

**GENERAC**<sup>®</sup>  
POWER SYSTEMS, INC.

**3.0** LITER

**GM  
GAS  
ENGINE**

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***SERVICE  
MANUAL***

# FOREWORD

This manual has been published by GENERAC<sup>®</sup> POWER SYSTEMS, INC. to aid our dealers' mechanics, company service personnel and general consumers when servicing the products described herein.

It is assumed that these personnel are familiar with the servicing procedures for these products, or like or similar products, manufactured and marketed by GENERAC<sup>®</sup> POWER SYSTEMS, INC. It is also assumed that they have been trained in the recommended servicing procedures for these products, which includes the use of mechanics hand tools and any special tools that might be required.

Proper service and repair is important to the safe, economical and reliable operation of the products described herein. The troubleshooting, testing, service and repair procedures recommended by GENERAC<sup>®</sup> POWER SYSTEMS, INC. and described in this manual are effective methods of performing such operations. Some of these operations or procedures may require the use of specialized equipment. Such equipment should be used when and as recommended.

GENERAC could not possibly know of and advise the service trade of all conceivable procedures or methods by which a service might be performed, nor of any possible hazards and/or results of each procedure or method. GENERAC has not undertaken any such wide evaluation. Therefore, anyone who uses a procedure or method not recommended by the manufacturer must first satisfy themselves that neither their safety, nor the product's safety, will be endangered by the service or operating procedure selected.

All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication. However, GENERAC<sup>®</sup> POWER SYSTEMS, INC. reserves the right to change, alter or otherwise improve the product at any time without prior notice.

Some components or assemblies of the product described in this manual may not be considered repairable. Disassembly, repair and reassembly of such components may not be included in this manual.

The engines described herein may be used to power a wide variety of products. Service and repair instructions relating to any such products are not covered in this manual. For information pertaining to use of these engines with other products, refer to any owner's or service manuals pertaining to said products.

SERVICE RECOMMENDATIONS ..... A\_2  
GM CONTENTS ..... 1

The 3.0 Liter Gas Engine has been engineered for use in Generac Power Systems, Inc. products. The contents of this manual have been reprinted from the original manufacturer's service and repair manual.

## 3.0 Liter Gas Engine Service Recommendations

### ◆ ENGINE OIL RECOMMENDATIONS

The unit has been filled with “break in” engine oil at the factory. Use a high-quality detergent oil classified “For Service CC, SD, SE or SF.” Detergent oils keep the engine cleaner and reduce carbon deposits. Use oil having the following SAE viscosity rating, based on the ambient temperature range anticipated before the next oil change:

#### Engine Lubrication System:

Type of Oil Pump ..... Gear  
 Oil Filter ..... Full Flow, Cartridge  
 Crankcase Oil Capacity ..... 3.8 L (4.0 U.S. qts.)

### ◆ COOLANT

Temperature	Oil Grade (Recommended)
Above 75° F (24° C)	SAE 30W
40° to 75° F (4.4° to 24° C)	SAE 20W or 15W-40
10° to 40° F (-12° to 4.4° C)	SAE 10W or 15W-40
Below 10° F (-12° C)	SAE 5W or 5W-20

Use a mixture of half low silicate, ethylene glycol base antifreeze and half soft water. Use only soft water and only low silicate antifreeze. If desired, add a high quality rust inhibitor to the recommended coolant mixture. When adding coolant, always add the recommended 50-50 mixture.

#### Cooling System:

Type ..... Pressurized, Closed Recovery  
 Coolant Capacity  
 System ..... 8.5 L (2.0 U.S. gals.)  
 Engine ..... 1.0 L (.25 U.S. gals.)

### —▲ DANGER ▲—

- ▲ Do not remove the radiator pressure cap while the engine is hot or serious burns from boiling liquid or steam could result.
- ▲ Ethylene glycol base antifreeze is poisonous. Do not use your mouth to siphon coolant from the radiator, recovery bottle or any container. Wash your hands thoroughly after handling. Never store used antifreeze in an open container because animals are attracted to the smell and taste of antifreeze even though it is poisonous to them.

### —▲ CAUTION ▲—

- ▲ Do not use any chromate base rust inhibitor with ethylene glycol base antifreeze, or chromium hydroxide (“green slime”) will form and cause overheating. Engines that have been operated with a chromate base rust inhibitor must be chemically cleaned before adding ethylene glycol base antifreeze. Using any high silicate antifreeze boosters or additives also will cause overheating. We also recommend that you DO NOT use any soluble oil inhibitor for this equipment.

### PERIODIC MAINTENANCE SCHEDULE:

#### SERVICE SCHEDULE

##### ◆ AUTHORIZED OPERATOR MAINTENANCE FUNCTIONS

###### Every Month or 100 Hours

(whichever comes first)

- Test standby generator system.
- Inspect battery and cables.
- Check engine oil level.
- Check gearbox oil level (if so equipped).
- Check engine coolant level.
- Check generator ground connections.
- Test/inspect starting aids.

###### Every Three Months or Every 120 Hours

(whichever comes first)

- Inspect and test fuel system and connections.
- Inspect exhaust system.
- Inspect/test fuel supply system.

##### ◆ AUTHORIZED SERVICE TECHNICIAN MAINTENANCE FUNCTIONS

###### After First 30 Hours of Operation

- Inspect wiring.
- Change engine crankcase oil and oil filter.
- Inspect engine fan belts.
- Inspect battery and cables.

###### Every Six Months or Every 100 Hours

(whichever comes first)

- Change engine oil and filter.
- Lubricate engine controls.
- Service engine air cleaner.
- Service engine fuel filter.
- Inspect AC generator.
- Test engine safety controls.
- Inspect fan belts.
- Check engine coolant level.
- Inspect engine cooling system hoses.
- Check optional starting aids.
- Check battery.
- Check engine compression.
- Check electrical connections.
- Check/test annunciator panel.
- Perform operational test.

###### Annually or Every 600 Hours

(whichever comes first)

- Check engine valve clearance.
- Test fuel injection nozzles.
- Test injection timing.
- Inspect all wiring.
- Test engine starter operation.
- Drain water from fuel tank.
- Retorque fan bolts.
- Drain and refill gearbox (if so equipped)

###### Every Two Years

- Replace all rubber hoses.
- Replace engine fan belts.
- Inspect the Standby Generator System.
- Drain, flush, refill cooling system.

###### Every 1,000 Operating Hours

- Inspect engine DC alternator.
- Inspect engine starter.
- Retorque engine mounting brackets.
- Remove/test fuel injection pump.
- Remove/test cooling system thermostat.

###### As Required

- Bleed engine fuel system.



# Table of Contents

<b>Specifications</b> .....	4	Crankshaft , Bearings and Bearing Cap Removal .....	32
Fastener Tightening Specifications .....	4	Crankshaft and Bearings Clean and Inspect .....	33
Sealers, Adhesives and Lubricants .....	4	Crankshaft and Bearings Clean and Inspect (Main Bearing Clearance) .....	35
Engine Mechanical Specifications (1 of 2) .....	5	Camshaft Bearing Removal .....	37
Engine Mechanical Specifications (2 of 2) .....	6	Distributor Lower Bushing and Thrust Washer Removal .....	38
<b>Diagnostic Information and Procedures</b> .....	7	Oil Filter Bypass Valve Removal and Installation .....	38
Base Engine Noise Diagnosis .....	7	Cylinder Block Clean and Inspect .....	39
Engine Compression Test .....	8	Cylinder Bore Measurements .....	39
Engine Noise Diagnosis .....	8	Cylinder Boring and Honing .....	40
Knocks Cold and Continues for 2 to 3 Minutes .....	8	Distributor Lower Bushing and Thrust Washer Installation .....	41
Knocks on Start-Up but Only Lasts a Few Seconds .....	8	Piston and Connecting Rod Disassemble .....	41
Knocks at Idle Hot .....	8	Piston and Connecting Rod Clean and Inspect .....	42
Valve Train Diagnosis .....	8	Piston Selection .....	44
Oil Consumption Diagnosis .....	8	Piston and Connecting Rod Assemble .....	45
Low or No Oil Pressure Diagnosis and Testing .....	9	Camshaft and Bearings Clean and Inspect .....	46
Oil Leak Diagnosis .....	9	Camshaft Sprocket and Retainer Removal and Installation .....	48
Block Explode #1 Disassembled View (1 of 4) .....	10	Camshaft Bearing Installation .....	49
Block Explode #2 Disassembled View (2 of 4) .....	12	Oil Pump Disassemble .....	50
Head Explode Disassembled View (3 of 4) .....	14	Oil Pump Clean and Inspect .....	51
Oil Pump Explode Disassembled View (4 of 4) .....	15	Oil Pump Assemble .....	52
Draining Fluids and Oil Filter Removal .....	16	Cylinder Head Disassemble .....	53
Engine Flywheel Removal .....	17	Cylinder Head Clean and Inspect .....	54
Distributor Removal .....	18	Valve Guide Reaming/Valve and Seat Grinding .....	57
Ignition Coil Removal .....	18	Rocker Arm Stud Removal and Installation .....	58
Lift Bracket Removal .....	19	Cylinder Head Assemble .....	59
Spark Plug Removal .....	19	Service Prior to Assembly .....	60
Intake/Exhaust Manifold Removal .....	19	Crankshaft, Bearings and Bearing Cap Installation .....	60
Intake/Exhaust Manifold Disassemble and Assemble .....	20	Crankshaft Rear Oil Seal and Housing Installation .....	61
Intake/Exhaust Manifold Clean and Inspect .....	20	Piston, Connecting Rod and Bearing Installation .....	62
Water Pump Removal .....	20	Timing Gear Oil Nozzle Installation .....	64
Crankshaft Pulley Removal .....	21	Crankshaft Sprocket Installation .....	64
Valve Rocker Arm Cover Removal .....	21	Camshaft Installation .....	64
Pushrod Cover Removal .....	21	Engine Front Cover and Oil Seal Installation .....	65
Valve Rocker Arm and Pushrod Removal .....	22	Oil Pump Installation .....	66
Measuring Camshaft Lobe Lift .....	22	Oil Pan Installation .....	66
Valve Train Components Inspect (Cylinder Head) .....	23	Crankshaft Pulley Installation .....	67
Valve Lifter Removal .....	23	Cylinder Head Installation .....	67
Cylinder Head Removal .....	24	Valve Lifter Installation .....	68
Oil Pan Removal .....	24	Valve Rocker Arm and Pushrod Installation .....	68
Oil Pump Removal .....	24	Pushrod Cover Installation .....	70
Oil Level Indicator and Tube Removal .....	25	Valve Rocker Arm Cover Installation .....	71
Engine Front Cover Removal .....	25	Oil Level Indicator and Tube Installation .....	71
Measuring Crankshaft and Camshaft Sprocket Runout .....	26	Water Pump Installation .....	71
Measuring Timing Sprocket Teeth Backlash .....	26	Intake/Exhaust Manifold Installation .....	72
Crankshaft Sprocket Removal .....	26	Spark Plug Installation .....	72
Camshaft Removal .....	27	Lift Bracket Installation .....	72
Crankshaft and Camshaft Sprocket Inspect .....	27	Ignition Coil Installation .....	73
Timing Gear Oil Nozzle Removal .....	28	Distributor Installation .....	73
Piston, Connecting Rod and Bearing Removal .....	28	Engine Flywheel Installation .....	74
Crankshaft and Bearings Clean and Inspect (Connecting Rod Bearing Clearance) .....	29	Engine Block Coolant Plug/Oil Filter Installation .....	74
Crankshaft Rear Oil Seal and Housing Removal .....	31		

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<b>Description and Operation</b> .....	76	Lubrication .....	77
Engine Component Description .....	76	Thread Repair .....	77
Engine Block.....	76	Cleanliness and Care .....	78
Cylinder Head.....	76	Replacing Engine Gaskets .....	78
Crankshaft .....	76	Use of RTV and Anaerobic Sealer .....	78
Camshaft .....	76	Separating Parts .....	79
Pistons and Connecting Rods .....	76	Tools and Equipment .....	79
Valve Train .....	76	Special Tools and Equipment .....	80

## 3.0L

**NOTICE:** Always use the correct fastener in the proper location. When you replace a fastener, use **ONLY** the exact part number of that application.

General Motors will call out those fasteners that require a replacement after removal. General Motors will also call out the fasteners that require thread lockers or thread sealant.

UNLESS OTHERWISE SPECIFIED, Do Not use supplemental coatings (paints, greases or other corrosion inhibitors) on threaded fasteners or fastener joint interfaces. Generally, such coating adversely affect the fastener torque and the joint clamping force, and may damage the fastener.

When you install fasteners, use the correct tightening sequence and specifications.

Following these instructions can help you avoid damage to parts and systems.

