Install the throttle control module.
5. Add sealer GM P/N 12378521 (Canadian P/N 88901148) to the throttle control module bolt threads.
6. Install the throttle control module bolts.

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

THERMOSTAT HOUSING INSTALLATION

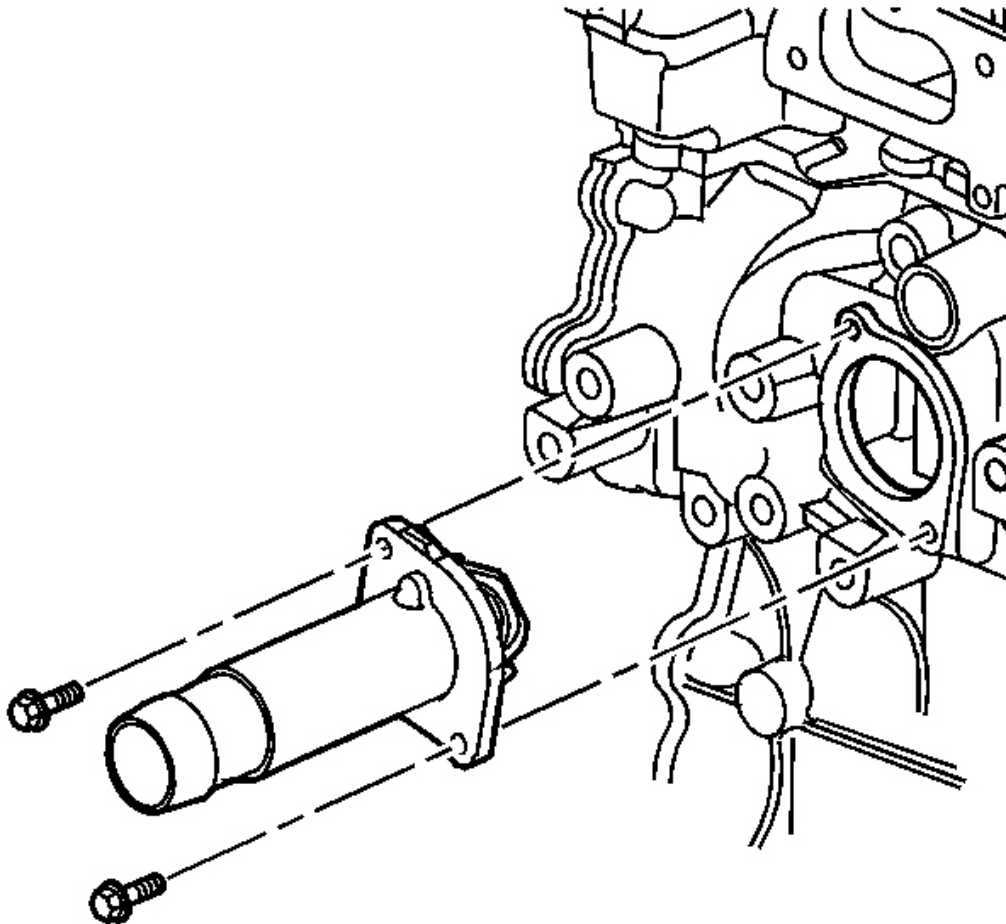


Fig. 643: View Of Thermostat Housing
Courtesy of GENERAL MOTORS CORP.

1. Install the thermostat housing.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the thermostat housing bolts.

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

HEATER INLET PIPE INSTALLATION

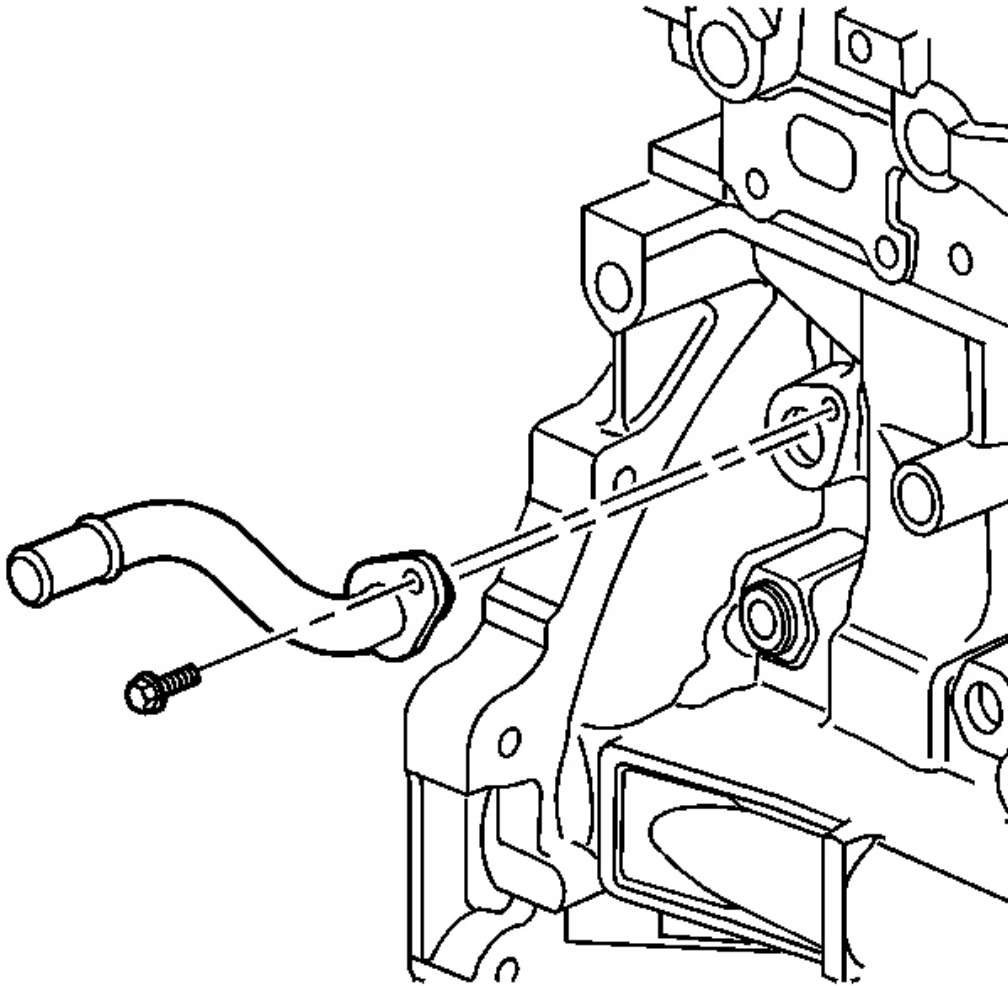


Fig. 644: View Of Heater Inlet Pipe
Courtesy of GENERAL MOTORS CORP.

1. Install the heater inlet pipe.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the heater inlet pipe bolt.

Tighten: Tighten the heater inlet pipe bolt to 10 N.m (89 lb in).

HEATER OUTLET HOSE FITTING INSTALLATION

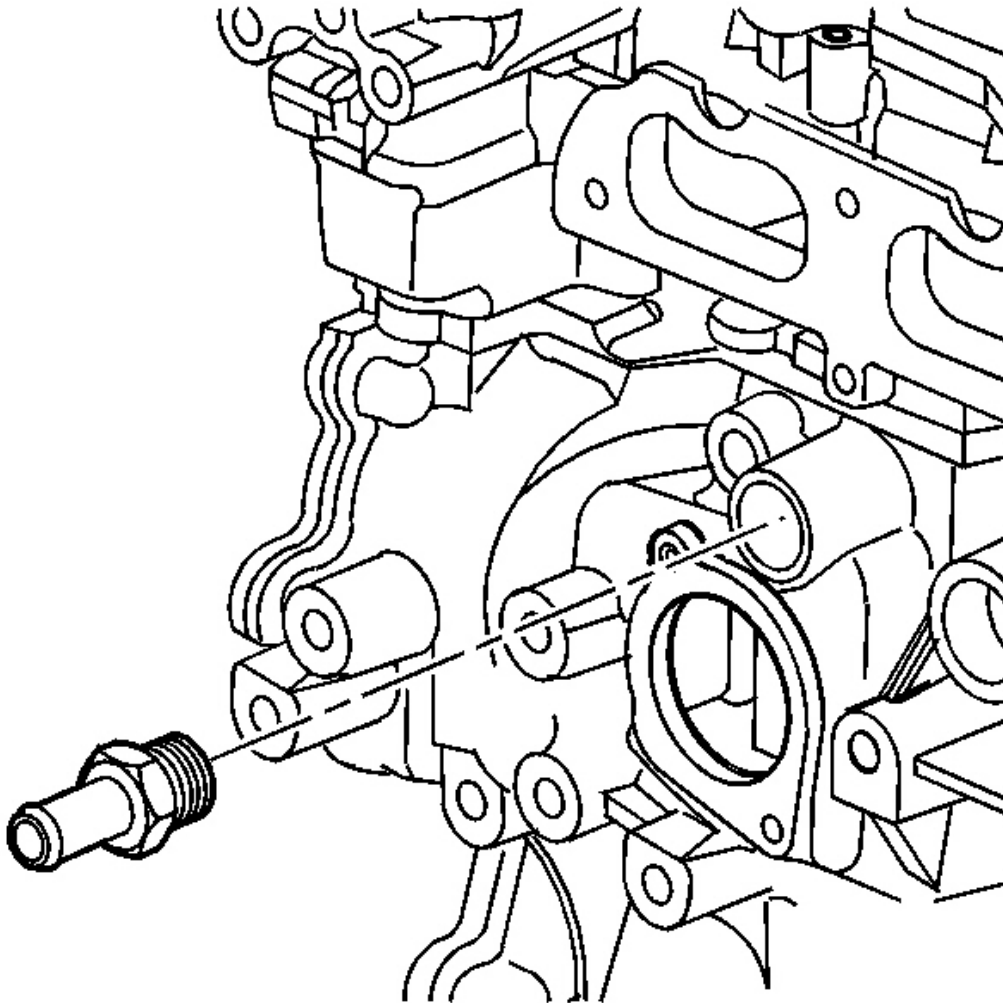


Fig. 645: View Of Heater Outlet Hose Fitting
Courtesy of GENERAL MOTORS CORP.

1. Apply sealant GM P/N 12378521 (Canadian P/N 88901148) or equivalent to the heater outlet hose fitting threads.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the heater outlet hose fitting.

Tighten: Tighten the heater outlet hose fitting to 45 N.m (33 lb ft).

WATER OUTLET INSTALLATION

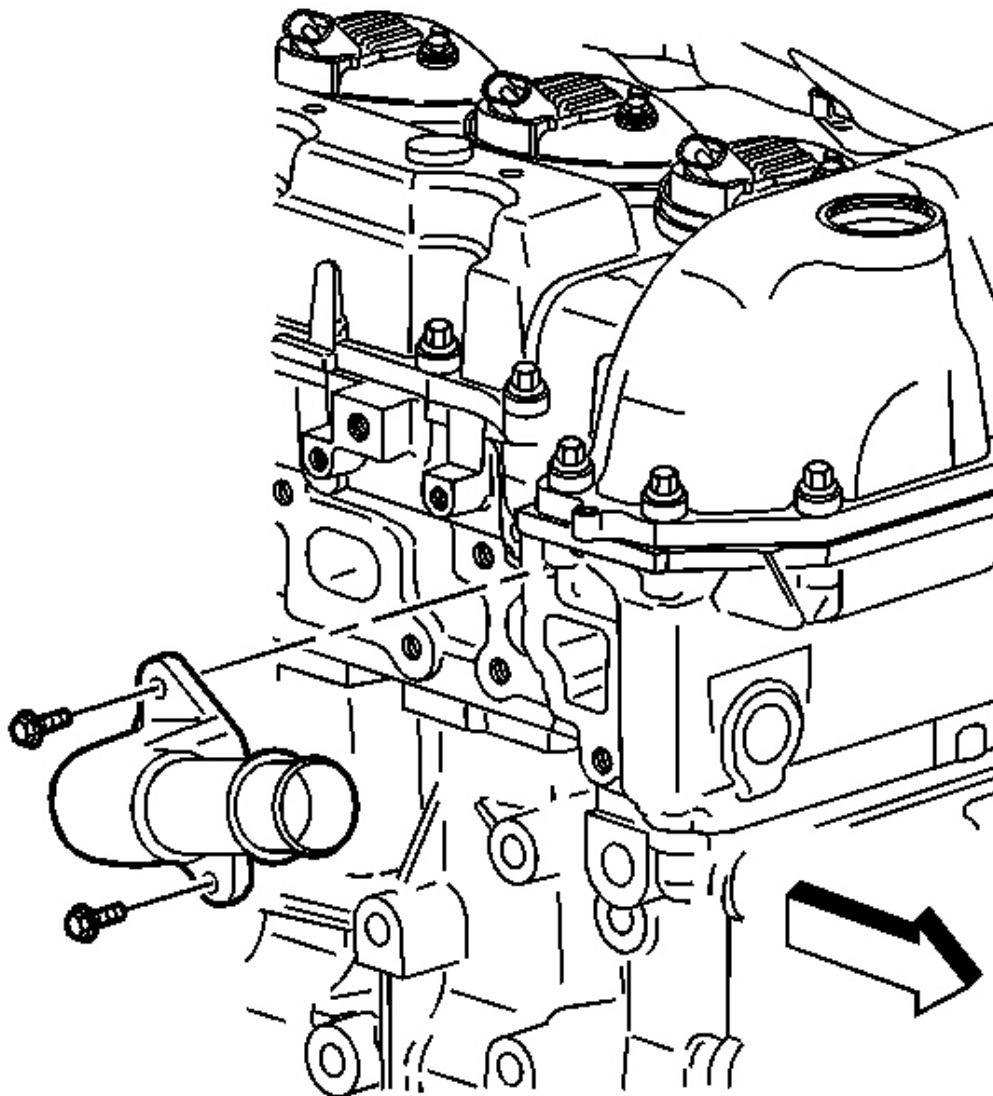


Fig. 646: View Of Water Outlet
Courtesy of GENERAL MOTORS CORP.