## Engine Mechanical - 3.0L

### Specifications

#### Fastener Tightening Specifications

Application	N•m	Lb Ft	Lb In
Camshaft Retainer Bolts	9		80
Coolant Inlet Housing Bolts	34-40	25-30	
Coolant Thermostat Housing Bolts	24-31	18-23	
Connecting Rod Cap Nuts	61	45	
Crankshaft Bearing Cap Bolts	88	65	
Crankshaft Rear Oil Seal Housing Retainer Nuts	15		135
Cylinder Head Bolts	122	90	
Distributor Hold Down Bolt	27	20	
Flywheel Bolts	88	65	
Front Cover Bolts	3.4		30
Ignition Coil Bracket Attaching Bolts	22	16	
Intake to Exhaust Manifold Attaching Nuts and Bolt	27-34	20-25	
Intake/Exhaust Manifold to Head (2 center)	27-34	20-25	
Intake/Exhaust Manifold to Head (outer)	20-27	15-20	
Lift Bracket Bolts	54	40	
Oil Pan Nuts (rear)	19		165
Oil Pan Bolts (to crankcase)	9		80
Oil Pan Bolts (to front cover)	5		45
Oil Pan Drain Plug	25	18	
Oil Pan Studs to Oil Seal Retainer or Crankcase	2		15
Oil Pump Cover Bolts	8		72
Oil Pump to Block Bolts	14		120
Oil Pump Pickup Bolt	7		60
Pushrod Cover Bolts	5		40
Rocker Arm Cover Bolts	5		40
Spark Plugs	30	22	
Water Pump Bolts	20	15	

#### Sealers, Adhesives and Lubricants

GM Part Number	Type of Material	Application
1052080	Sealant	Rear camshaft bearing hole plug
1052080	Sealant	Cylinder head bolt threads
1052914	Sealant	Oil pan sealing surfaces
1052365	Lubricant	Valve train component prelube
1052080	Sealant	Valve rocker arm stud threads
1052080	Sealant	Oil level indicator tube

Engine Mechanical Specifications (1 of 2)

Application	Metric	English
<b>General Data</b>		
Engine Type	L4	
Displacement	3.0L	181 CID
Bore	101.60 mm	4.000 in
Stroke	91.44 mm	3.60 in
Compression Ratio	9.25:1	
Firing Order	1-3-4-2	
Spark Plug Gap	0.9 mm	0.035 in
<b>Lubrication System</b>		
Oil Pressure (Minimum - Hot)	41.4 kPa at 1,000 engine rpm 124.1 kPa at 2,000 engine rpm 165.5 kPa at 4,000 engine rpm	6.0 psig at 1,000 engine rpm 18.0 psig at 2,000 engine rpm 24.0 psig at 4,000 engine rpm
Oil Capacity (With Oil Filter Change)	3.81	4.00 qts
Oil Pump Type	Gear Driven	
<b>Cylinder Block</b>		
Bore Diameter	101.5873-101.6635 mm	3.9995-4.0025 in
Bore Out-of-Round Production	0.0254 mm (Maximum)	0.001 in (Maximum)
Bore Out-of-Round Service Limit	0.0508 mm (Maximum)	0.002 in (Maximum)
Bore Taper Thrust Side Production	0.0127 mm (Maximum)	0.0005 in (Maximum)
Bore Taper Thrust Side Service Limit	0.0254 mm (Maximum)	0.001 in (Maximum)
Bore Taper Relief Side Production	0.0127 mm (Maximum)	0.0005 in (Maximum)
Bore Taper Relief Side Service Limit	0.0254 mm (Maximum)	0.001 in (Maximum)
Runout - Rear Face of Block to Crankshaft Center Line	0.05 mm (Maximum)	0.002 in (Maximum)
<b>Piston</b>		
Piston-To-Bore Clearance Production	0.0635-0.0889 mm	0.0025-0.0035 in
Piston-To-Bore Clearance Service Limit	0.0889 mm	0.0035 in (Maximum)
<b>Piston Rings</b>		
Piston Compression Ring Groove Clearance Production Top	0.03048-0.07366 mm	0.0012-0.0029 in
Piston Compression Ring Groove Clearance Production 2nd	0.03048-0.07366 mm	0.0012-0.0029 in
Piston Compression Ring Groove Clearance Service Limit	0.09906 mm (Maximum)	0.0039 in (Maximum)
Piston Compression Ring Gap Top Production *	0.254-0.508 mm	0.01-0.02 in
Piston Compression Ring Gap 2nd Production *	0.4318-0.635 mm	0.017-0.025 in
Piston Compression Ring Gap Top Service Limit *	0.88 mm (Maximum)	0.035 in (Maximum)
Piston Compression Ring Gap 2nd Service Limit *	0.88 mm (Maximum)	0.035 in (Maximum)
Piston Oil Ring Groove Clearance Production	0.0254-0.1524 mm	0.001-0.006 in
Piston Oil Ring Groove Clearance Service Limit	0.1778 mm (Maximum)	0.007 in (Maximum)
Piston Oil Ring Gap Production *	0.25-0.76 mm	0.01-0.03 in
Piston Oil Ring Gap Service Limit *	1.016 mm (Maximum)	0.04 in (Maximum)
<b>Piston Pin</b>		
Diameter	23.545-23.548 mm	0.9270-0.927 in
Clearance in Piston Production	0.00762-0.01651 mm	0.0003-0.00065 in
Clearance in Piston Service Limit	0.0254 mm (Maximum)	0.001 in (Maximum)
Fit in Connecting Rod	0.02032-0.050292 mm (Interference)	0.0008-0.00198 in (Interference)

\* Measured in cylinder bore

## Engine Mechanical Specifications (2 of 2)

<b>Crankshaft</b>		
Crankshaft Journal Diameter (All)	58.3666-58.4047 mm	2.2979-2.2994 in
Crankshaft Journal Taper Production	0.005 mm (Maximum)	0.0002 in (Maximum)
Crankshaft Journal Taper Service Limit	0.0254 mm (Maximum)	0.001 in (Maximum)
Crankshaft Journal Out-of-Round Production	0.005 mm (Maximum)	0.0002 in (Maximum)
Crankshaft Journal Out-of-Round Service Limit	0.0254 mm (Maximum)	0.001 in (Maximum)
Crankshaft Bearing Clearance Production #1 - #4	0.0254-0.06096 mm	0.001-0.0024 in
Crankshaft Bearing Clearance Production #5	0.0406-0.0889 mm	0.0016-0.0035 in
Crankshaft Bearing Clearance Service Limit #1 - #4	0.0254-0.0635 mm	0.001-0.0025 in
Crankshaft Bearing Clearance Service Limit #5	0.0381-0.0889 mm	0.0015-0.0035 in
Crankshaft End Play	0.05-0.1524 mm	0.002-0.006 in
Crankshaft Sprocket Runout	0.07 mm (Maximum)	0.003 in (Maximum)
<b>Connecting Rod</b>		
Connecting Rod Journal Diameter	53.2892-53.3273 mm	2.0980-2.0995 in
Connecting Rod Journal Taper Production	0.00762 mm (Maximum)	0.0003 in (Maximum)
Connecting Rod Journal Taper Service Limit	0.0254 mm (Maximum)	0.001 in (Maximum)
Connecting Rod Journal Out-of-Round Production	0.005 mm (Maximum)	0.0002 in (Maximum)
Connecting Rod Journal Out-of-Round Service Limit	0.0254 mm (Maximum)	0.001 in (Maximum)
Rod Bearing Clearance Production	0.04318-0.06858 mm	0.0017-0.0027 in
Rod Bearing Clearance Service Limit	0.0762 mm (Maximum)	0.003 in (Maximum)
Rod Side Clearance	0.1524-0.4318 mm	0.006-0.017 in
<b>Camshaft</b>		
Journal Diameter	47.440-47.490 mm	1.8677-1.8697 in
End Play	0.0762-0.2032 mm	0.003-0.008 in
Camshaft Sprocket Runout	0.1 mm (Maximum)	0.004 in (Maximum)
Timing Sprocket Teeth Backlash	0.10-0.15 mm	0.004-0.006 in
Lobe Lift Intake	6.4247 mm	0.25294
Lobe Lift Exhaust	6.4247 mm	0.25294
Lobe Lift Service Limit	±0.0254 mm	±0.001 in
<b>Valve System</b>		
Valve Lifter	Hydraulic	
Valve Rocker Arm Ratio	1.75:1	
Valve Lash	Half to One Turn Down From Zero Lash	
Face Angle	45 Degrees	
Seat Angle	46 Degrees	
Seat Runout	0.05 mm (Maximum)	0.002 in (Maximum)
Seat Width Intake	1.27-1.778 mm	0.050-0.070 in
Seat Width Exhaust	1.524-2.032 mm	0.060-0.080 in
Stem Clearance Intake Production	0.0254-0.06858 mm	0.001-0.0027 in
Stem Clearance Exhaust Production	0.01778-0.06858 mm	0.0007-0.0027 in
Stem Clearance Intake Service Limit	0.09398 mm (Maximum)	0.0037 in (Maximum)
Stem Clearance Exhaust Service Limit	0.1193 mm (Maximum)	0.0047 in (Maximum)
Valve Spring Free Length	52.324 mm	2.06 in
Valve Spring Pressure Closed	444-490 N at 40.89 mm	100-110 lb at 1.61 in
Valve Spring Pressure Open	925-987 N at 30.99 mm	208-222 lb at 1.22 in
Valve Spring Installed Height Intake	41.91 mm	1.65 in
Valve Spring Installed Height Exhaust	41.91 mm	1.65 in
Valve Lift Intake	11.25 mm	0.443 in
Valve Lift Exhaust	11.25 mm	0.443 in
<b>Cylinder Head Warpage</b>		
Cylinder Head Deck (measured within a 152.4 mm (6.0 in) area)	0.0762 mm	0.003 in
Cylinder Head Deck (measuring the overall length of the cylinder head)	0.1778 mm	0.007 in

Diagnostic Information and Procedures

Base Engine Noise Diagnosis

Step	Action	Value	Yes	No
1	1. With the engine running, try to determine if the noise is timed to the crankshaft speed or the camshaft speed. 2. Using a timing light, two knocks per flash is the crankshaft or one knock per flash is the camshaft. Is the noise timed to the crankshaft speed?	—	Go to Step 2	Go to Step 3
2	1. Remove the rod bearings and inspect the bearings and the journals for wear. 2. If the parts are OK, remove the crankshaft and inspect the main bearings and journals for wear. 3. Replace the parts as necessary. Does the engine continue to knock?	—	Go to Step 3	System OK
3	Check to see if the noise is timed to the camshaft speed. Is the noise timed to the camshaft speed?	—	Go to Step 5	Go to Step 4
4	1. Inspect for loose accessory attachments, the flywheel. 2. Tighten or adjust as necessary. Does the engine continue to knock?	—	Go to Step 5	System OK
5	1. Remove the pushrod cover. • Refer to <i>Pushrod Cover Removal</i> . 2. Rotate the engine and measure the lifter movement in the bore. 3. Compare the measurement with the specifications in <i>Engine Mechanical Specifications</i> . Is the camshaft within specifications?	—	Go to Step 7	Go to Step 6
6	Replace the camshaft. Refer to <i>Camshaft Removal and Installation</i> . Does the engine continue to knock?	—	Go to Step 7	System OK
7	1. Remove the rocker arms, the pushrods and the lifters. 2. Inspect the parts for excessive wear or damage. 3. Replace the parts as necessary. Are the repairs complete?	—	System OK	—

## Engine Compression Test

Perform the following steps in order to conduct a compression test:

1. Conduct the following steps in order to check cylinder compression:
  - 1.1. Engine should be at room temperature.
  - 1.2. Disconnect the two electrical connectors from the distributor.
  - 1.3. Remove the spark plugs.
  - 1.4. Throttle plates should be wide open.
  - 1.5. Battery should be at or near full charge.
2. For each cylinder, crank engine through four compression strokes.
3. The lowest cylinder reading should not be less than 70% of the highest.
4. No cylinder reading should be less than 689 kPa (100 psi).

**Important:** The results of a compression test will fall into the following categories:

1. Normal — Compression builds up quickly and evenly to specified compression on each cylinder.
2. Piston Rings — Compression low on first stroke. Tends to build up on the following strokes but does not reach normal. Improves considerably with addition of oil.
3. Valves — Compression low on first stroke. Does not tend to build up on the following strokes. Does not improve much with addition of oil. Use approximately three squirts from a plunger-type oiler.

## Engine Noise Diagnosis

There are four steps to diagnosing engine noise. You must determine the following conditions:

- Type of noise.
- The exact operating condition under which the noise exists.
- Determine the rate and location of the noise.
- Compare the sounds in other engines to make sure you are not trying to correct a normal condition.

Identify the type of noise. For example, a light rattle or low rumble.

Remember, engine noises are generally synchronized to either engine speed (caused by the crankshaft, pistons or connecting rods) or one-half engine speed (valve train noise). Try to determine the rate at which the noise is occurring.

### Knocks Cold and Continues for 2 to 3 Minutes

- Engine flywheel contacting the splash shield. Reposition the splash shield.
- Loose or broken crankshaft balancer or drive pulleys. Tighten or replace as necessary.
- Excessive piston to bore clearance. Replace the piston.

- Cold engine knock usually disappears when the specific cylinder secondary ignition circuit is grounded out. Cold engine piston knock which disappears in 1.5 minutes should be considered acceptable.

### Knocks on Start-Up but Only Lasts a Few Seconds

- Improper oil viscosity. Install recommended oil viscosity for expected temperatures.
- Excessive piston to bore clearance.
- Excessive piston pin to piston clearance.
- Excessive crankshaft end clearance.
- Excessive crankshaft bearing clearance.

### Knocks at Idle Hot

- Detonation or spark knock. Check operation of ignition controls or knock sensor circuit.
- Loose flywheel bolts.
- Exhaust leak at manifold. Tighten the exhaust manifold bolts and/or replace the gasket.
- Excessive connecting rod bearing clearance. Replace the bearings as necessary.
- Excessive piston pin clearance.
- Excessive crankshaft thrust bearing clearance.
- Bent connecting rod.

### Valve Train Diagnosis

A light tapping at one-half engine speed or any varying frequency, can indicate a valve train problem. These tapping noises increase with engine speed.

Before attempting to judge the valve train noises, thoroughly warm up the engine. By doing this you will bring all engine components to a normal state of expansion. Also, run the engine at various speeds and listen for engine noise. The causes of the valve train noise include the following conditions:

- Incorrectly adjusted valve lash.
- Low oil pressure.
- Loose valve rocker arm attachments.
- Worn valve rocker arm and/or pushrod.
- Broken valve spring.
- Sticking valves.
- Lifters worn, dirty or faulty.
- Camshaft lobes worn.
- Worn valve guides.
- Worn or damaged valve keys.
- Bent pushrods.