1. Install the water outlet.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the water outlet bolts.

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

OIL FILTER ADAPTER INSTALLATION

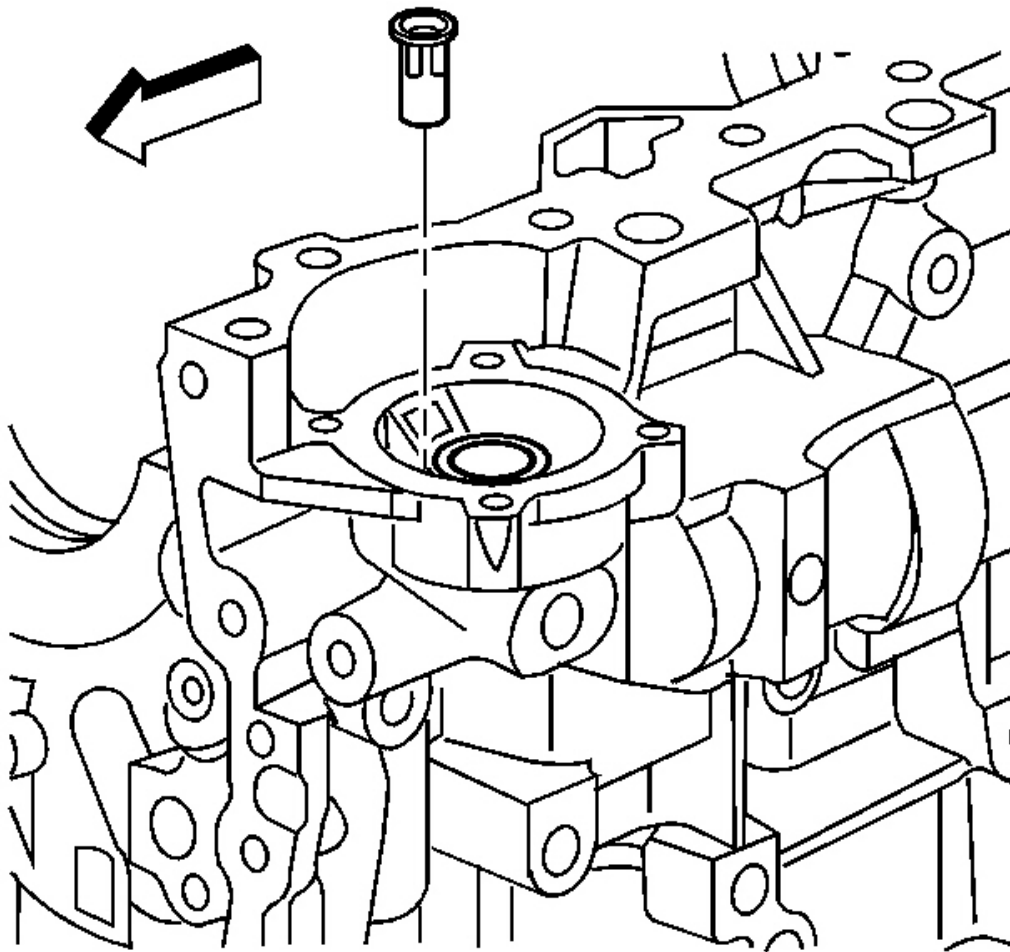


Fig. 647: View Of Oil Filter Bypass Valve
Courtesy of GENERAL MOTORS CORP.

1. Install the oil filter bypass valve.

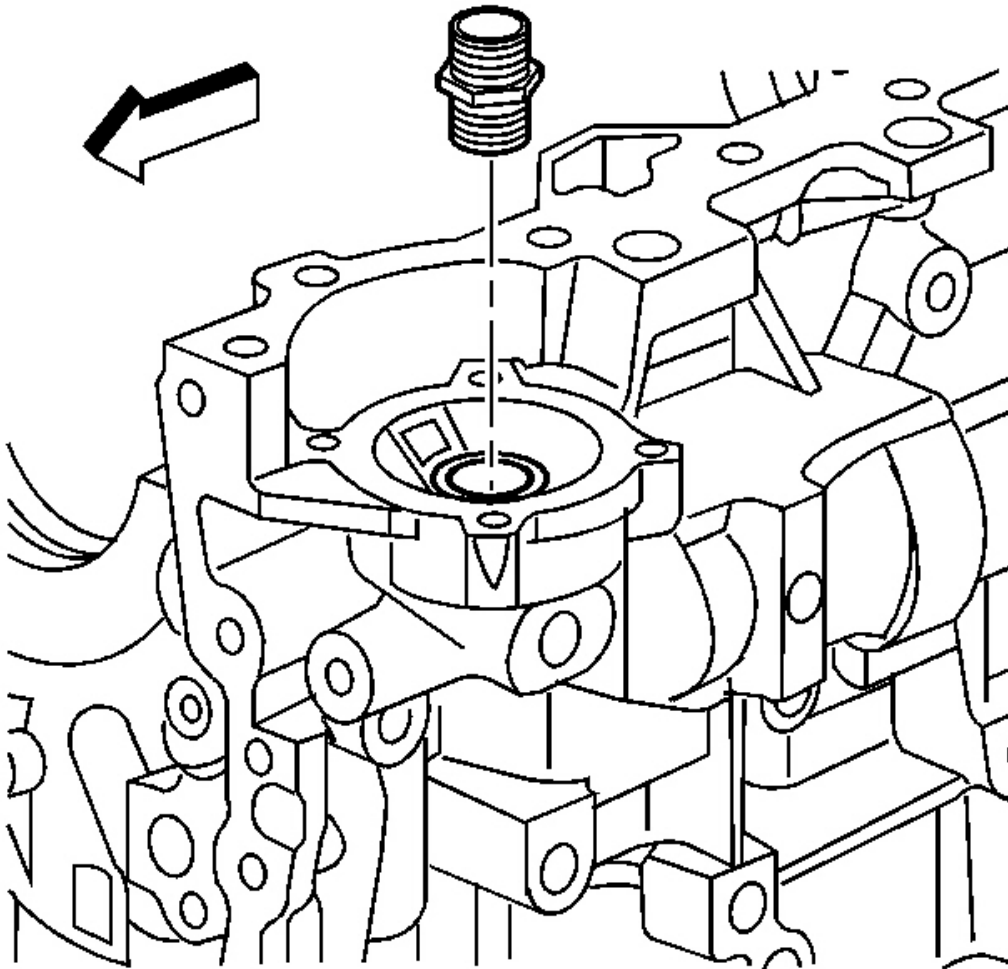


Fig. 648: View Of Oil Filter Adapter
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the oil filter adapter.

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

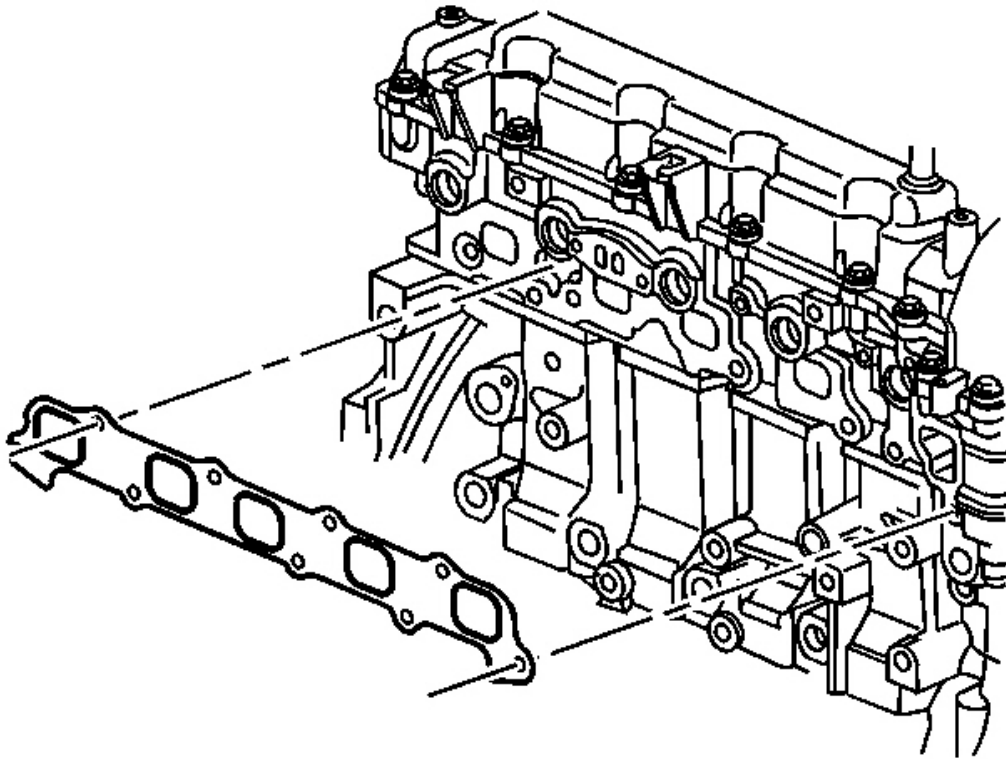


Fig. 649: View Of Exhaust Manifold Gasket
Courtesy of GENERAL MOTORS CORP.

1. Install the NEW exhaust manifold gasket.

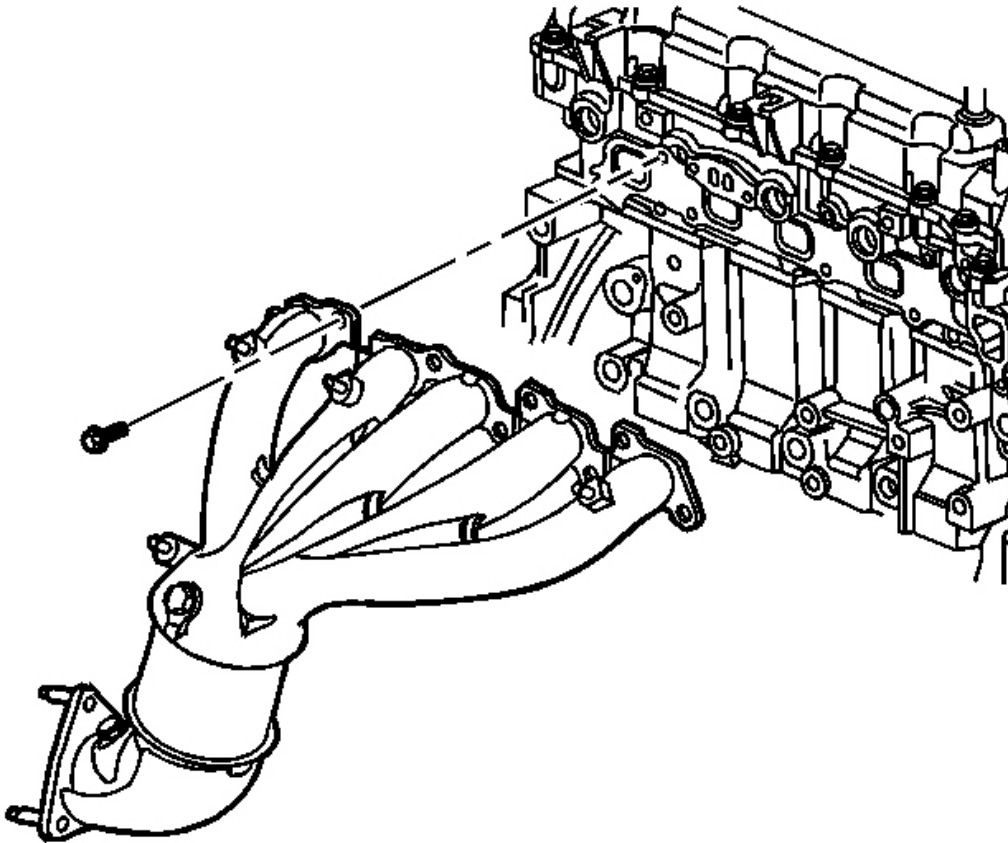


Fig. 650: View Of Exhaust Manifold
Courtesy of GENERAL MOTORS CORP.

2. Install the exhaust manifold.
3. Add threadlock GM P/N 89021297 (Canadian P/N 10953488) to the exhaust manifold bolt threads.
4. Install the exhaust manifold bolts.

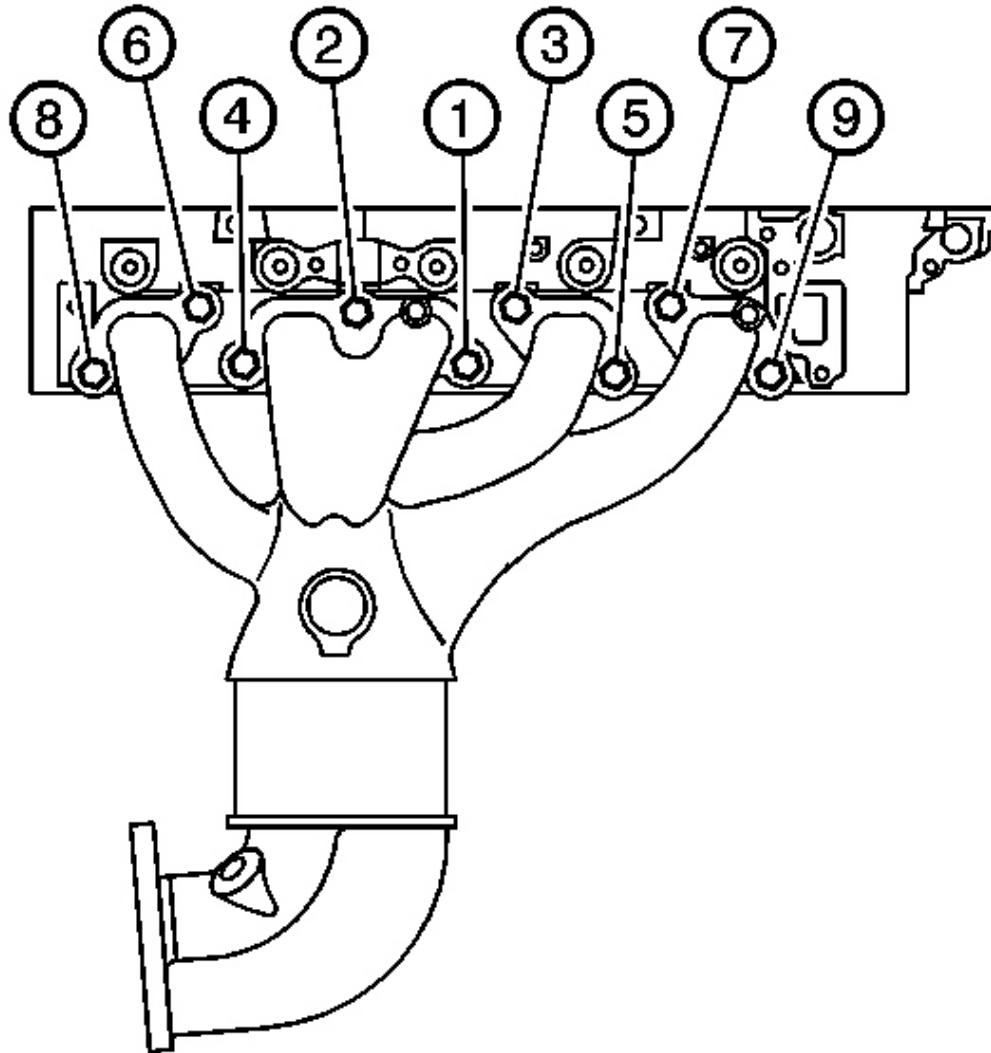


Fig. 651: Installing Exhaust Manifold Bolts
Courtesy of GENERAL MOTORS CORP.

NOTE: Refer to Fastener Notice in Cautions and Notices.

5. Tighten the exhaust manifold bolts.

Tighten:

1. Tighten the exhaust manifold bolts a first pass in sequence to 20 N.m (15 lb ft).
2. Tighten the exhaust manifold bolts a second pass in sequence to 20 N.m (15 lb ft).
3. Tighten the exhaust manifold bolts a final pass in sequence to 20 N.m (15 lb ft).

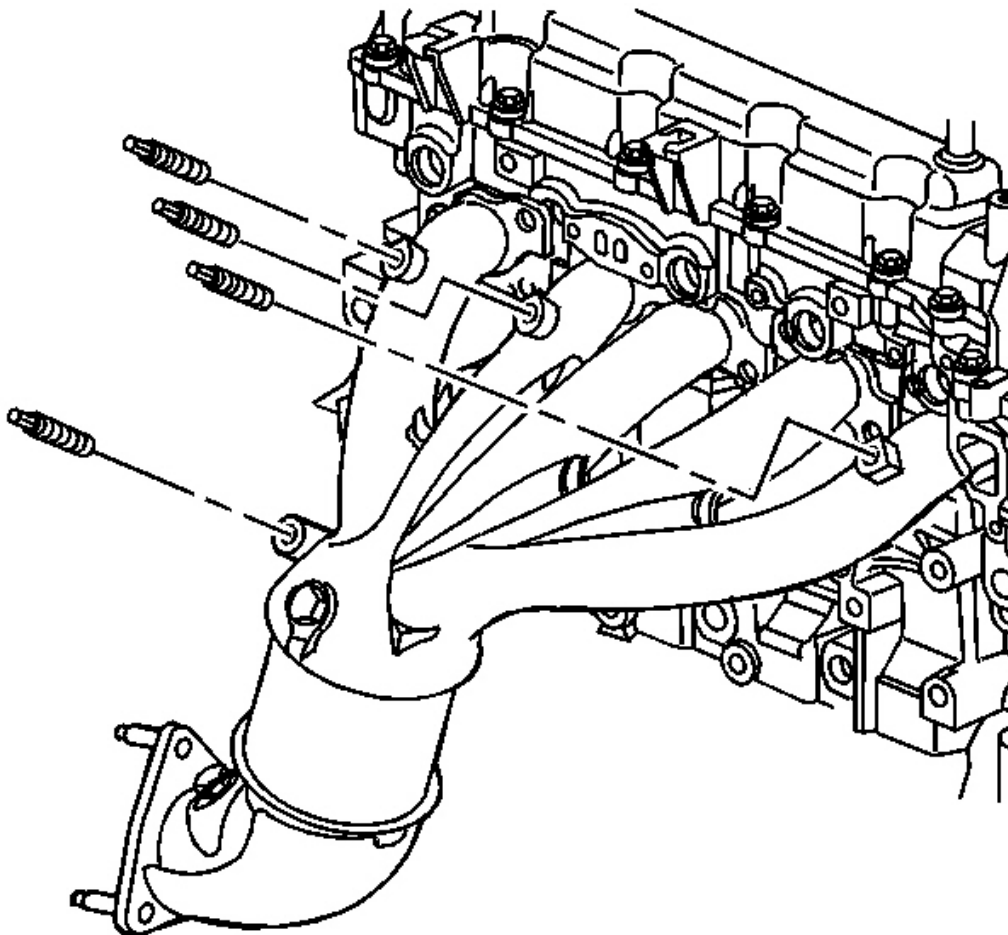


Fig. 652: View Of Exhaust Manifold Studs
Courtesy of GENERAL MOTORS CORP.

6. Install the exhaust manifold heat shield studs (if required).

Tighten: Tighten the exhaust manifold heat shield studs to 10 N.m (89 lb in).

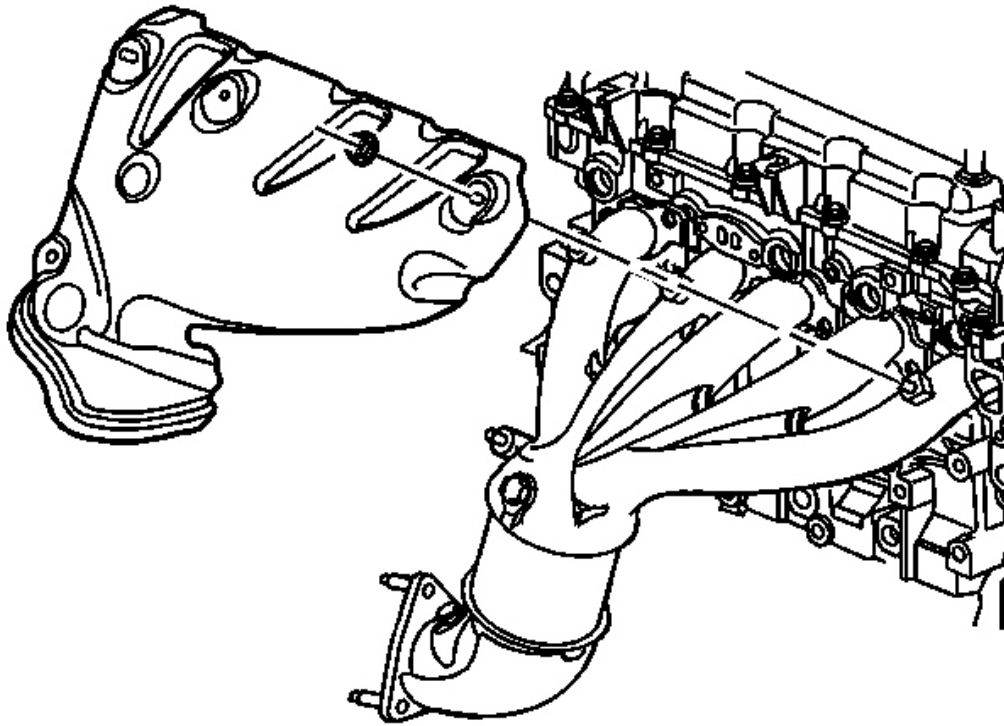


Fig. 653: Exhaust Manifold Heat Shield
Courtesy of GENERAL MOTORS CORP.

7. Install the exhaust manifold heat shield.
8. Add anti-seize GM P/N 12371386 (Canadian P/N 993128) to the exhaust manifold heat shield nuts.
9. Install the exhaust manifold heat shield nuts.

Tighten: Tighten the exhaust manifold heat shield nuts to 10 N.m (89 lb in).