### Oil Consumption Diagnosis

Excessive oil consumption (not due to leaks) is the use of 1.9L (2 qts.) or more of engine oil within 50 hours of use. The causes of excessive oil consumption include the following conditions:

- External oil leaks. Tighten bolts and/or replace gaskets and oil seals as necessary.
  - Incorrect oil level or improper reading of oil level indicator. With the engine at a level surface, allow adequate drain down time and check for the correct oil level.
  - Improper oil viscosity. Use a recommended SAE viscosity for the prevailing temperatures.
  - Continuous high speed operation and/or severe usage.
  - Crankcase ventilation system restrictions or malfunctioning components. Possible improper PCV valve.
  - Valve guides and/or valve stem oil seals worn, or the seal omitted. Ream guides and install oversize service valves and/or new valve stem oil seals.
  - Piston rings broken, improperly installed, worn or not seated properly. Allow adequate time for rings to seat. Replace broken or worn rings as necessary.
  - Piston improperly installed or mis-fitted.
3. Visually check around the suspected component. Check around the gasket mating surfaces for leaks. A mirror is useful for finding leaks in areas that are hard to reach.
  4. If the leak still cannot be found, it may be necessary to clean the suspected area with a degreaser, steam or spray solvent. Clean the area well, then dry the area. Run the engine for several minutes at normal operating temperature and varying speeds. After running the engine, visually check the suspected area. If you still cannot locate the leak, try using the powder or black light and dye method.

Perform the following steps in order to perform the powder method:

1. Clean the suspected area.
2. Apply an aerosol-type powder (such as foot powder) to the suspected area.
3. Run the engine under normal operating conditions.
4. Visually inspect the suspected area. You should be able to trace the leak path over the white powder surface to the source.

Perform the following steps in order to use the black light and dye method:

#### Tools Required

J 39400 Leak Detector

1. Pour specified amount of dye into the leaking component.
2. Run the engine under normal operating conditions as directed by the J 39400.
3. Direct the light toward the suspected area. The dyed fluid will appear as a yellow path leading to the source.

#### Repairing the Leak

Once the origin of the leak has been pinpointed and traced back to its source, the cause of the leak must be determined in order for it to be repaired properly. If a gasket is replaced, but the sealing surface is damaged, the new gasket will not repair the leak. Before attempting to repair a leak, be sure that the gasket and sealing surfaces are correct.

Perform the following steps in order to check for gasket leaks:

1. Inspect the fluid level/pressure for being too high.
2. Check the crankcase ventilation system for restrictions or malfunctioning components.
3. Inspect for improperly tightened fasteners or dirty/damaged threads.
4. Look for warped flanges or sealing surfaces.
5. Check for scratches, burrs or other damage to the sealing surface.
6. Look for a damaged or worn gasket.
7. Check for cracking or porosity of the component.
8. Check for use of an improper sealant used (where applicable).

### Low or No Oil Pressure Diagnosis and Testing

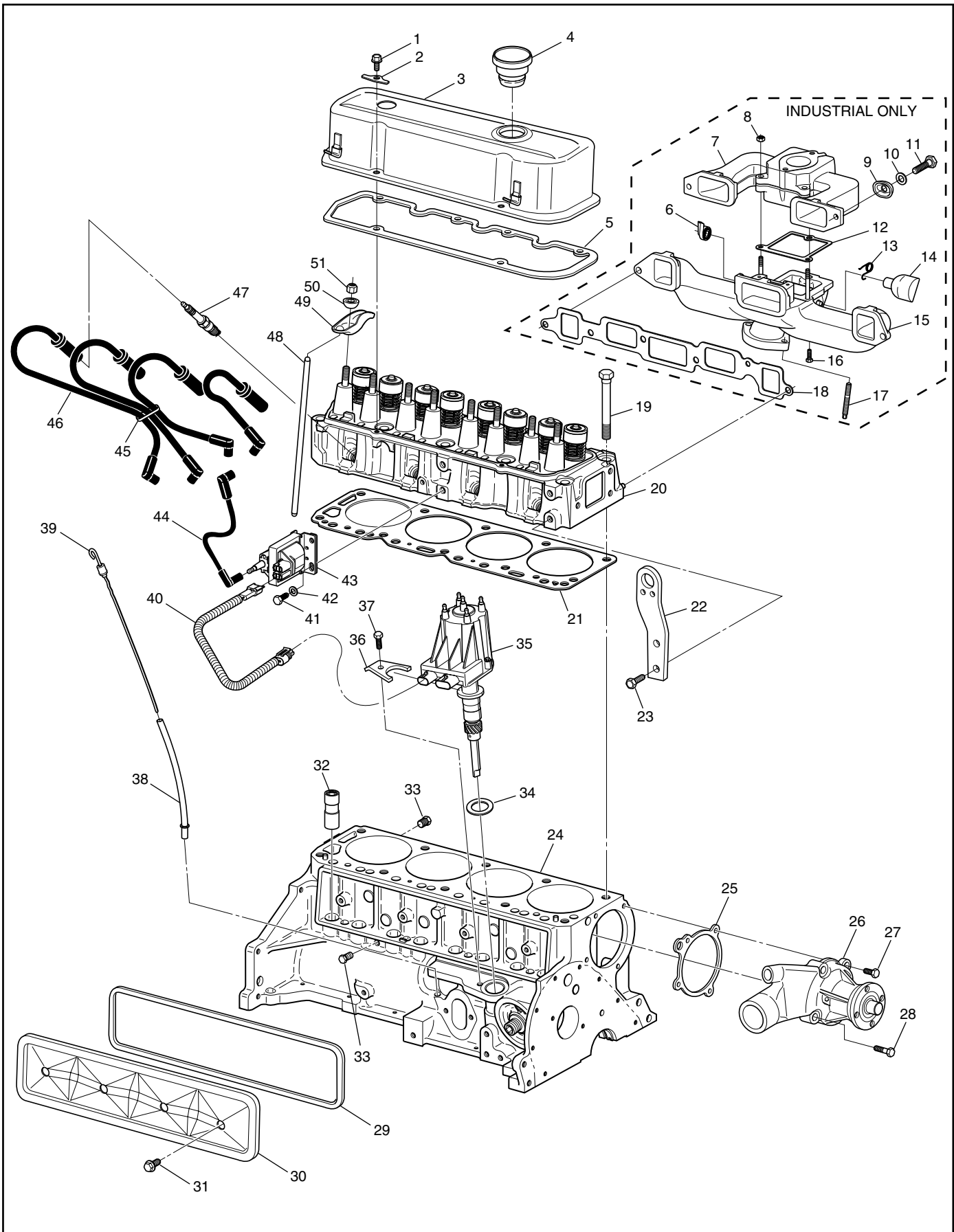
- Low oil level. Fill to full mark on oil level indicator.
- Incorrect or malfunctioning oil pressure switch.
- Incorrect or malfunctioning oil pressure gauge.
- Improper oil viscosity for the expected temperature.
- Oil pump worn or dirty.
- Malfunctioning oil pump pressure regulator valve.
- Plugged oil filter.
- Oil pump screen loose, plugged or damaged.
- Excessive bearing clearance. Replace as necessary.
- Cracked, porous or restricted oil galleys. Repair or replace the engine block.
- Oil galley plugs missing or incorrectly installed. Install the plugs or repair as necessary.
- Oil diluted by moisture or unburned fuel mixtures.

### Oil Leak Diagnosis

Most fluid oil leaks are easily located and repaired by visually finding the leak and replacing or repairing the necessary parts. On some occasions a fluid leak may be difficult to locate or repair.

Use the following steps in order to find the leak:

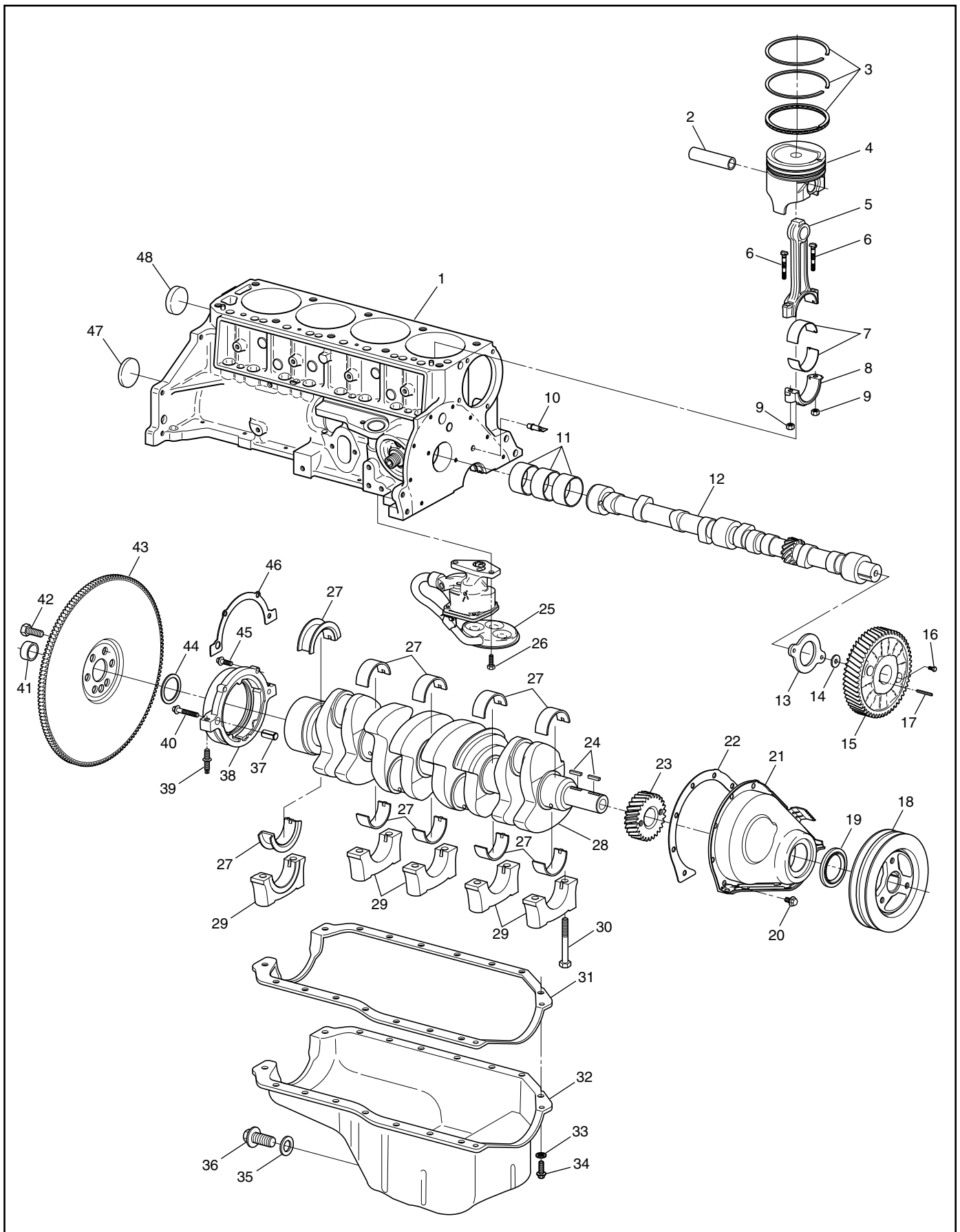
1. Identify the fluid, determine whether it is engine oil, transmission fluid or power steering fluid.
2. At what point is the fluid leaking from? After running the engine at normal operating temperature, place a large sheet of paper under the engine. After a few minutes, you should be able to find the approximate location of the leak by the drippings on the paper.