OIL LEVEL INDICATOR AND TUBE INSTALLATION

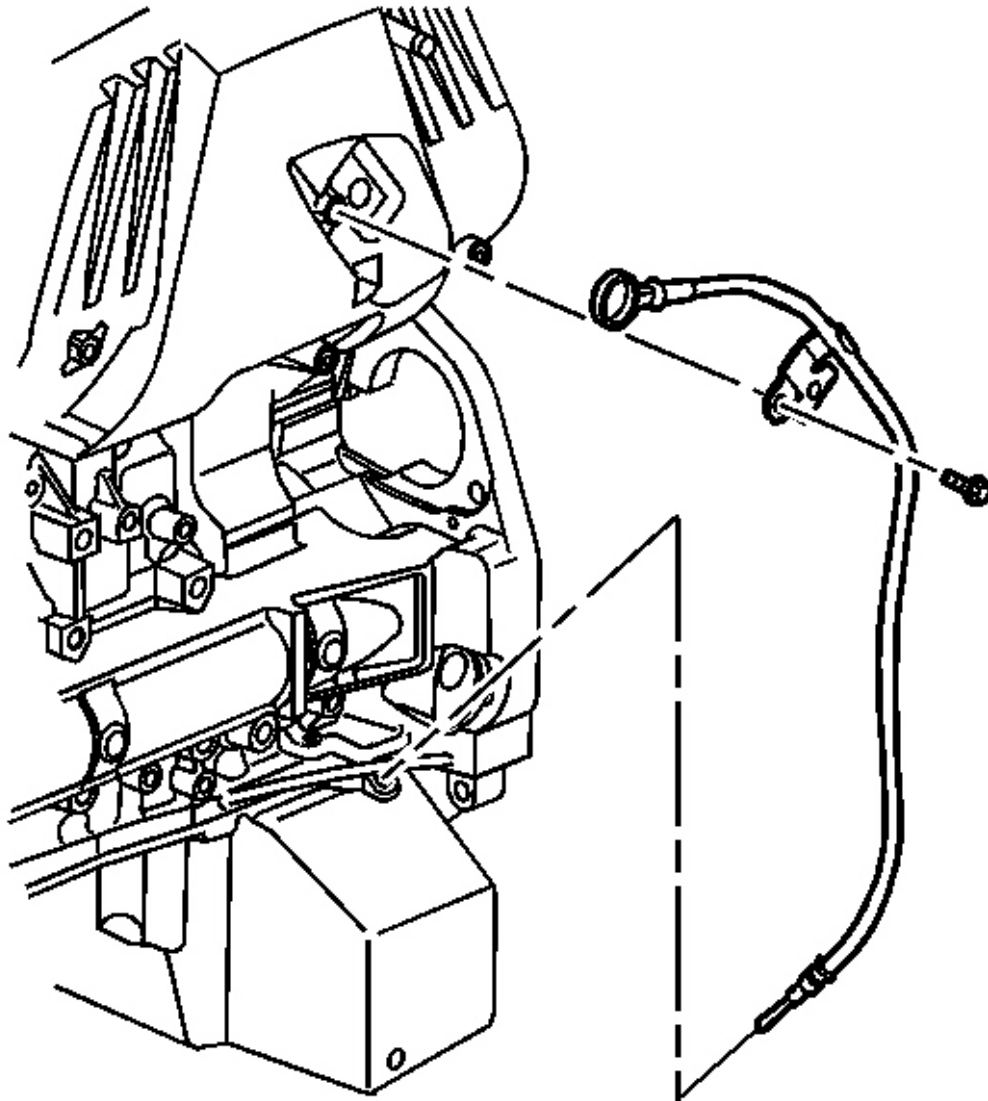


Fig. 654: View Of Oil Level Indicator & Tube
Courtesy of GENERAL MOTORS CORP.

1. Install the oil level indicator tube.
2. Add sealant GM P/N 12378521 (Canadian P/N 88901148) to the oil level indicator tube stud threads.

NOTE: Refer to Fastener Notice in Cautions and Notices.

3. Install the oil level indicator tube stud.

Tighten: Tighten the oil level indicator tube stud to 10 N.m (89 lb in).

4. Install the oil level indicator.

POWER STEERING PUMP BRACKET INSTALLATION

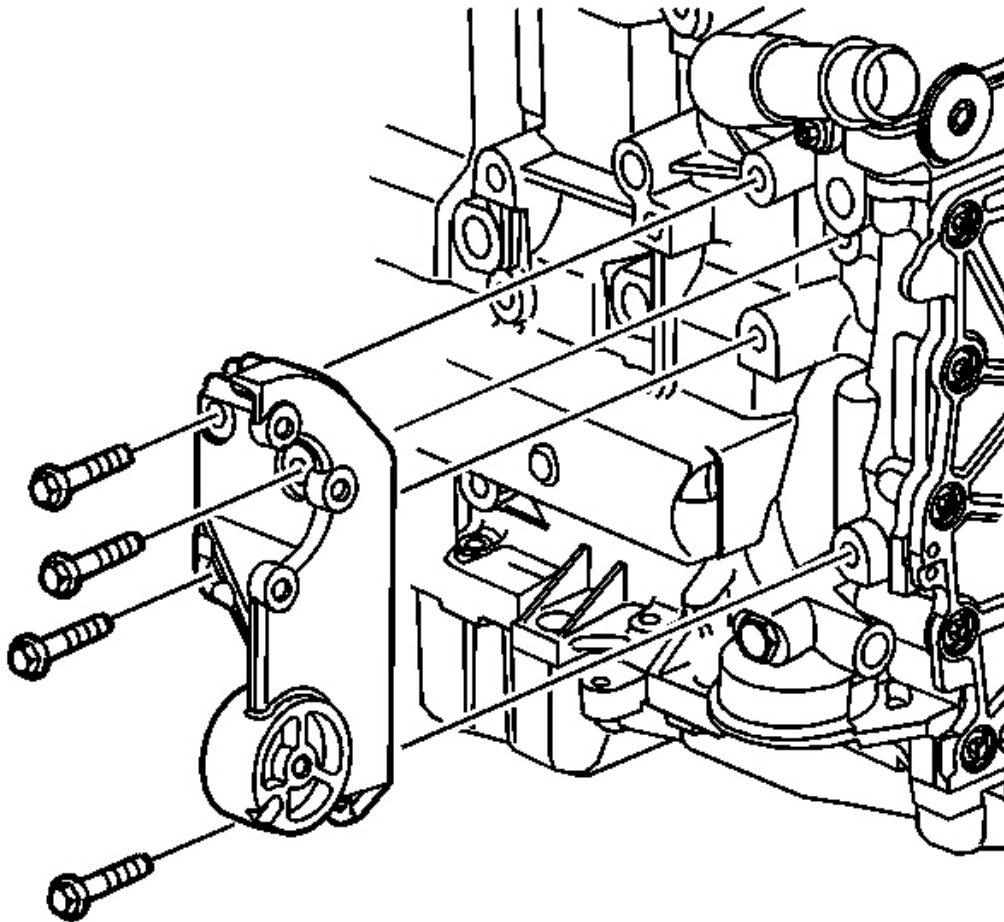


Fig. 655: View Of Power Steering Pump Bracket
Courtesy of GENERAL MOTORS CORP.

1. Install the power steering pump bracket.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the power steering pump bracket bolts.

Tighten: Tighten the power steering pump bracket bolts to 50 N.m (37 lb ft).

DRIVE BELT TENSIONER INSTALLATION

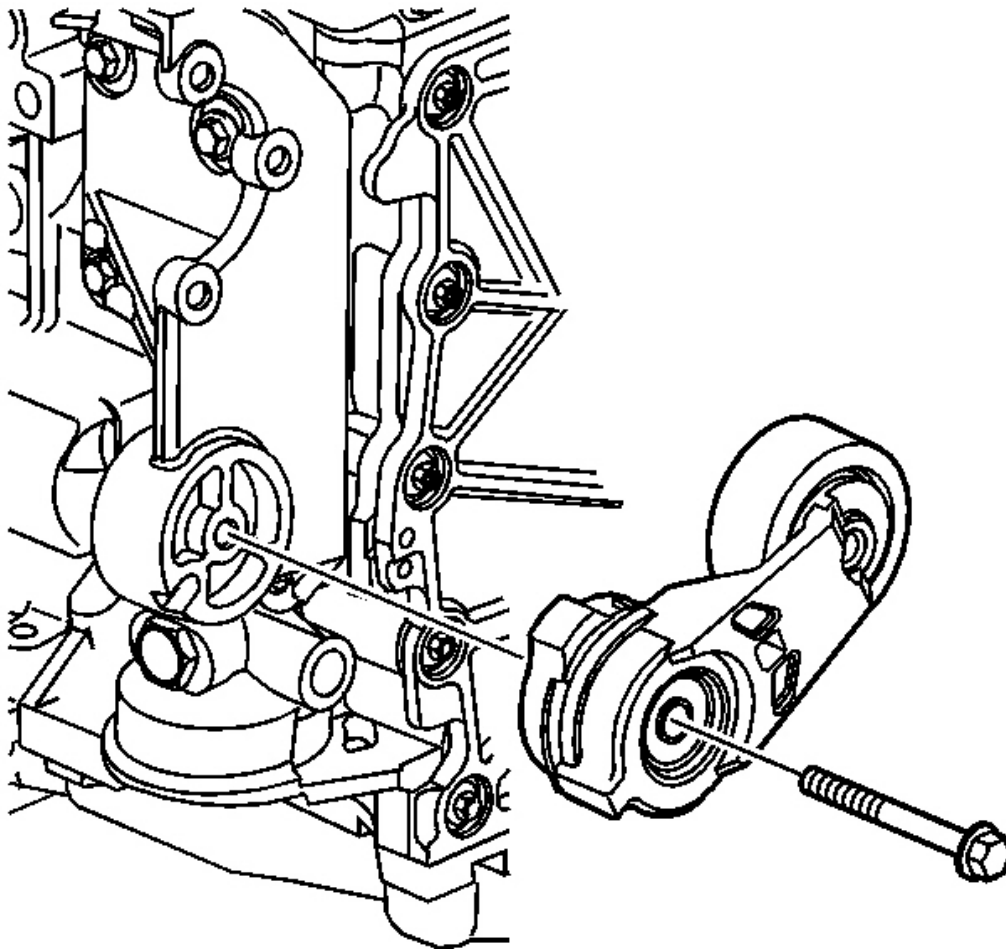


Fig. 656: View Of Drive Belt Tensioner
Courtesy of GENERAL MOTORS CORP.

1. Install the drive belt tensioner.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the drive belt tensioner bolt.

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

DRIVE BELT IDLER PULLEY INSTALLATION

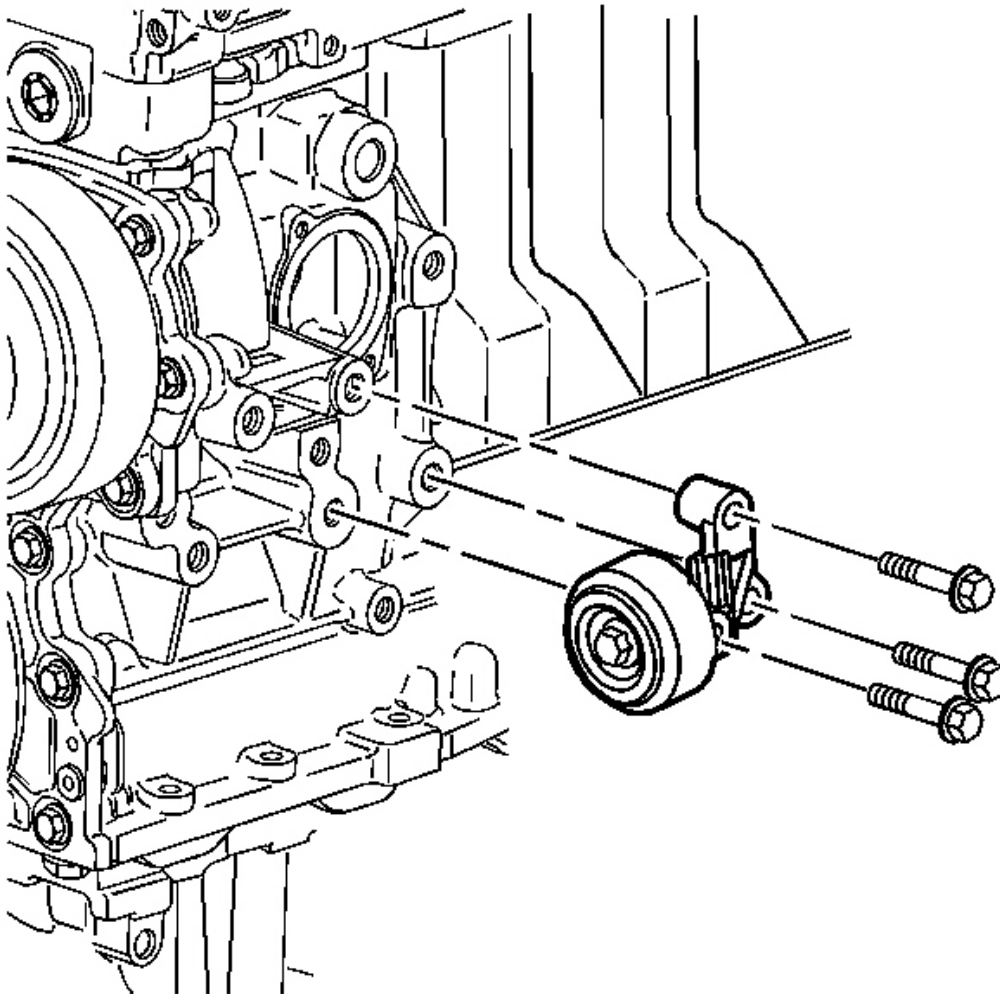


Fig. 657: Drive Belt Idler Pulley
Courtesy of GENERAL MOTORS CORP.

1. Install the drive belt idler pulley.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install the drive belt idler pulley bolts.

Tighten: Tighten the drive belt idler pulley bolts to 50 N.m (37 lb ft).

CRANKSHAFT REAR OIL SEAL INSTALLATION

Tools Required

J 44215 Rear Seal Installer. See **Special Tools**.

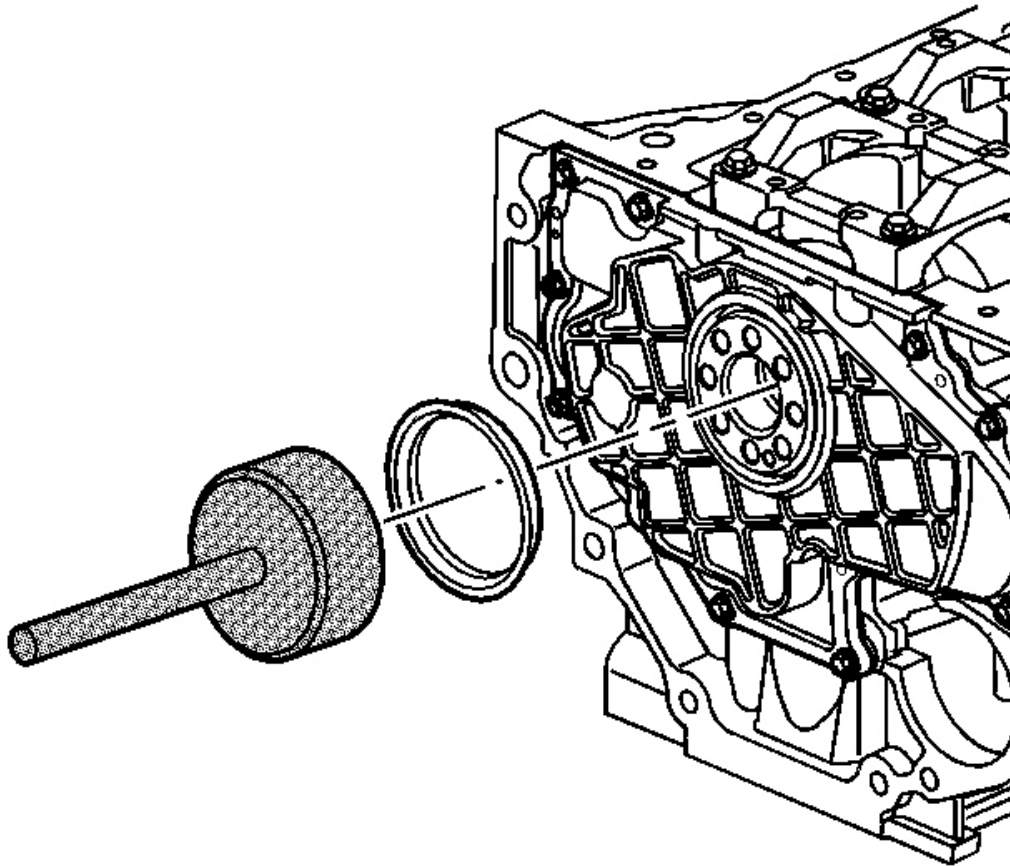


Fig. 658: Installing Crankshaft Rear Oil Seal
Courtesy of GENERAL MOTORS CORP.

1. Use the plastic installation sleeve supplied with the new seal when installing a new seal.
Use **J 44215** to install the crankshaft rear oil seal. See **Special Tools**.
2. Remove **J 44215** . See **Special Tools**.

ENGINE FLYWHEEL INSTALLATION (AUTOMATIC TRANSMISSION)

Tools Required

J 45059 Angle Meter. See **Special Tools**.

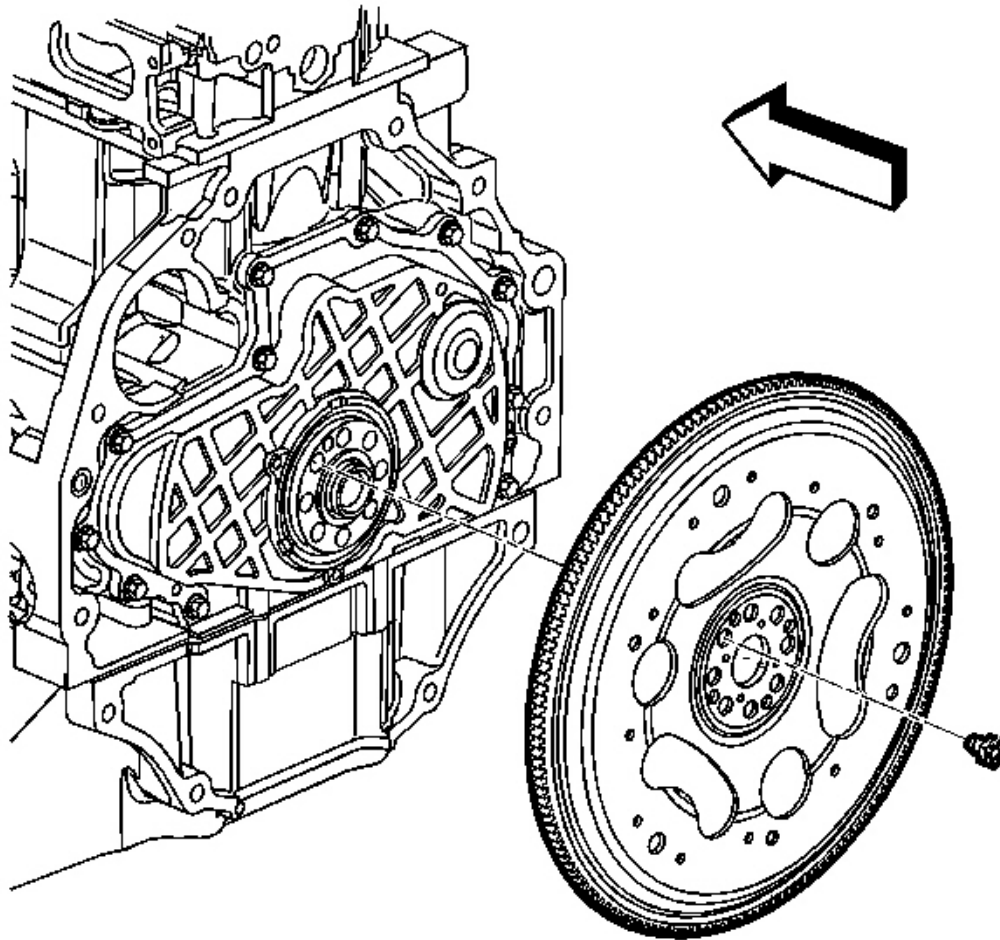


Fig. 659: Installing Flywheel - Automatic Transmission
Courtesy of GENERAL MOTORS CORP.

1. Install the flywheel.

NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install new flywheel bolts.

Tighten:

1. Tighten the new flywheel bolts to 40 N.m (30 lb ft).

2. Use **J 45059** to tighten the flywheel bolts an additional 45 degrees. See **Special Tools**.

ENGINE FLYWHEEL INSTALLATION (MANUAL TRANSMISSION)

Tools Required

J 45059 Angle Meter. See **Special Tools**.

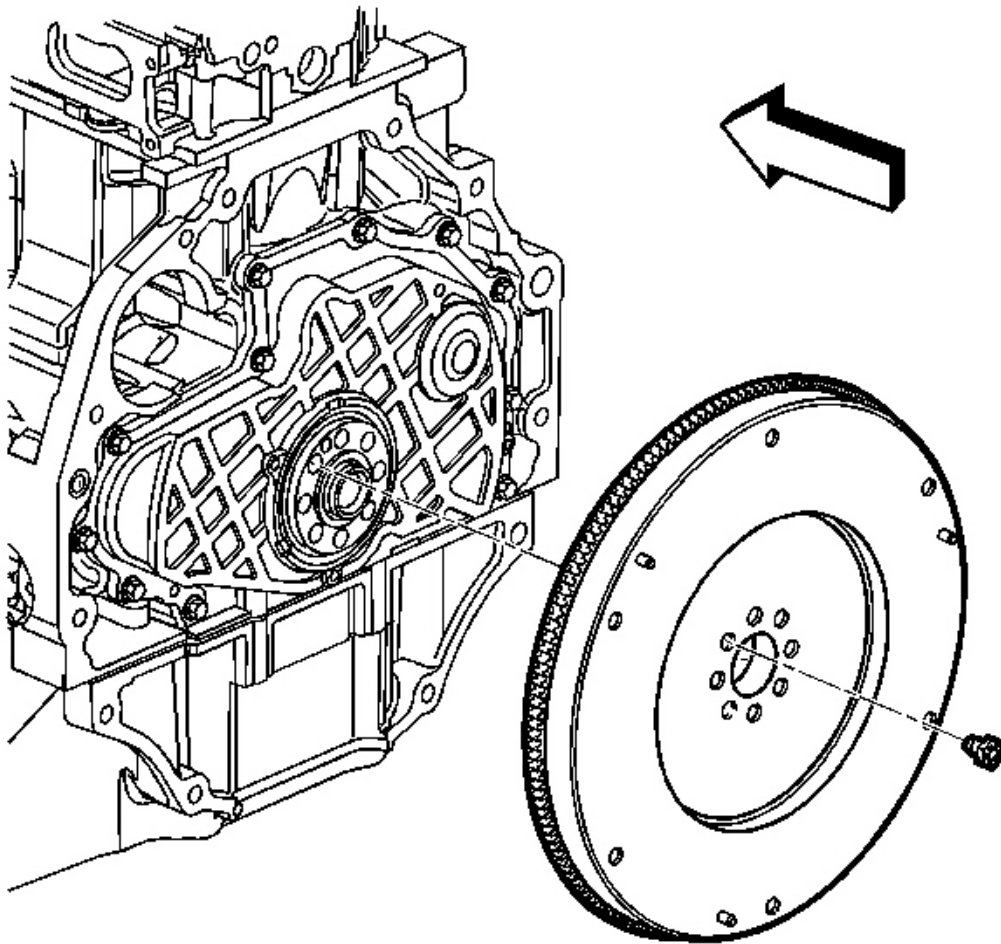


Fig. 660: Installing Flywheel - Manual Transmission
Courtesy of GENERAL MOTORS CORP.

1. Install the flywheel.

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NOTE: Refer to Fastener Notice in Cautions and Notices.

2. Install new flywheel bolts.

Tighten:

1. Tighten the new flywheel bolts to 40 N.m (30 lb ft).
2. Use **J 45059** to tighten the flywheel bolts an additional 45 degrees. See **Special Tools**.

ENGINE PRELUBING

Tools Required

J 45299 Engine Preluber. See **Special Tools**.