Block Explode #1

**Disassembled View (1 of 4)**

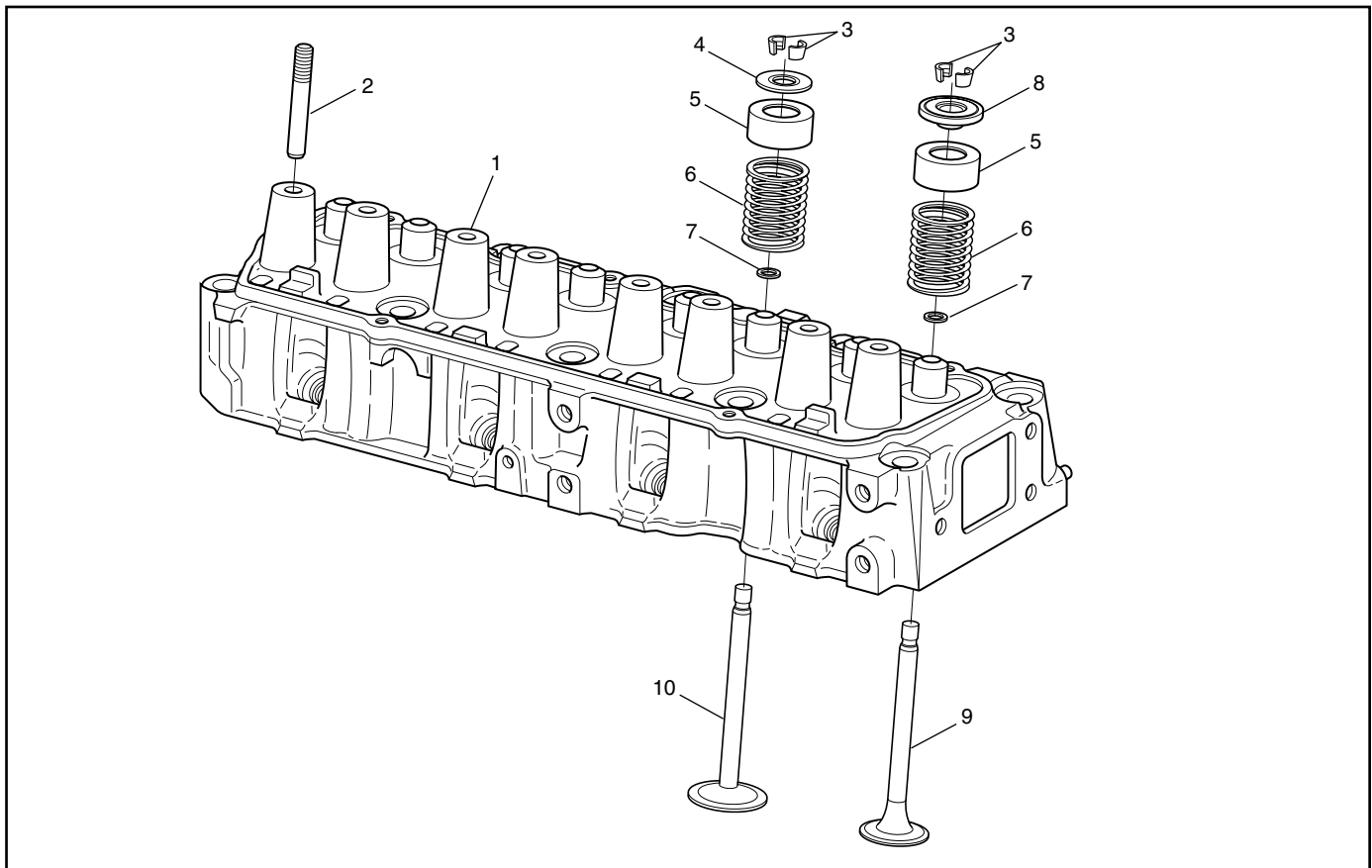
1	VALVE ROCKER ARM COVER BOLT
2	VALVE ROCKER ARM COVER REINFORCEMENT
3	VALVE ROCKER ARM COVER
4	OIL FILLER CAP
5	VALVE ROCKER ARM COVER GASKET
6	EFE VALVE THERMOSTAT
7	INTAKE MANIFOLD
8	INTAKE MANIFOLD NUT
9	INTAKE/EXHAUST MANIFOLD CLAMP
10	INTAKE/EXHAUST MANIFOLD WASHER
11	INTAKE/EXHAUST MANIFOLD BOLT
12	INTAKE/EXHAUST MANIFOLD GASKET
13	EFE VALVE SPRING
14	EFE VALVE BUSHING
15	EXHAUST MANIFOLD
16	INTAKE/EXHAUST MANIFOLD BOLT
17	EXHAUST MANIFOLD STUD
18	INTAKE/EXHAUST MANIFOLD GASKET
19	CYLINDER HEAD BOLT
20	CYLINDER HEAD
21	CYLINDER HEAD GASKET
22	LIFT BRACKET
23	LIFT BRACKET BOLT
24	ENGINE BLOCK
25	WATER PUMP GASKET
26	WATER PUMP
27	WATER PUMP BOLT
28	WATER PUMP BOLT
29	PUSHROD COVER GASKET
30	PUSHROD COVER
31	PUSHROD COVER BOLT
32	VALVE LIFTER
33	ENGINE BLOCK COOLANT PLUG
34	DISTRIBUTOR GASKET
35	DISTRIBUTOR
36	DISTRIBUTOR HOLD DOWN
37	DISTRIBUTOR HOLD DOWN BOLT
38	OIL LEVEL INDICATOR TUBE
39	OIL LEVEL INDICATOR
40	PRIMARY IGNITION HARNESS
41	IGNITION COIL BOLT
42	IGNITION COIL WASHER
43	IGNITION COIL
44	IGNITION COIL WIRE
45	SPARK PLUG WIRE RETAINER
46	SPARK PLUG WIRE HARNESS
47	SPARK PLUG
48	VALVE PUSHROD
49	VALVE ROCKER ARM
50	VALVE ROCKER ARM BALL
51	VALVE ROCKER ARM NUT



Block Explode #2

**Disassembled View (2 of 4)**

- 1 ENGINE BLOCK
- 2 PISTON PIN
- 3 PISTON RING KIT
- 4 PISTON
- 5 CONNECTING ROD
- 6 CONNECTING ROD BOLT
- 7 CONNECTING ROD BEARING KIT
- 8 CONNECTING ROD CAP
- 9 CONNECTING ROD NUT
- 10 OIL NOZZLE
- 11 CAMSHAFT BEARINGS
- 12 CAMSHAFT
- 13 CAMSHAFT RETAINER
- 14 CAMSHAFT RETAINER WASHER
- 15 CAMSHAFT SPROCKET
- 16 CAMSHAFT RETAINER BOLT
- 17 CAMSHAFT WOODRUFF KEY
- 18 CRANKSHAFT PULLEY
- 19 ENGINE FRONT COVER SEAL
- 20 ENGINE FRONT COVER BOLT
- 21 ENGINE FRONT COVER
- 22 ENGINE FRONT COVER GASKET
- 23 CRANKSHAFT SPROCKET
- 24 CRANKSHAFT KEYWAY
- 25 OIL PUMP
- 26 OIL PUMP BOLT
- 27 CRANKSHAFT BEARING KIT
- 28 CRANKSHAFT
- 29 CRANKSHAFT BEARING CAP
- 30 CRANKSHAFT BEARING CAP BOLT
- 31 OIL PAN GASKET
- 32 OIL PAN
- 33 OIL PAN WASHER
- 34 OIL PAN BOLT
- 35 OIL DRAIN PLUG WASHER
- 36 OIL DRAIN PLUG
- 37 CRANKSHAFT REAR OIL SEAL HOUSING PIN
- 38 CRANKSHAFT REAR OIL SEAL HOUSING
- 39 CRANKSHAFT REAR OIL SEAL HOUSING STUD
- 40 CRANKSHAFT REAR OIL SEAL HOUSING BOLT
- 41 CLUTCH PILOT BEARING
- 42 ENGINE FLYWHEEL BOLT
- 43 ENGINE FLYWHEEL
- 44 CRANKSHAFT REAR OIL SEAL
- 45 CRANKSHAFT REAR OIL SEAL HOUSING BOLT
- 46 CRANKSHAFT REAR OIL SEAL HOUSING GASKET
- 47 CAMSHAFT REAR BEARING HOLE PLUG
- 48 ENGINE BLOCK CORE PLUG

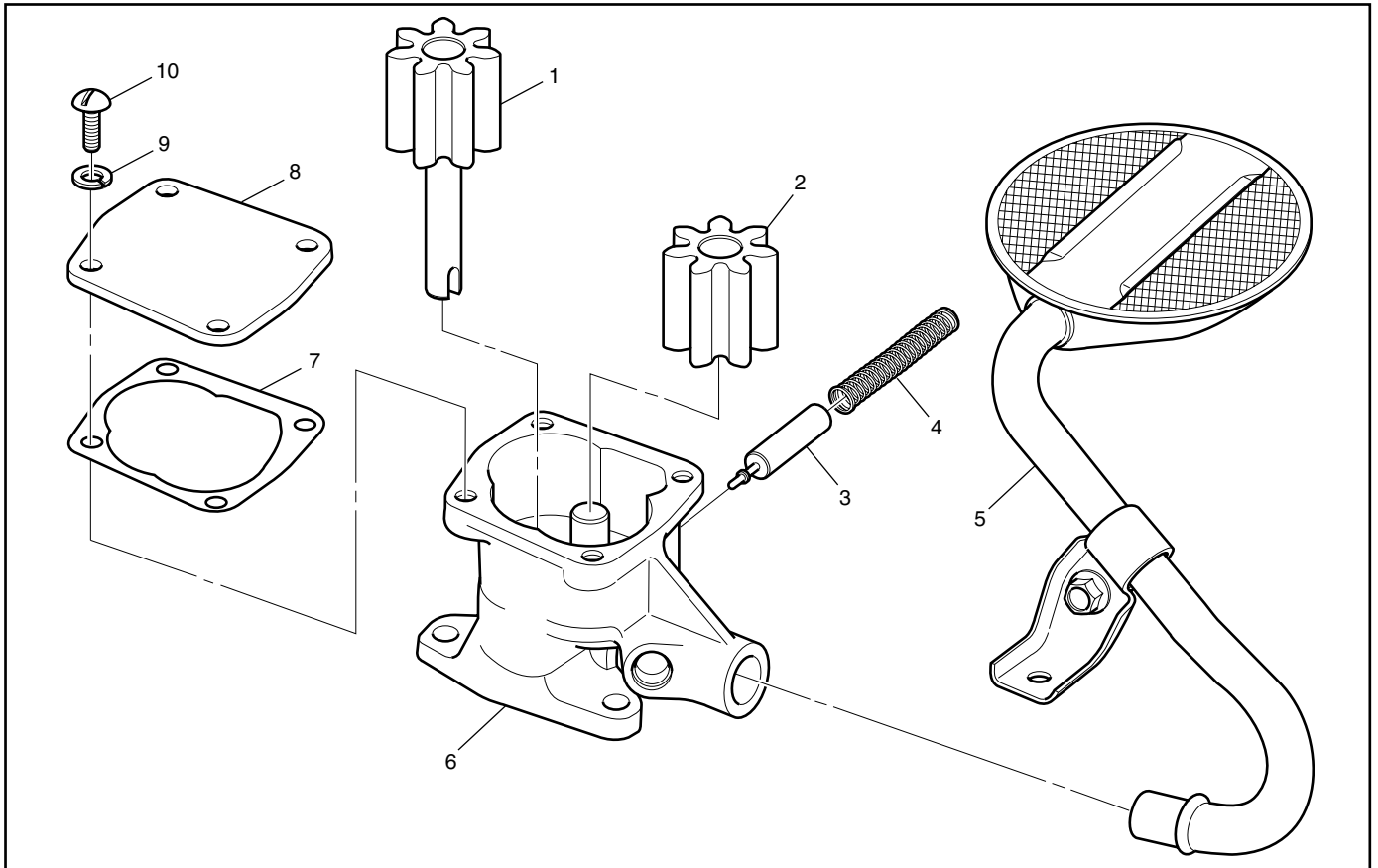


Head Explode

VE003-3L

**Disassembled View (3 of 4)**

- 1 CYLINDER HEAD
- 2 VALVE ROCKER ARM STUD
- 3 VALVE STEM KEY
- 4 VALVE SPRING CAP INTAKE
- 5 VALVE STEM OIL SHIELD
- 6 VALVE SPRING
- 7 VALVE STEM OIL SEAL
- 8 VALVE SPRING CAP EXHAUST
- 9 EXHAUST VALVE
- 10 INTAKE VALVE



Oil Pump Explode

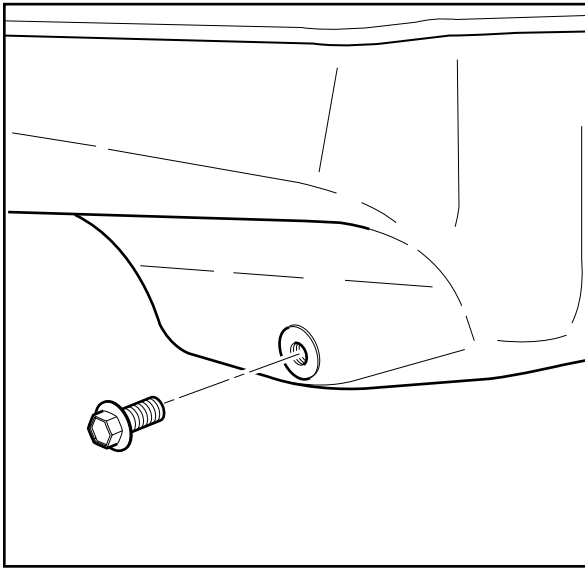
VE004-3L

**Disassembled View (4 of 4)**

- 1 DRIVE GEAR
- 2 DRIVEN GEAR
- 3 OIL PRESSURE RELIEF VALVE
- 4 OIL PRESSURE RELIEF VALVE SPRING
- 5 OIL PUMP SCREEN
- 6 OIL PUMP
- 7 OIL PUMP COVER GASKET
- 8 OIL PUMP COVER
- 9 OIL PUMP COVER WASHER
- 10 OIL PUMP COVER BOLT

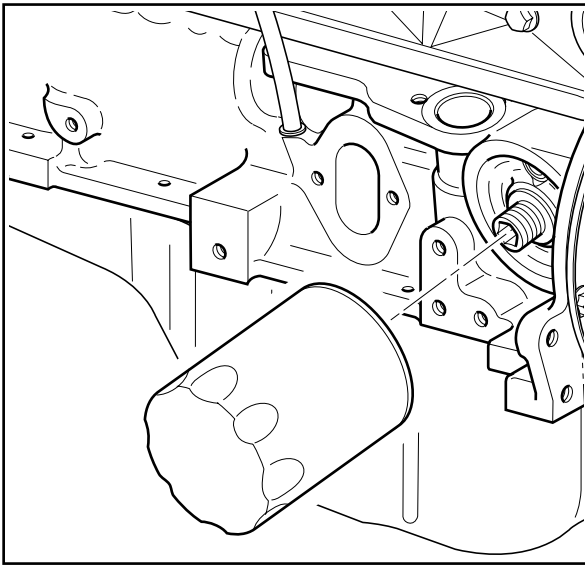
**Draining Fluids and Oil Filter Removal**

1. Remove the oil pan drain plug and allow the oil to drain.



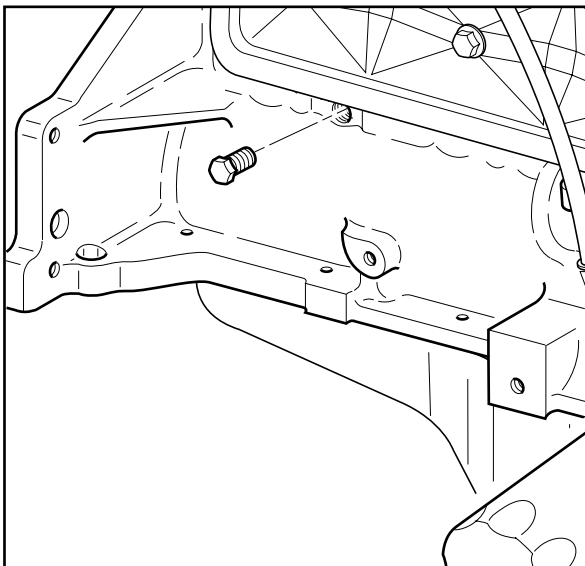
VE005-3L

2. Remove the oil filter.



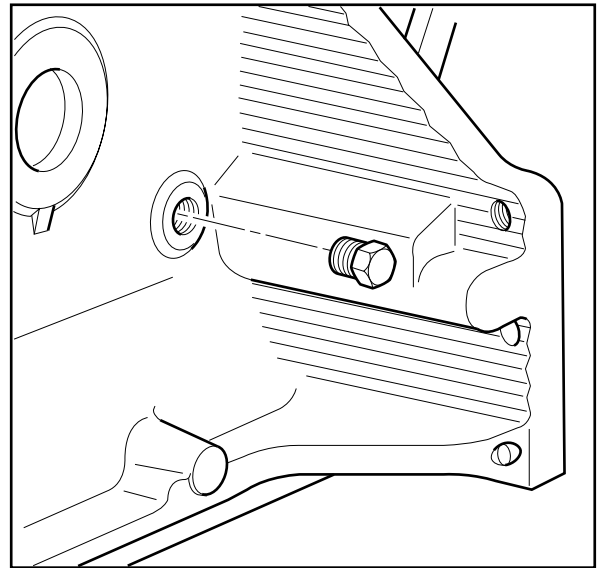
VE006-3L

3. Remove right rear engine block coolant plug and allow the coolant to drain.



VE007-3L

4. Remove the left rear engine block coolant plug and allow the coolant to drain.

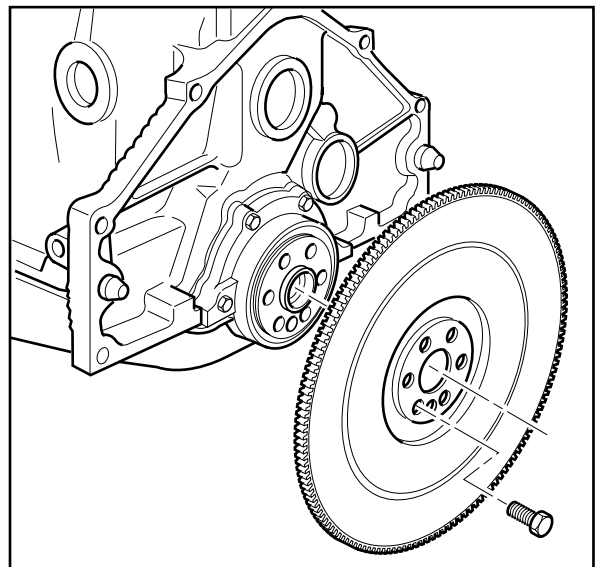


VE008-3L

**Engine Flywheel Removal**

**Important:** Note the position and direction of the engine flywheel before removal. The flywheel center alignment hole is a tapered fit to the crankshaft. The engine flywheel must be reinstalled to the original position and direction.

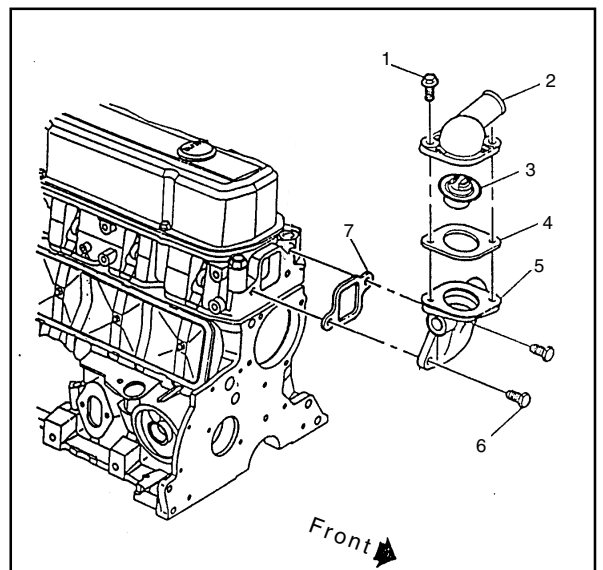
1. Remove the engine flywheel bolts.
2. Remove the engine flywheel.

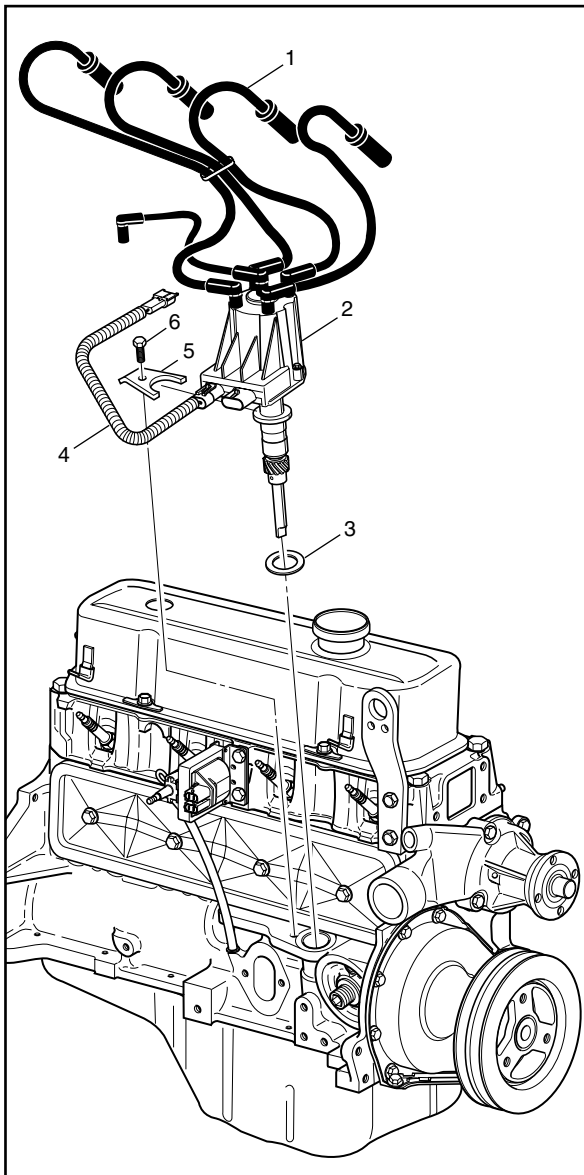


VE009-3L

**Coolant Inlet and Coolant Thermostat Removal**

1. Remove the two thermostat housing bolts (1).
2. Remove the coolant thermostat housing (2).
3. Remove the coolant thermostat (3) and gasket (4).
4. Discard the coolant thermostat gasket.
5. Remove the coolant inlet bolts (6).
6. Remove the coolant inlet housing (5) and gasket (7).
7. Discard the coolant thermostat gasket.

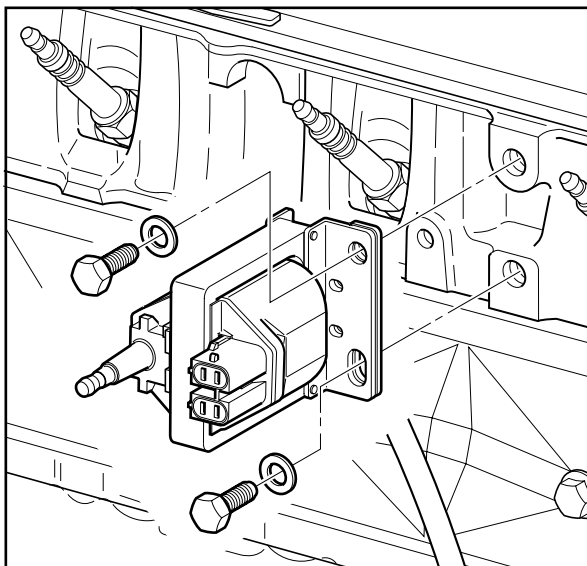




VE010-3L

### Distributor Removal

1. Disconnect the secondary ignition wires (1) from the spark plugs and the ignition coil.
2. Disconnect the primary ignition harness (4) from the ignition coil. Do not remove the wires from the distributor unless it is necessary.
3. Remove the distributor hold down bolt (6).
4. Remove the distributor (2) and gasket (3).



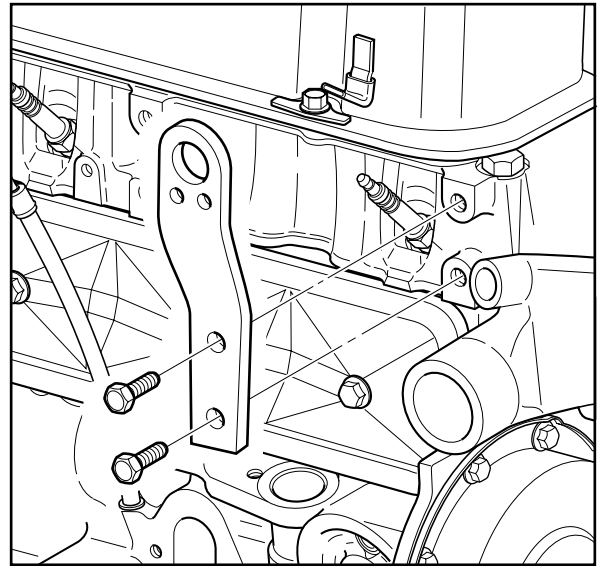
VE011-3L

### Ignition Coil Removal

1. Remove the ignition coil bracket attaching bolts.
2. Remove the ignition coil.

**Lift Bracket Removal**

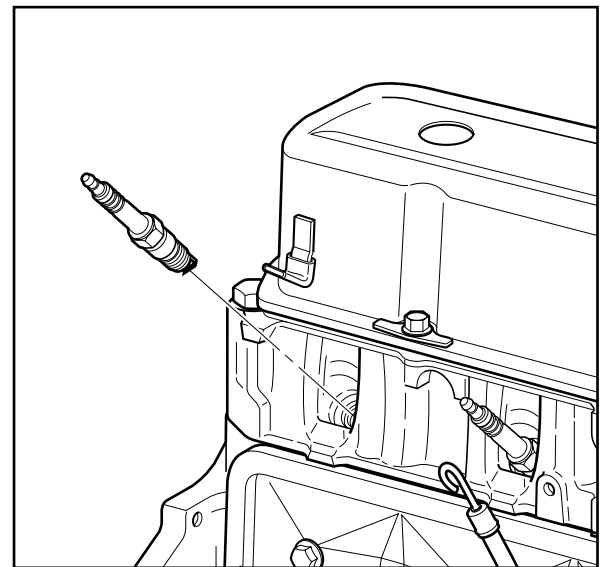
1. Remove the lift bracket bolts.
2. Remove the lift bracket.



VE012-3L

**Spark Plug Removal**

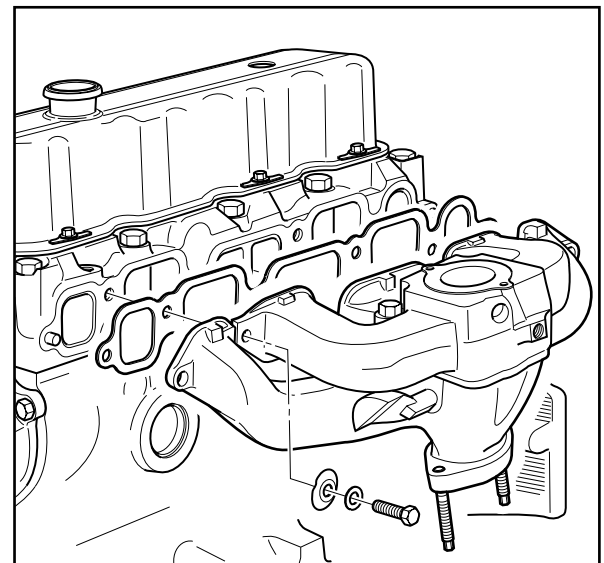
1. Remove the spark plugs.



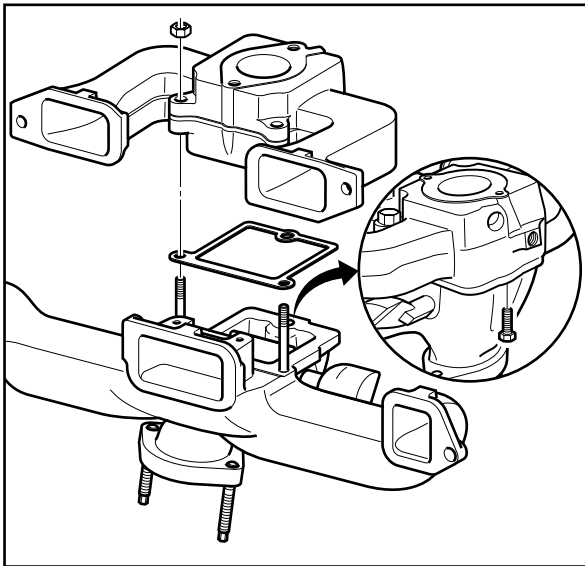
VE013-3L

**Intake/Exhaust Manifold Removal**

1. Remove the intake/exhaust manifold bolts.
2. Remove the intake/exhaust manifold.
3. Remove the intake/exhaust manifold gaskets.



VE014-3L



VE015-3L

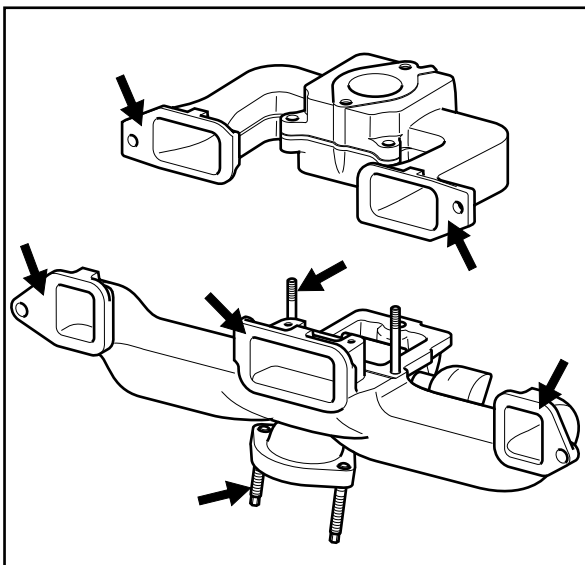
### Intake/Exhaust Manifold Disassemble and Assemble

If necessary to replace either the intake or exhaust manifold, separate them as follows:

1. Remove the one attaching bolt and the two nuts at the center of the assembly.
2. Reassemble manifolds using a new gasket.