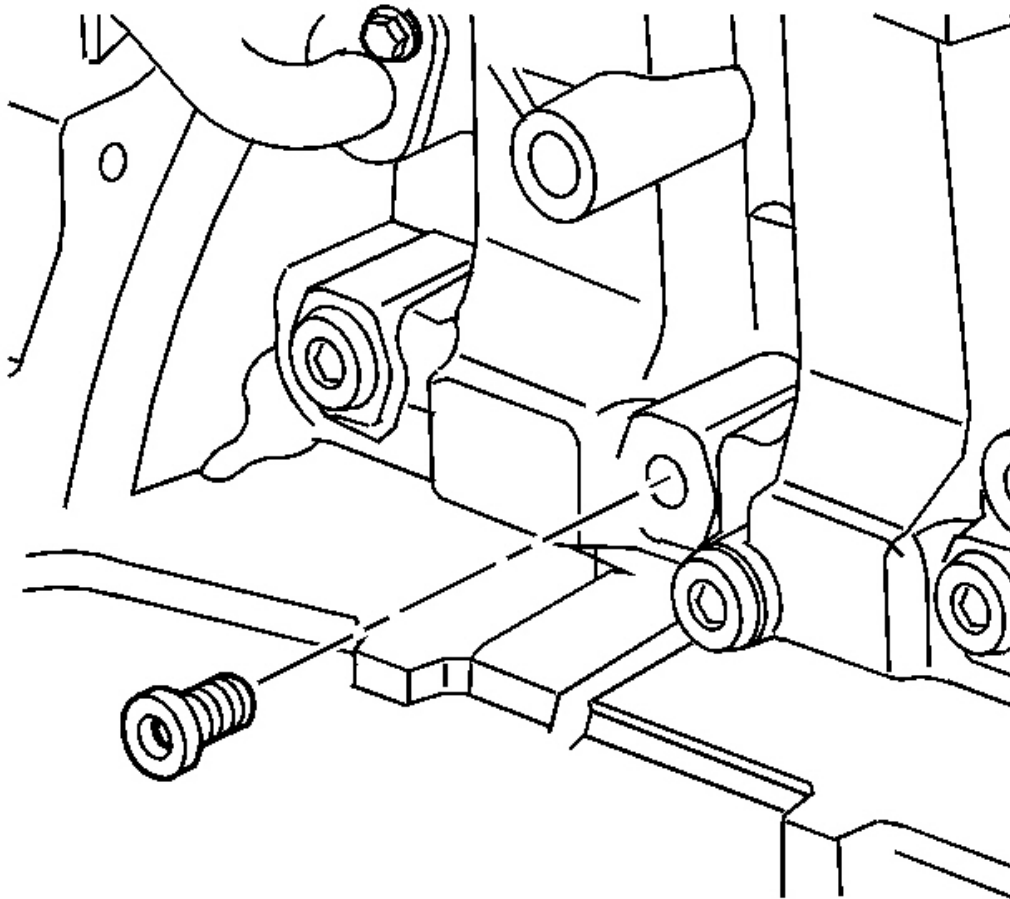


Fig. 661: View Of Engine Block Oil Gallery Plug
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: A constant/continuous flow of clean engine oil is required to properly prime the engine. Be sure to use an approved engine oil as specified in the owners manual.

NOTE: Refer to Fastener Notice in Cautions and Notices.

1. Remove the engine oil filter, fill with clean engine oil, and reinstall.

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

2. Remove the engine block oil gallery plug (1).
3. Install the M16 x 1.5 adapter P/N 509375.

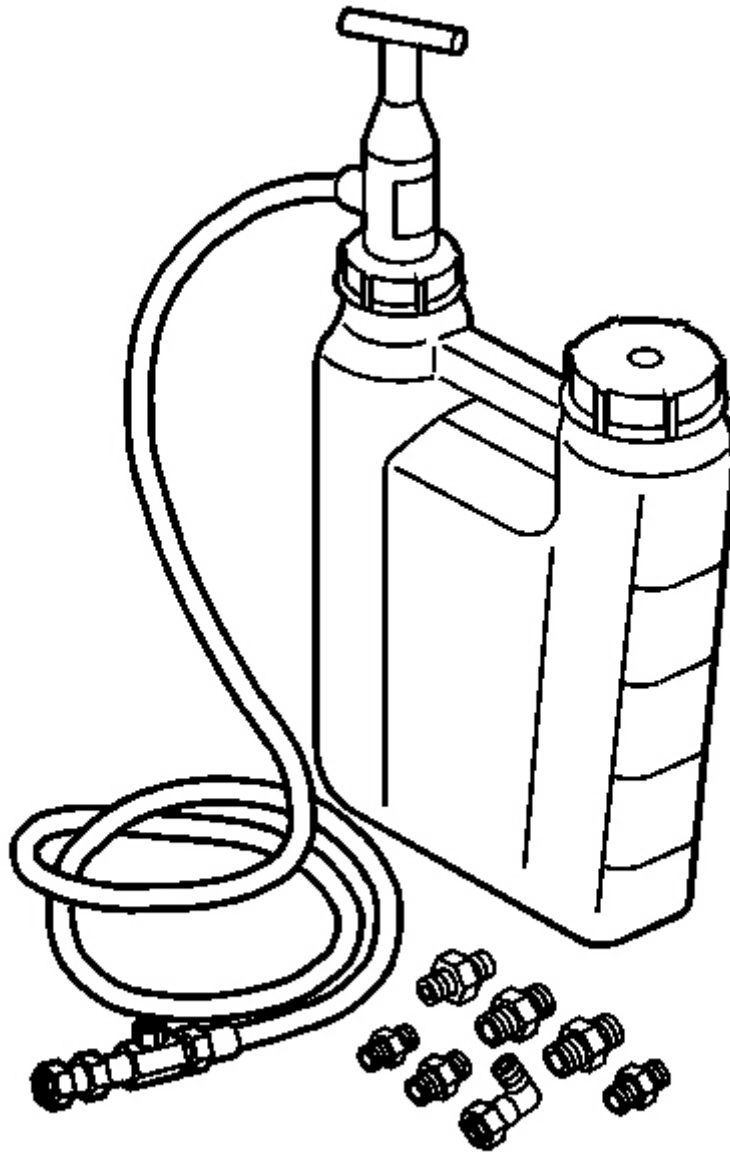


Fig. 662: Identifying Engine Preluber J 45299
Courtesy of GENERAL MOTORS CORP.

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4. Install the flexible hose to the adapter and open the valve.
5. Pump the handle on **J 45299** to flow a minimum of 1-2 quarts of engine oil. See **Special Tools**. Observe the flow of engine oil through the flexible hose and into the engine assembly.
6. Close the valve and remove the flexible hose and adapter from the engine.
7. Install the oil pressure sensor.

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

8. Top-off the engine oil to the proper level.

DESCRIPTION AND OPERATION

CRANKCASE VENTILATION SYSTEM DESCRIPTION

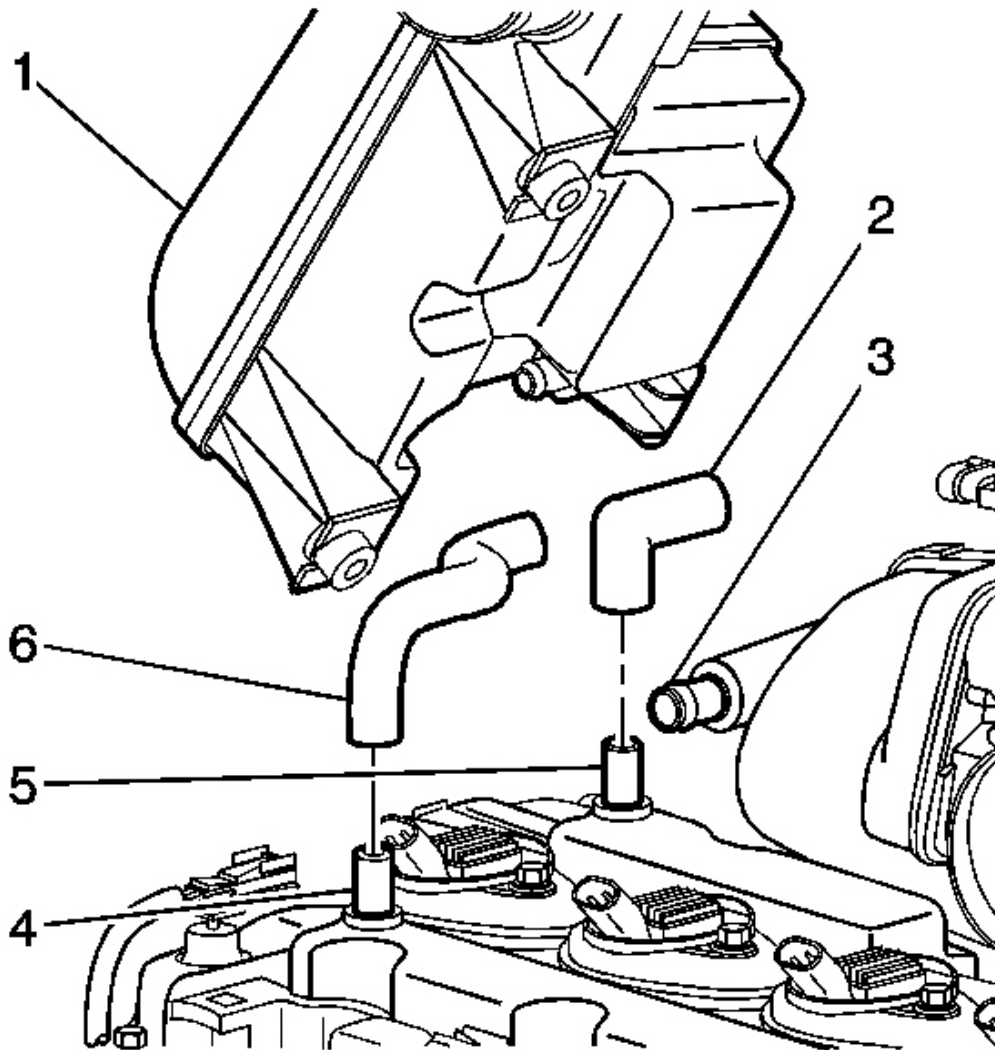


Fig. 663: View Of Crankcase Ventilation System
Courtesy of GENERAL MOTORS CORP.

A crankcase ventilation system is used to consume crankcase vapors created during the combustion process instead of venting them to the atmosphere.

Fresh air is supplied through a filter to the crankcase, the crankcase mixes the fresh air with the blow-by gases and then passed through a positive crankcase ventilation (PCV) orificed tube (5) into the intake manifold (3).

The PCV orificed tube (5) restricts the flow rate of the blow-by gases using a 2.5 mm (0.098 in) orifice located in the camshaft cover tube (5). If abnormal operating conditions arise, the system is designed to allow excessive amounts of blow-by gases to back flow through the crankcase ventilation fresh air tube (6) into the air cleaner resonator (1) in order to be consumed by normal combustion.

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. The drive belts are made of different types of rubbers - chloroprene or EPDM - and have different layers or plies 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.

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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

Engine Block

The lost foam all aluminum engine block utilizes a deep skirt design for increased rigidity. The cylinders are positioned in a straight in-line orientation. The crankshaft bearing caps have a bearing beam or "ladder" for enhanced structural rigidity and vibration reduction.

Oil Pan

A single piece cast aluminum oil pan contributes to crankshaft and block rigidity while reducing overall weight. The oil pan bolts to the bell housing as well as the block. This eliminates points of vibration and makes the complete powertrain act as a single casting. Jack screws are used to remove the oil pan.

Crankshaft

The crankshaft is a nodular iron design.

Connecting Rods

The connecting rods are forged powdered metal. The connecting rods and caps are of a fractured split design to improve durability and reduce internal friction. Care must be taken to ensure the mating surfaces are not damaged during service procedures.

Pistons

The pistons are a full-floating design. The piston pins are a slip fit in the bronze bushed connecting rod and are retained in the piston by round wire retainers. There are 2 compression rings and 1 oil control ring.

Cylinder Head

The cylinder head is also made of the lost foam aluminum for lighter weight and rapid heat dissipation. There are 4 valves per cylinder and the ports are of a high swirl design for improved combustion. The cylinder head gasket consists of a steel laminated construction.

Valve Train

The engine utilizes dual overhead camshafts and roller followers for reduced friction, which results in improved gas mileage.

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Fuel System

A new electronic throttle control system is used on the engine. A throttle actuator control or TAC system eliminates cable linkage from the pedal to the throttle control module. All throttle movements are controlled by the powertrain control module (PCM).

Oil Pump

The oil pump is gear driven directly from the crankshaft. The oil pump drive gear is a slip fit to the crankshaft.