### Tighten

Tighten the bolts to 27-34 N•m (20-25 lb ft).

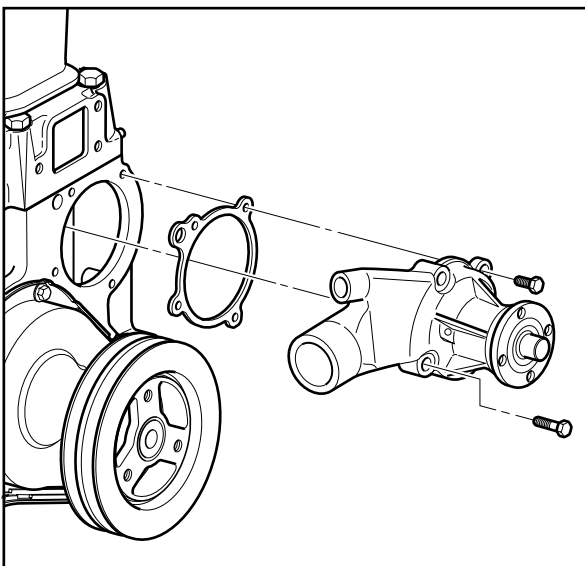


VE016-3L

### Intake/Exhaust Manifold Clean and Inspect

Clean and inspect the following areas:

- The manifold bolts and studs.
- All manifold sealing surfaces.
- Any old RTV from the manifold.



VE017-3L

### Water Pump Removal

Make sure the coolant is drained.

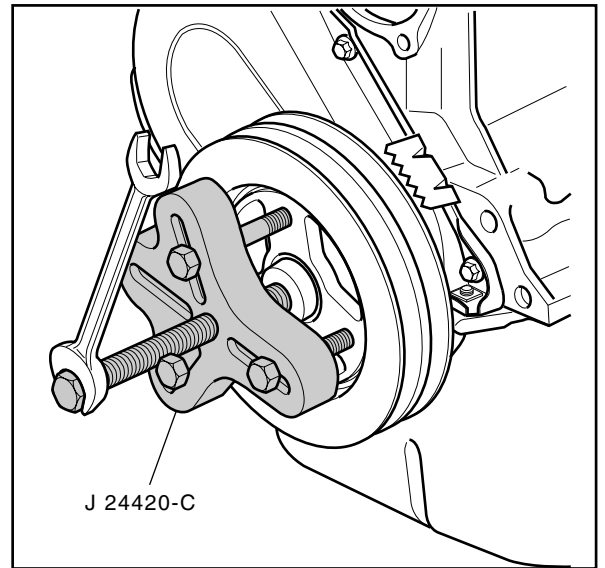
1. Remove the water pump bolts.
2. Remove the water pump and gasket.
3. Discard the water pump gasket.
4. Inspect the water pump for the following:
  - Gasket sealing surfaces for excessive scratches or gouges.
  - Excessive side-to-side play in the pulley shaft.
  - Leakage at the water inlet housing or rear cover gaskets areas.
  - Leakage at the water pump vent hole.

A stain around the vent hole is acceptable. If leakage occurs at the vent hole with the engine running and the cooling system pressurized, replace the pump.

### Crankshaft Pulley Removal

**Tools Required**

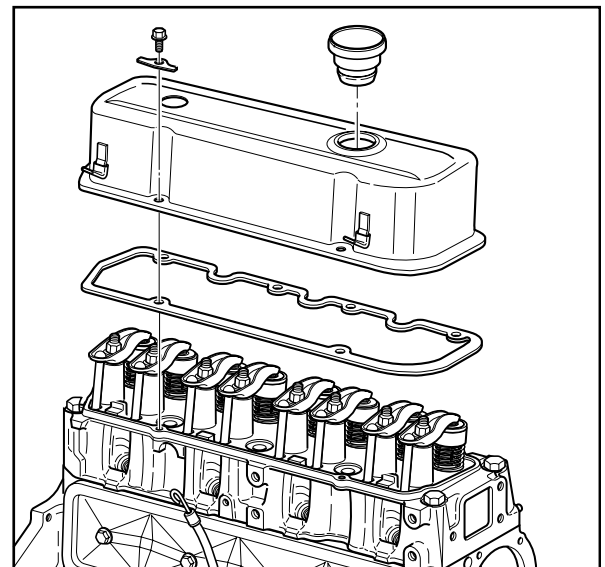
- J 24420-C Universal Crankshaft Pulley Remover
1. Use the J 24420-C in order to remove the crankshaft pulley.



VE018-3L

### Valve Rocker Arm Cover Removal

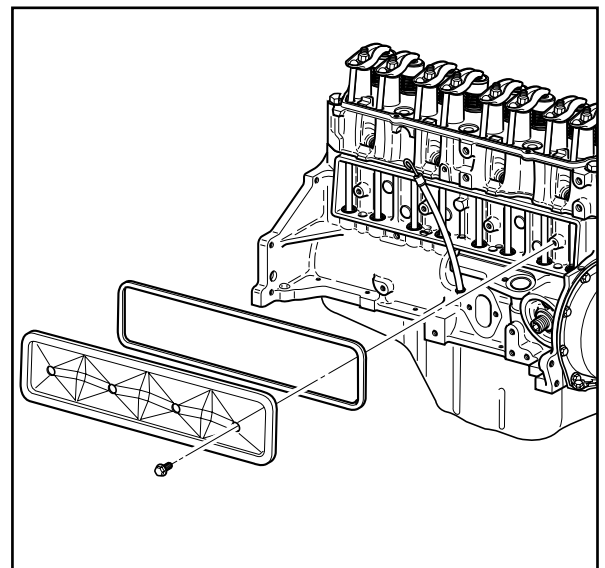
1. Remove the valve rocker arm cover bolts.
2. Remove the valve rocker arm cover.
3. Remove the gasket.



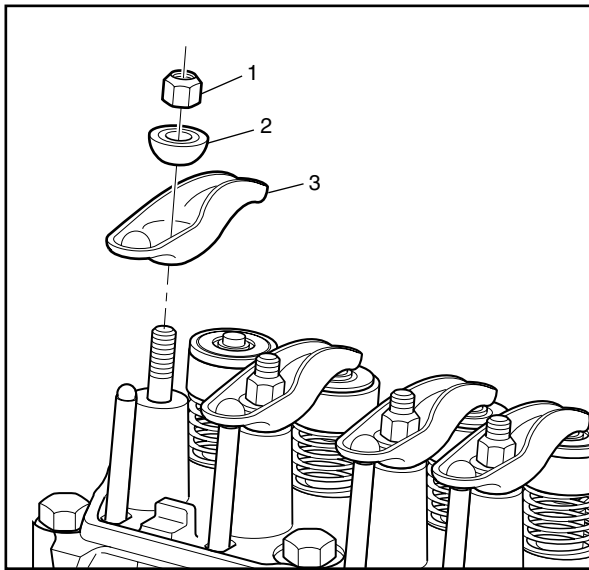
VE019-3L

### Pushrod Cover Removal

1. Remove the pushrod cover bolts.
2. Remove the pushrod cover.
3. Remove the gasket.



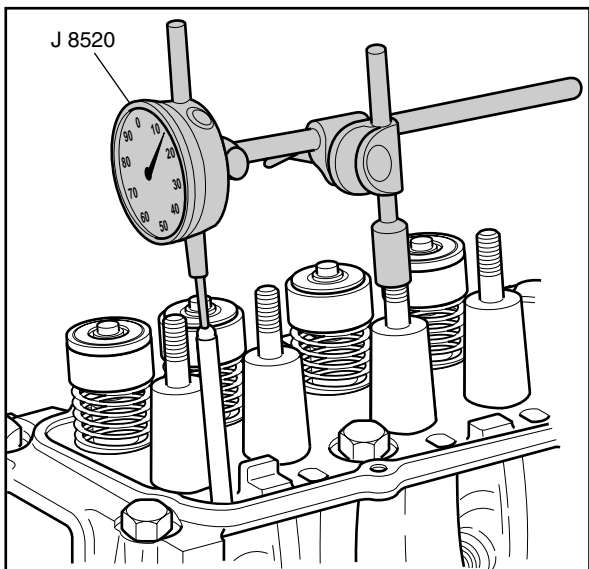
VE020-3L



VE021-3L

### Valve Rocker Arm and Pushrod Removal

1. Remove the following components from the cylinder head:
  - 1.1. The valve rocker arm nuts (1).
  - 1.2. The valve rocker arm balls (2).
  - 1.3. The valve rocker arms (3).



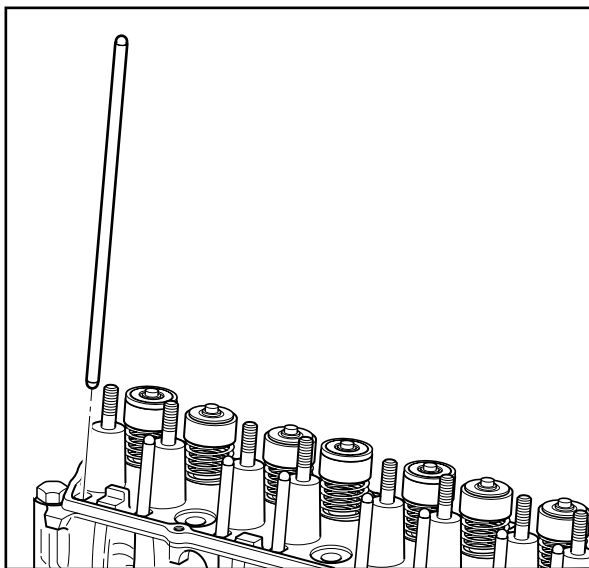
VE022-3L

### Measuring Camshaft Lobe Lift

#### Tools Required

- J 8520 Camshaft Lobe Lift Indicator

1. Position the J 8520 with the ball socket adapter on the valve pushrod. Be sure that the valve pushrod is in the valve lifter socket.
2. Slowly rotate the crankshaft until the valve lifter roller is on the heel of the cam lobe. The valve pushrod will be in its lowest position.
3. Set the J 8520 on zero.
4. Slowly rotate the crankshaft until the valve pushrod is raised fully.
5. Compare the total lift shown on the J 8520 with the specifications. Refer to *Engine Mechanical Specifications*.
6. Remove the J 8520.



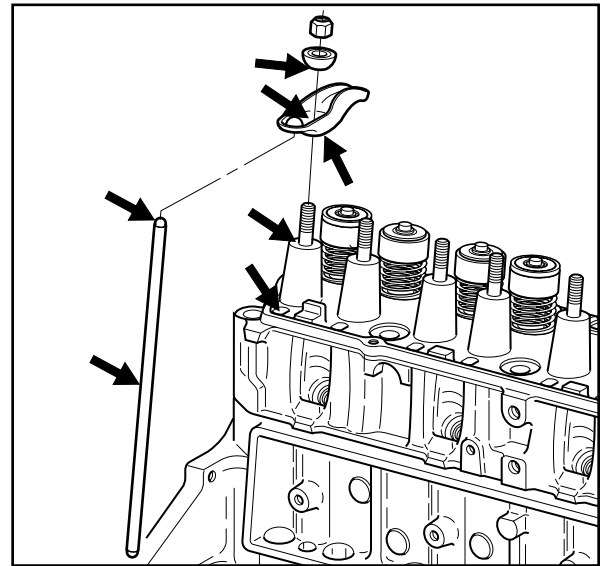
VE023-3L

2. Remove the valve pushrods.
3. Place the following parts in a rack so that they can be reinstalled in their original locations:
  - The valve rocker arms.
  - The valve rocker arm balls.
  - The valve pushrods.

**Valve Train Components Inspect (Cylinder Head)**

Inspect the following areas:

- The valve rocker arms and ball at the mating surfaces. These surfaces should be smooth and free of scoring or other damage.
- The valve pushrod sockets and valve stem mating surfaces. These surfaces should be smooth with no scoring or exceptional wear.
- The valve pushrods for bends or scored ends.

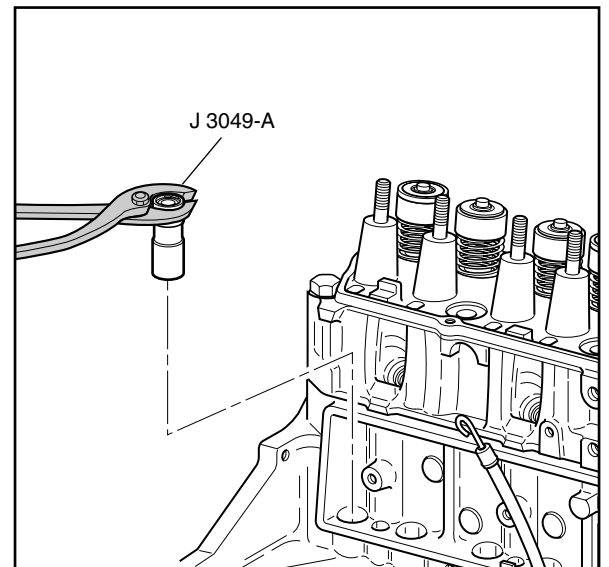


VE024-3L

**Valve Lifter Removal**

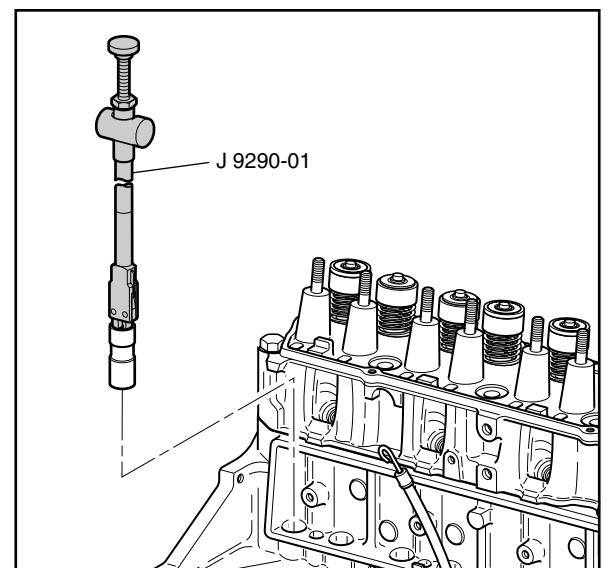
**Tools Required**

- J 3049 Valve Lifter Remover (Plier Type)
  - J 9290-01 Valve Lifter Remover (Slide Hammer Type)
1. Use the J 3049 in order to remove the valve lifters.