Engine Covers

There is a front engine cover and a rear engine cover, both are made of aluminum. The front engine cover and rear engine cover have "T" sealing joints and need to be removed after the oil pan. The front and rear covers need to be installed before the oil pan. Jack screws are used to remove the covers. Guide pins are used to aid in the installation of both covers.

EXHAUST CAMSHAFT POSITION ACTUATOR DESCRIPTION

The camshaft position actuator is bolted to the front of the exhaust camshaft and is integral with the sprocket. The actuator and sprocket can only be replaced as one unit. The total range of actuator rotation is 0 to 25 camshaft degrees. At idle, the exhaust camshaft position actuator is at full advance or 0 degrees.

NEW PRODUCT INFORMATION

The purpose of New Product Information is to highlight or indicate important new features for the service community.

Changes may include one or more of the following items:

- Torque values and/or fastener tightening strategies
- Engine specifications
- New sealants and/or adhesives
- Disassembly and assembly procedure revisions
- Engine mechanical diagnostic procedure revisions
- Special tools required

New Sealants and/or Adhesives

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- U.S. and Canadian SPO part numbers
- 3-Bond sealant P/N 12378521

Engine Features

- Powder metal connecting rods
- Full floating piston pins
- Lost foam casted aluminum block and head
- Composite plastic camshaft cover
- Electronic Throttle Control - ETC
- Composite intake manifold
- Bridge/bearing beam - stiffener ladder
- Stainless steel fuel rail
- Coil-on-plug ignition system
- Inlet side thermostat
- No EGR
- No AIR

LUBRICATION DESCRIPTION

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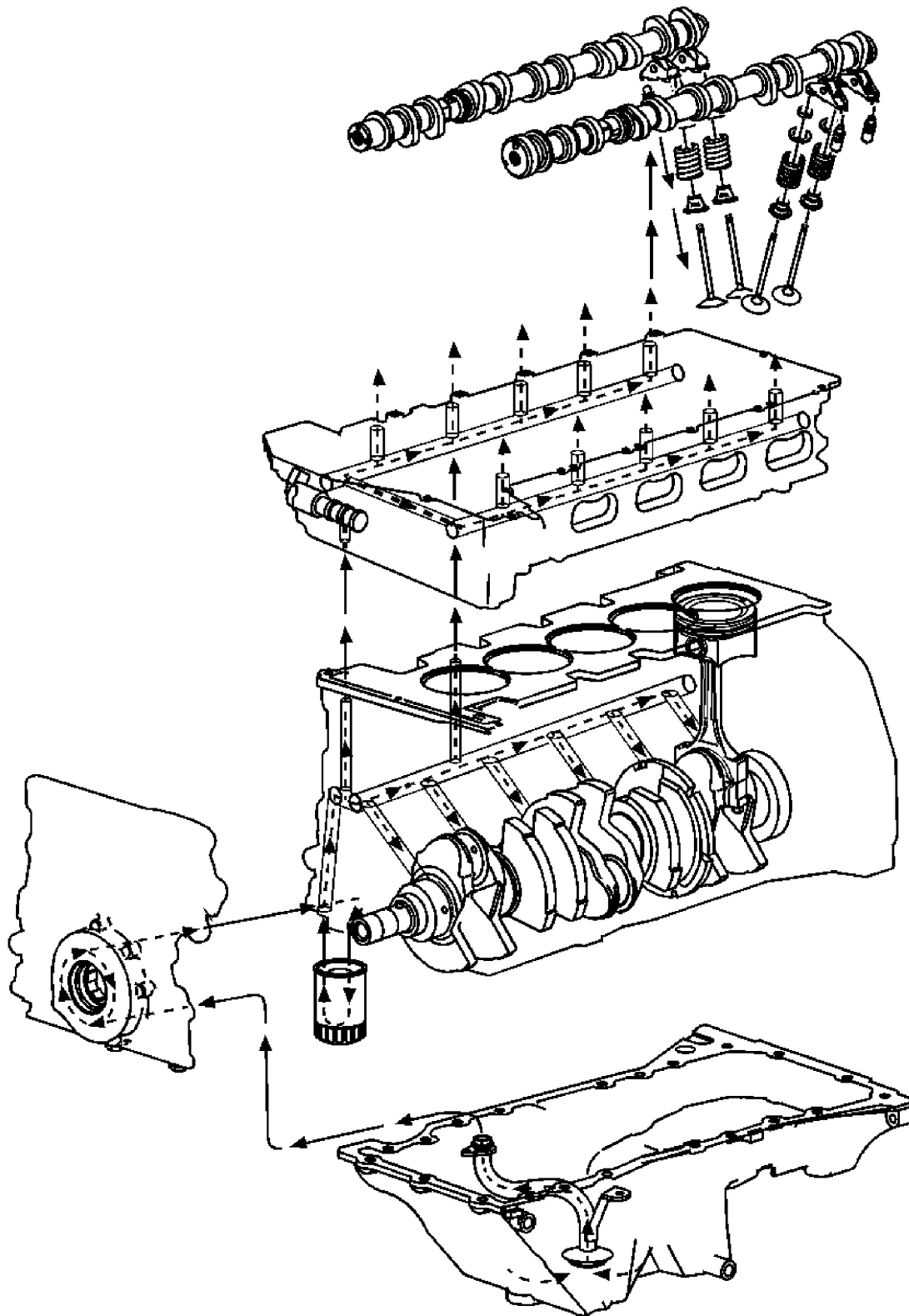


Fig. 664: View Of Engine Lubrication System

Courtesy of GENERAL MOTORS CORP.

The engine lubrication system is of the force-feed type. The oil is supplied under full pressure to the crankshaft, connecting rods, valve lash adjusters, and cam phasing system. A controlled volume of oil is supplied to the camshaft and valve rocker arms. Gravity flow or splash lubricates all other parts. The engine oil is stored in the oil pan, which is filled through a fill cap in the camshaft cover. A removable oil level indicator, on the right side of the engine block, is provided to check the oil level. The oil pump is located in the engine front cover and is driven by the crankshaft. It is a gerotor-style pump, which is a combination of a gear, and a rotor pump. It is connected by a passage in the cylinder block to an oil screen and pipe assembly. The screen is submerged in the oil supply and has ample volume for all operating conditions. Oil is drawn into the pump through the screen and pipe assembly, and a passage in the crankcase, connecting to the passages in the engine front cover. Oil is discharged from the oil pump to the oil filter. The oil pressure relief valve limits the oil pressure. The oil filter bypass valve opens when the oil filter is restricted to approximately 68.95 kPa (10 psi) of pressure difference between the oil filter inlet and discharge. The oil will then bypass the oil filter and channel unfiltered oil directly to the main oil galleries of the engine. A full-flow oil filter is mounted to the oil filter adapter on the lower right front side of the engine. The main oil galleries run the full length of the engine block and cut into the valve lash adjuster holes to supply oil at full pressure to the valve lash adjusters. Holes are drilled from the crankshaft bearings to the main oil gallery. Oil is transferred from the crankshaft bearings to the connecting rod bearings through holes drilled in the crankshaft. Pistons, piston pins, and cylinder walls are lubricated by oil splash from the crankshaft and connecting rods. The camshafts and valve rocker arms are supplied with oil from the oil passages drilled into the camshaft mounting areas.

CLEANLINESS AND CARE

An automobile engine is a combination of many of the following surfaces:

- Machined
- Honed
- Polished
- Lapped

The tolerances of these surfaces are measured in the ten-thousandths of an inch. When you service any internal engine part, cleanliness and care are important. Apply a liberal coating of engine oil to the friction areas during assembly in order to protect and lubricate the surfaces on initial operation. Throughout this section, practice proper cleaning and protection procedures to the machined surfaces and to the friction areas.

NOTE: Engine damage may result if an abrasive paper, pad, or motorized wire brush is used to clean any engine gasket surfaces.

Whenever you remove the valve train components, keep the components in order. Follow this procedure in order to install the components in the same locations and with the same mating surfaces as when removed.

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

Disconnect the negative battery cables before you perform any major work on the engine. For more information on the disconnection of the battery, refer to Engine Electrical.

SEPARATING PARTS

The components of an internal combustion engine develop wear patterns with their mating components. During disassembly of the engine, parts should be separated and kept in order so they may be reinstalled in the same location from which they were removed.

REPLACING ENGINE GASKETS

1. Do not reuse any gasket unless otherwise specified. Reusable gaskets will be identified in the service procedure. Do not apply sealant to any gasket or sealing surface unless called out in the service procedure.
2. Use jack screws to separate components.

IMPORTANT: Do not use any other method or technique in order to remove the gasket material from a components.
Do not use the following items in order to clean the gasket surfaces:

- Abrasive pads
- Sand paper
- Power tools

These methods of cleaning may damage the component. Abrasive pads also produce a fine grit that the oil filter cannot remove from the oil. This grit is abrasive and may

cause internal engine damage.

3. Remove all of the gasket and the sealing material from the component using a plastic or a wood scraper. Do not gouge or scrape the sealing surfaces.

IMPORTANT: Do not allow the sealant to enter any blind threaded holes. The sealant may cause the following conditions:

- Prevent you from properly seating the bolt
 - Cause damage when you tighten the bolt
4. When assembling components, use only the sealant specified in the service procedure. Ensure that the sealing surfaces are clean and free of debris or oil. When applying sealant to a component, apply a bead size as specified in the service procedure.
 5. Tighten the bolts to the specifications.

USE OF ROOM TEMPERATURE VULCANIZING (RTV) AND ANAEROBIC 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:

- Aerobic sealant (Room Temperature Vulcanizing (RTV))
- Anaerobic sealant, which include the following:
 - Gasket eliminator
 - Pipe
 - Threadlock

Aerobic Type Room Temperature Vulcanizing (RTV) Sealant

Aerobic 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.

IMPORTANT: Do not allow the RTV sealant to enter any blind threaded holes, as it may prevent the fasteners from clamping properly or cause damage when the fastener is tightened.

- 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.
- Assemble the components while the RTV sealant is still wet to the touch. Do not wait for the RTV sealant to skin over.
- Tighten the fasteners in sequence (if specified) and to the proper torque specifications. DO NOT overtighten the fasteners.

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 five minutes, may result in incorrect clamp load of assembled components.

- Tighten the fasteners in sequence (if specified) and to the proper torque specifications. DO NOT overtighten the fasteners.

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.

IMPORTANT: Do not allow the pipe sealant to enter any of the blind threaded holes, as the pipe sealant may prevent the fastener from clamping properly, or cause component damage when the fastener is tightened.

- Apply the pipe sealant bead to the inside of any bolt hole areas.
- Apply a continuous bead of pipe sealant to 1 sealing surface.
- Tighten the fasteners in sequence (if specified) and to the proper torque specifications. DO NOT overtighten the fasteners.

TOOLS AND EQUIPMENT

Work in a clean and well-lit area. Have the following components available before you begin to work:

- A suitable parts cleaning tank

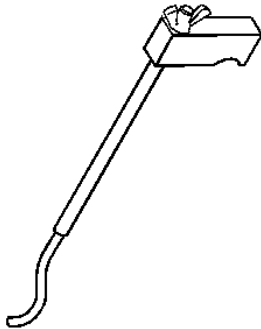
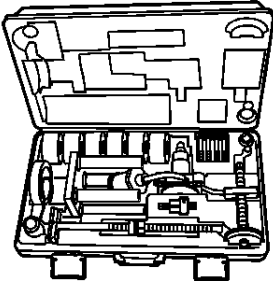
- A compressed air supply
- Trays, in order to keep the parts and the fasteners organized
- An adequate set of hand tools

An approved engine repair stand will prevent personal injury or damage to the engine components. The special tools are designed in order to quickly and safely accomplish the operations for which the tools are intended. Using the tools will minimize possible damage to the engine components. Precision measuring tools are required for the inspection of certain critical components. Torque wrenches are needed for the correct assembly of various parts.