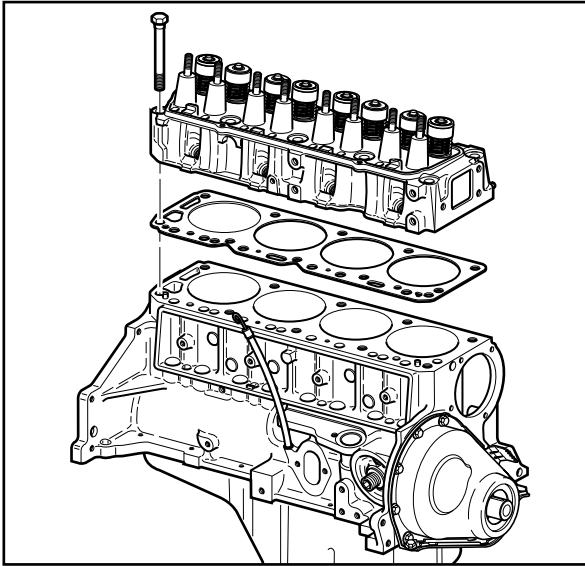


VE025-3L

2. If the valve lifters cannot be removed with the J 3049 use the J 9290-01 in order to remove the valve lifters.



VE026-3L



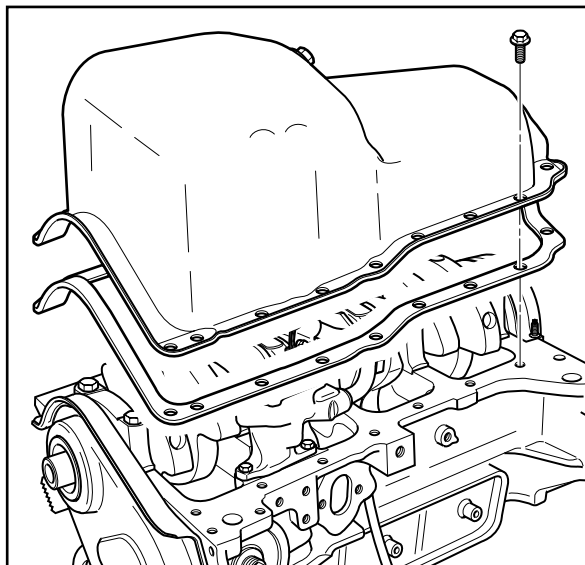
VE027-3L

### Cylinder Head Removal

1. Remove the cylinder head bolts.

**Notice:** After removal, place the cylinder head on two wood blocks to prevent damage.

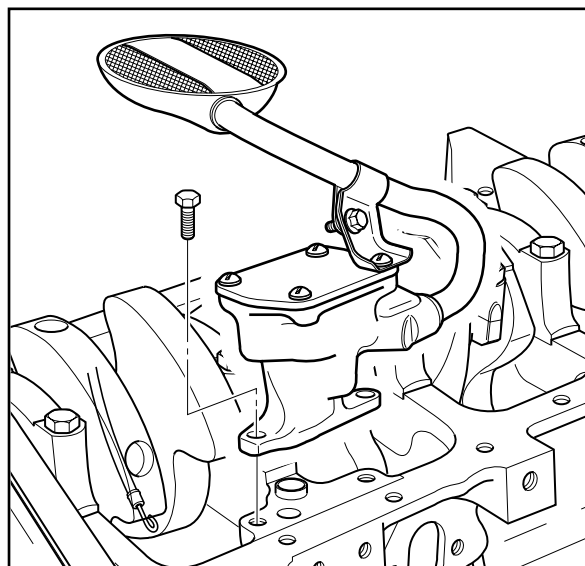
2. Remove the cylinder head.
3. Remove the gasket.
4. Discard the gasket



VE028-3L

### Oil Pan Removal

1. Remove the oil pan bolts.
2. Remove the oil pan.
3. Remove the gasket.
4. Discard the gasket.



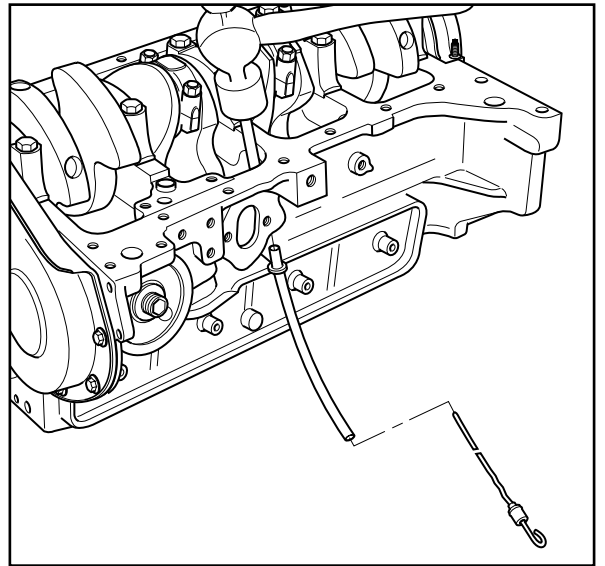
VE029-3L

### Oil Pump Removal

1. Remove the bolts that attach the oil pump to the engine block.
2. Remove the oil pump and gasket.
3. Discard the gasket.

**Oil Level Indicator and Tube Removal**

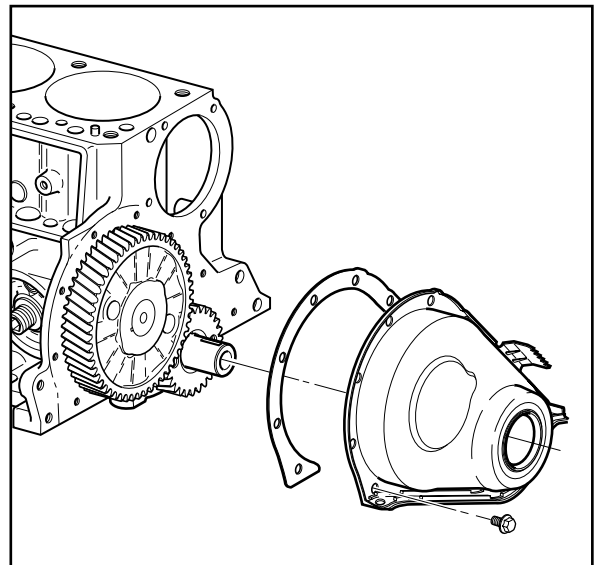
1. Remove the oil level indicator from the tube.
2. Use a drift punch in order to remove the oil level indicator tube from the engine block.



VE128-3L

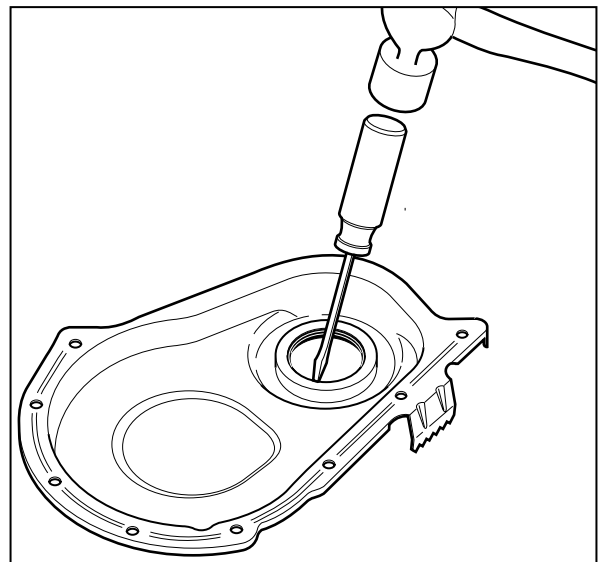
**Engine Front Cover Removal**

1. Remove the engine front cover bolts.
2. Remove the engine front cover.
3. Remove the gasket.
4. Discard the gasket.

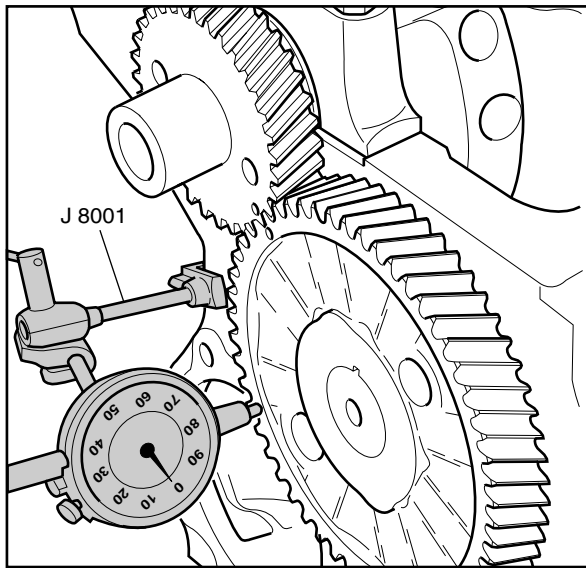


VE030-3L

5. Remove the oil seal from the front cover.
6. Clean the engine front cover in solvent.
7. Inspect the engine front cover for damage to the gasket surface or the oil seal surface.



VE031-3L



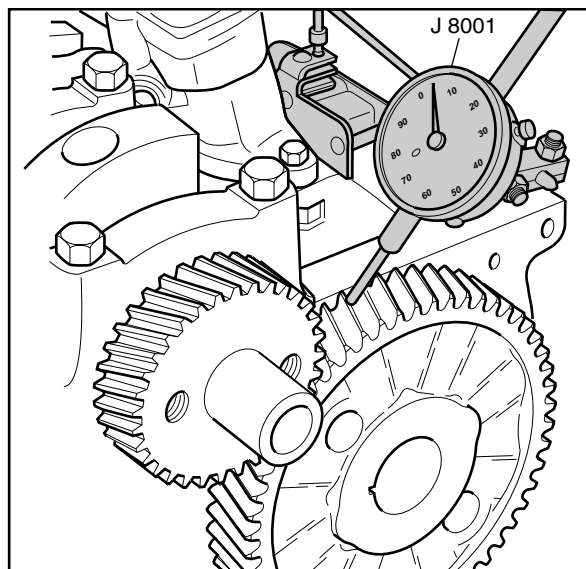
VE032-3L

## Measuring Crankshaft and Camshaft Sprocket Runout

### Tools Required

- J 8001 Dial Indicator

1. Use the J 8001 in order to measure the crankshaft and camshaft sprocket runout. Refer to *Engine Mechanical Specifications*.
2. If the sprocket runout exceeds specifications, clean and remove any burrs from the shaft or replace the sprocket.



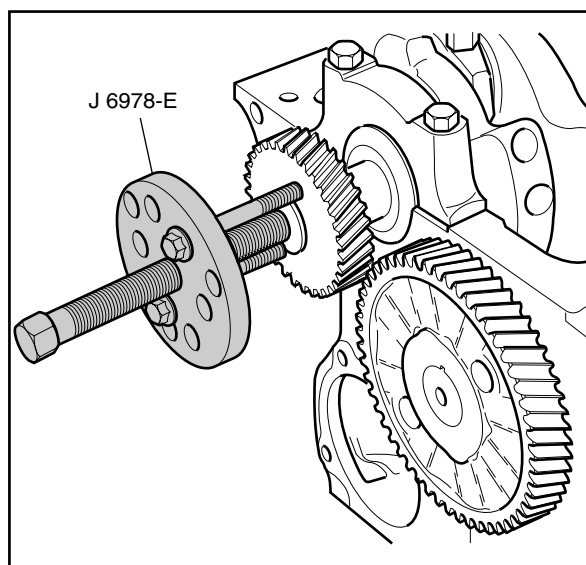
VE033-3L

## Measuring Timing Sprocket Teeth Backlash

### Tools Required

- J 8001 Dial Indicator

1. Use the J 8001 in order to measure the backlash between the timing sprocket teeth.
2. Refer to *Engine Mechanical Specifications*.