SPECIAL TOOLS AND EQUIPMENT

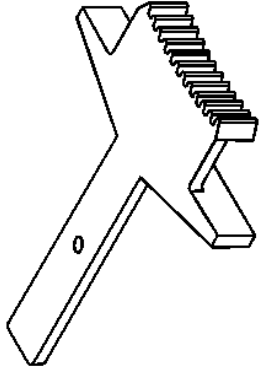
SPECIAL TOOLS

Special Tools

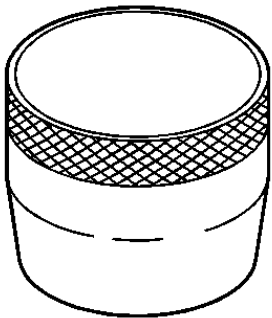
Illustration	Tool Number/Description
	<p>EN 44217-45 Timing Chain Retention Tool</p>
	<p>EN 45680-400 Cylinder Sleeve Removal and Installation Kit</p>

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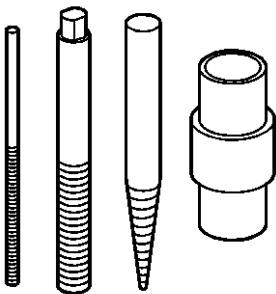
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EN 46547
Flywheel Holding Tool



EN 47701
Piston Ring Compressor

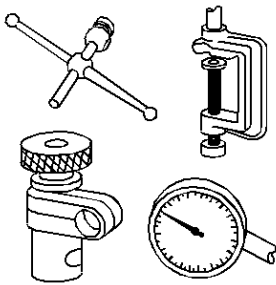
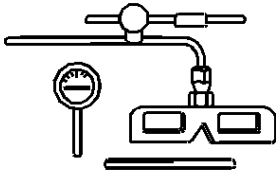


EN 47702
Bolt Extractor Kit

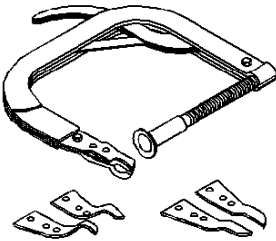
J 7872
Magnetic Base Indicator Set

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J 8001
Dial Indicator Set

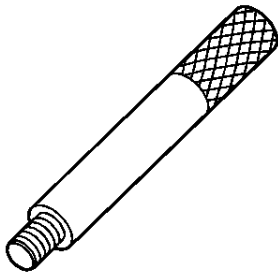
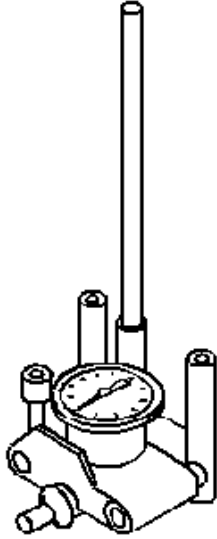


J 8062
Valve Spring Compressor (Head-Off)

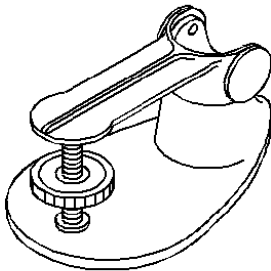
J 8087
Cylinder Bore Checking Gage

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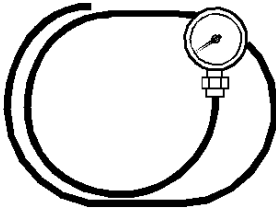
J 8092
Driver Handle



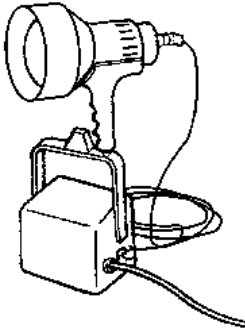
J 9666
Valve Spring Tester

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J 21867
Pressure Gage and Hose



J 28428-E
High Intensity Black Light



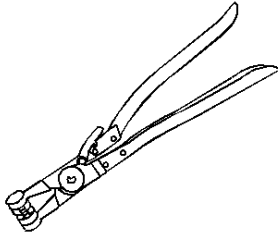
J 35667-A
Cylinder Leakdown Tester

J 38185

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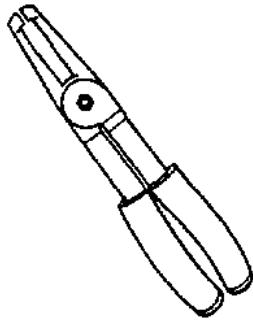
Hose Clamp Pliers



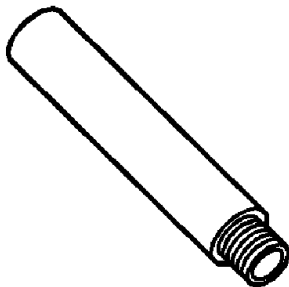
J 38722
Compression Tester



J 38820
Valve Stem Seal Remover & Installer

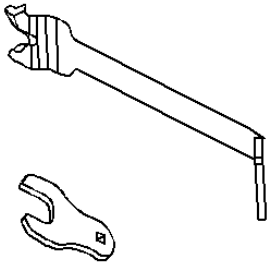


J 39313
Spark Plug Port Adapter

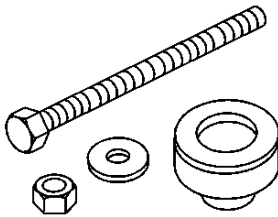


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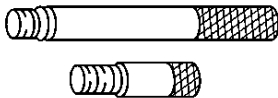
2006 ENGINE Engine Mechanical - 3.5L (L52) - H3



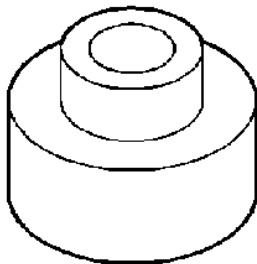
J 41240
Fan Clutch Wrench



J 41478
Crankshaft Balancer Installer



J 41556
Connecting Rod Guides

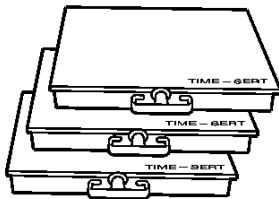
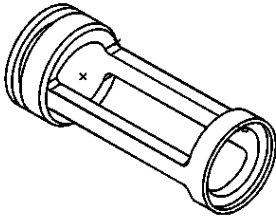


J 41816-2
Crankshaft End Protector

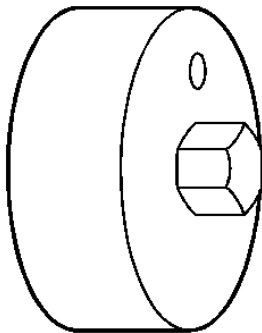
J 42037
Valve Spring Compressor Adapter

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J 42385-400
Thread Repair Kit

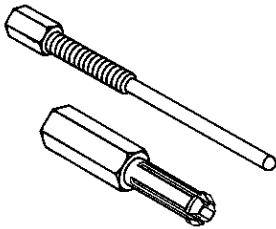
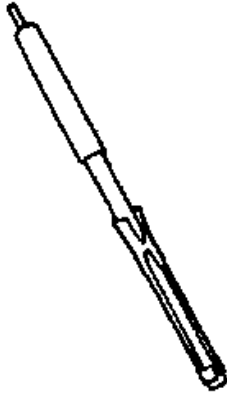


J 42907
Oil Pressure Tester Adapter

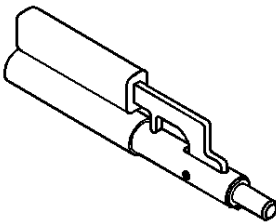
J 43059
Valve Retainer Remover/Installer

2006 Hummer H3

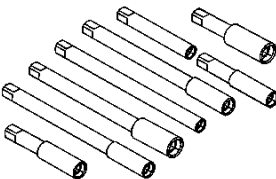
2006 ENGINE Engine Mechanical - 3.5L (L52) - H3



J 43276
Clutch Pilot Bearing Remover



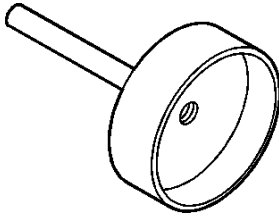
J 43654
Piston Pin Retaining Clip Remover/Installer



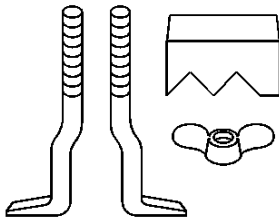
J 43965
Thread Repair Extension Kit

2006 Hummer H3

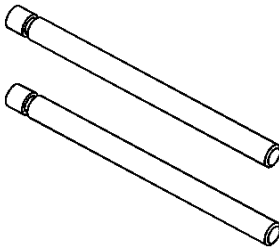
2006 ENGINE Engine Mechanical - 3.5L (L52) - H3



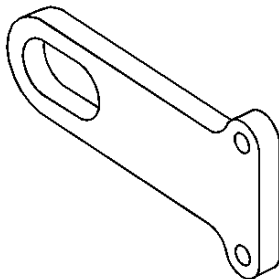
J 44215
Rear Seal Installer



J 44217
Timing Chain Retention Tool



J 44219
Cover Alignment Pins

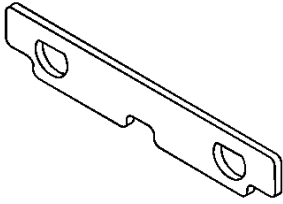


J 44220
Engine Lift Bracket

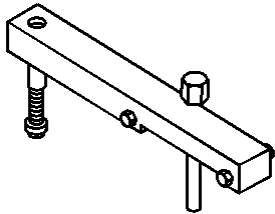
J 44221

2006 Hummer H3

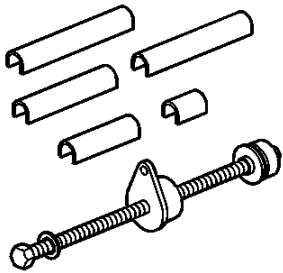
2006 ENGINE Engine Mechanical - 3.5L (L52) - H3



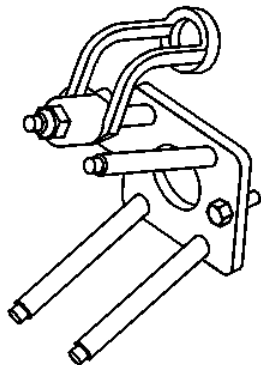
Camshaft Holding Tool



J 44222
Camshaft Sprocket Holding Tool



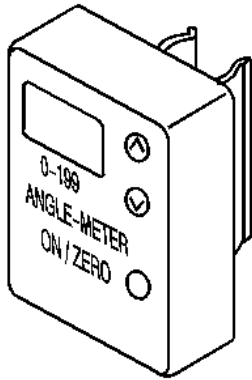
J 44225
Balance Shaft Bearing Remover/Installer



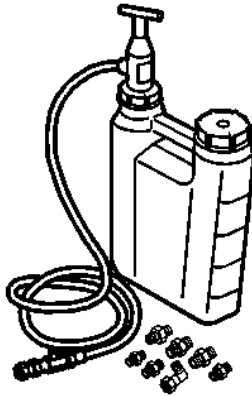
J 44228
Valve Spring Compressor

2006 Hummer H3

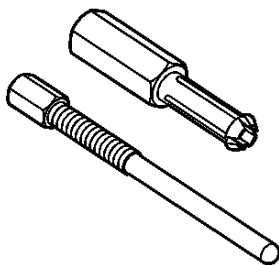
2006 ENGINE Engine Mechanical - 3.5L (L52) - H3



J 45059
Angle Meter



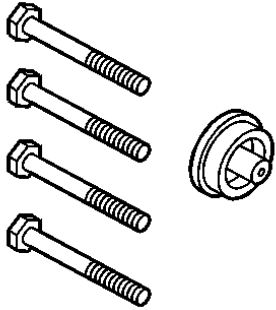
J 45299
Engine Pre-Luber



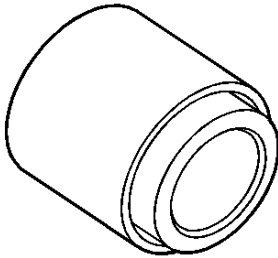
J 45849-1
Flywheel Locator Remover

2006 Hummer H3

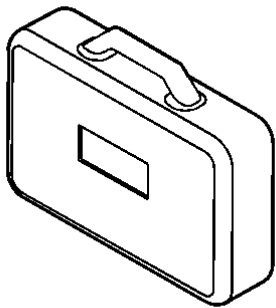
2006 ENGINE Engine Mechanical - 3.5L (L52) - H3



J 45949
Pilot Bearing and Flywheel Locator Installer



J 45951
Front Seal Installer



J 46525
Storage Case