VE034-3L

## Crankshaft Sprocket Removal

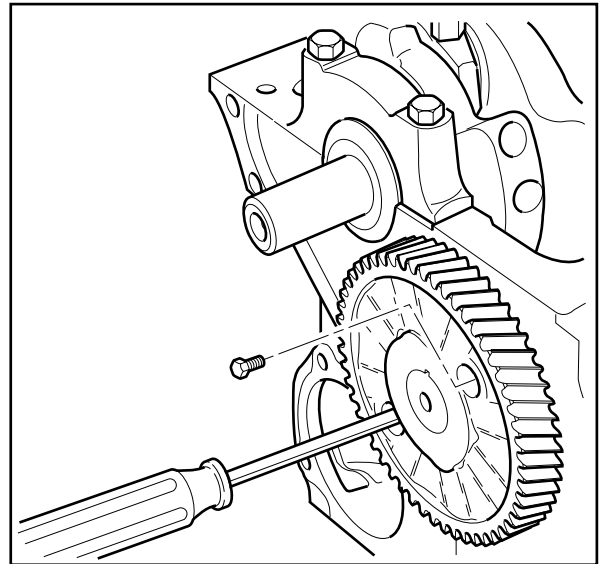
### Tools Required

- J 6978-E Crankshaft Sprocket Puller

1. Use the J 6978-E in order to remove the crankshaft sprocket.
2. If necessary, remove the crankshaft keys.

**Camshaft Removal**

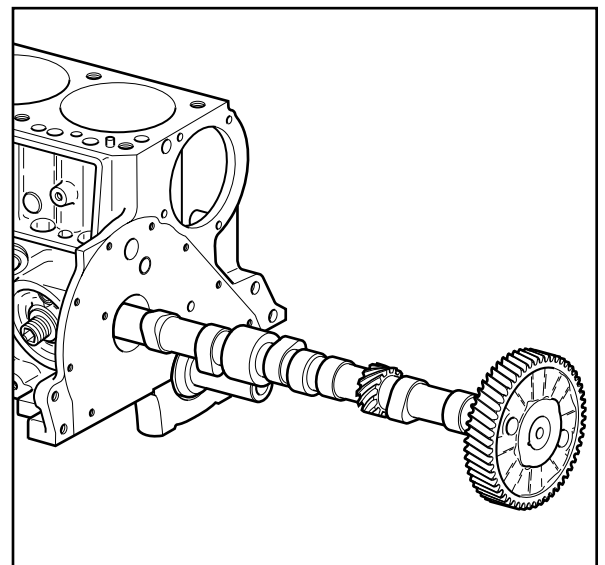
1. Remove the two camshaft retainer bolts, working through the holes in the camshaft sprocket.



VE035-3L

**Important:** All camshaft journals are the same diameter, so care must be used in removing the camshaft to avoid damage to the bearings.

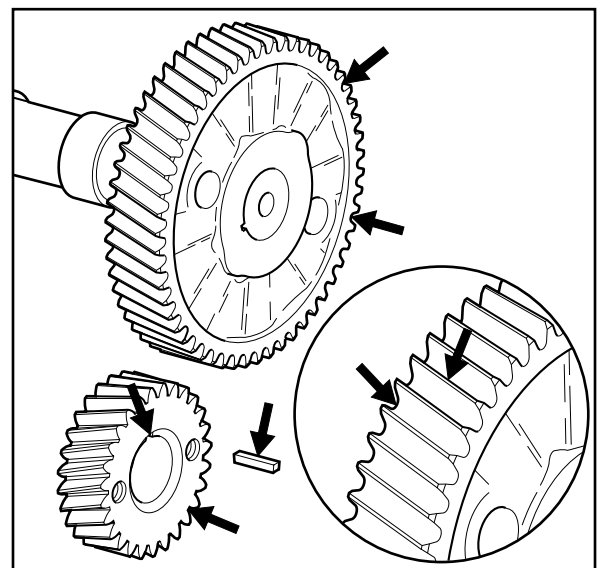
2. Carefully rotate and pull the camshaft out of the bearings.



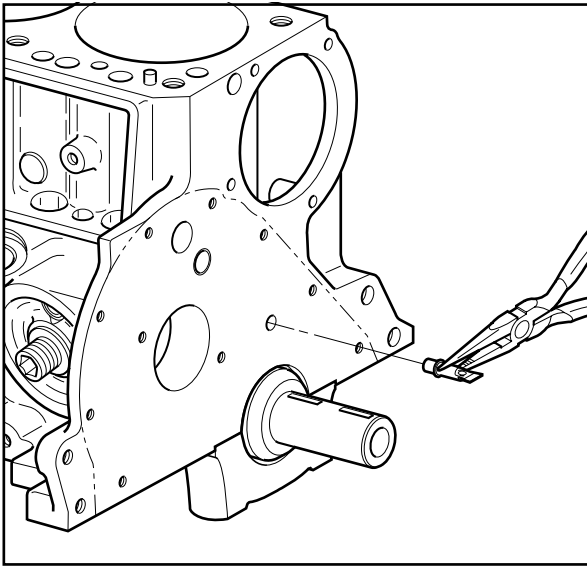
VE125-3L

**Crankshaft and Camshaft Sprocket Inspect**

- The camshaft and crankshaft sprockets for wear.
- One edge of worn teeth or that are no longer concentric.
- The valley between worn teeth.
- The keys and crankshaft keyways for wear.



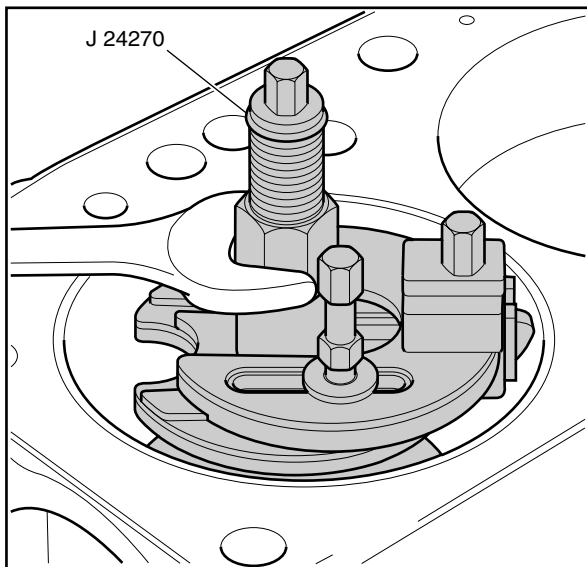
VE126-3L



VE127-3L

### Timing Gear Oil Nozzle Removal

1. Remove the oil nozzle with pliers.



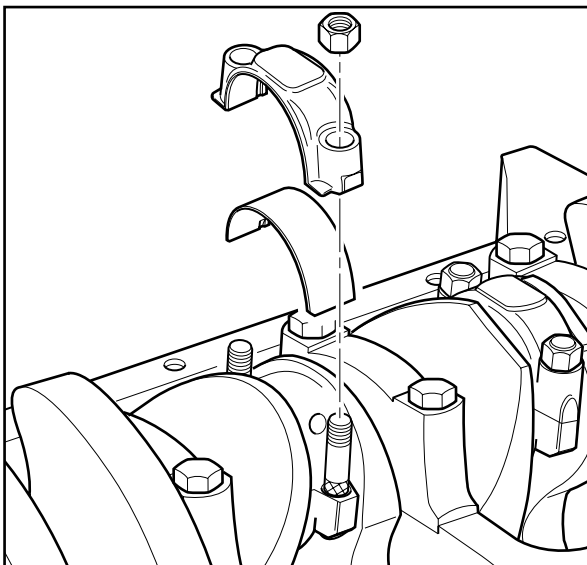
VE036-3L

### Piston, Connecting Rod and Bearing Removal

#### Tools Required

- J 5239 Connecting Rod Guide Tool
- J 24270 Ridge Reamer

1. Remove the ring ridge as following:
  - 1.1. Turn the crankshaft until the piston is at the bottom of the stroke.
  - 1.2. Place a cloth on top of the piston.
  - 1.3. Use the J 24270 to remove the cylinder ring ridge.
  - 1.4. Turn the crankshaft so the piston is at the top of the stroke.
  - 1.5. Remove the cloth.
  - 1.6. Remove the cutting debris.

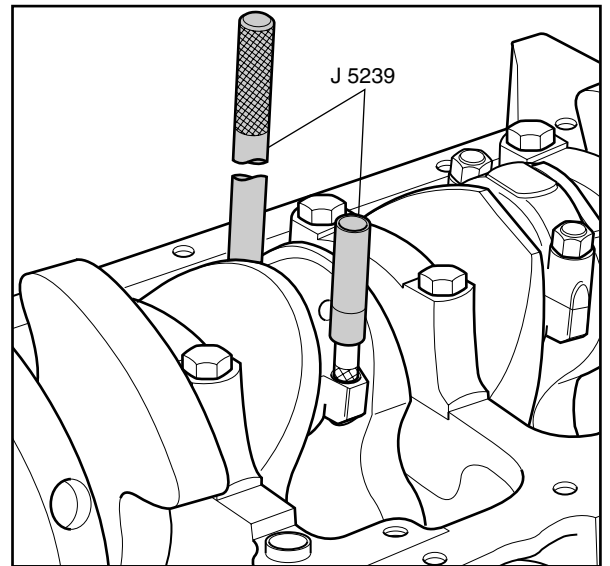


VE037-3L

**Important:** Place matchmarks or numbers on the connecting rods and the connecting rod caps. Upon removal of the piston and connecting rod assembly, install the connecting rod caps to the matching connecting rods.

2. Remove the connecting rod nuts.
3. Remove the connecting rod cap.
4. Remove the connecting rod bearings.
  - Keep bearings with the original connecting rod and connecting rod cap.
  - Wipe the oil from the bearings.
  - Wipe the oil from the crankpins.

5. Use the J 5239 in order to remove the connecting rod and the piston out of the engine block.
6. Use a hammer and tap lightly on the end of the connecting rod guide tool to remove the piston and connecting rod assembly from the cylinder bore.

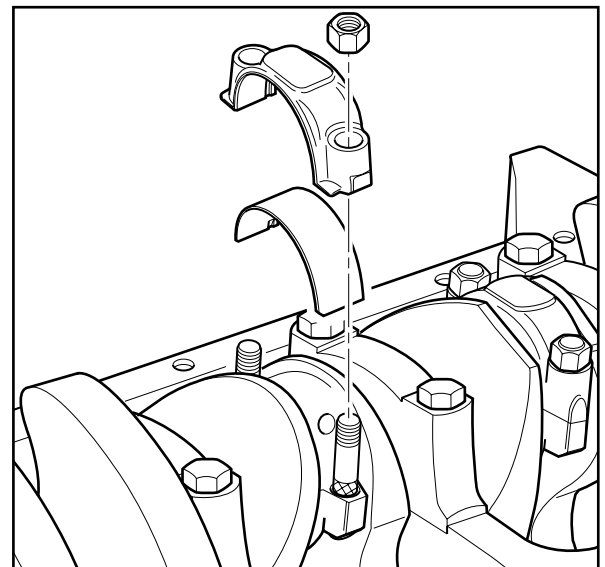


VE038-3L

### Crankshaft and Bearings Clean and Inspect (Connecting Rod Bearing Clearance)

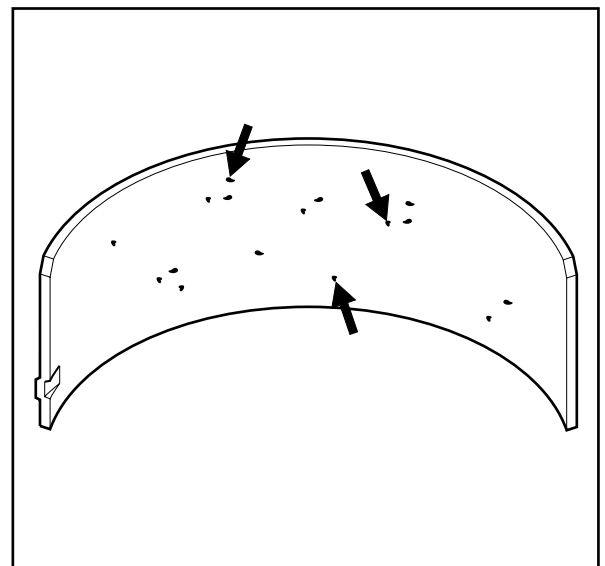
**Important:** Connecting rod bearings are a precision insert type. Connecting rods are of a powdered metal design and cannot be shimmed or filed for bearing fit. If clearances are found to be excessive, a new bearing and/or connecting rod are required. Do not rotate the crankshaft while gauging plastic is between the crankshaft journal and the bearing surface.

1. Remove the connecting rod nuts.
2. Remove the connecting rod cap and bearing.

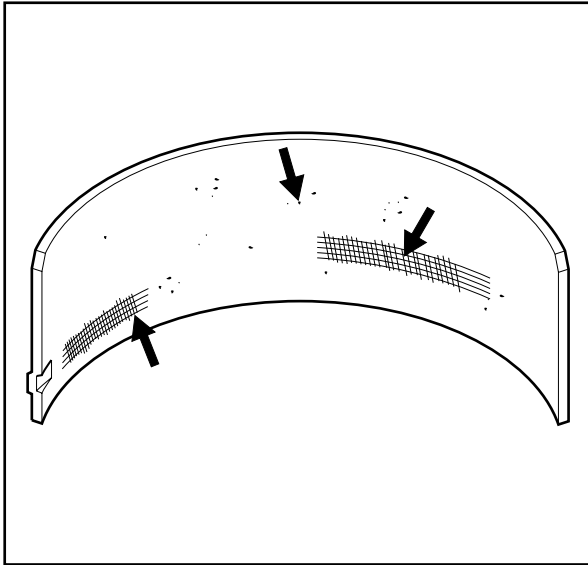


VE037-3L

3. Inspect the crankshaft bearings for craters or pockets. Flattened sections on the bearing halves also indicate fatigue.

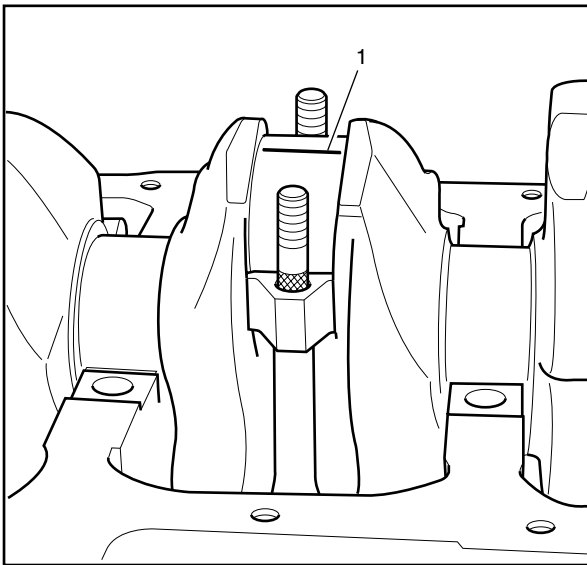


VE039-3L



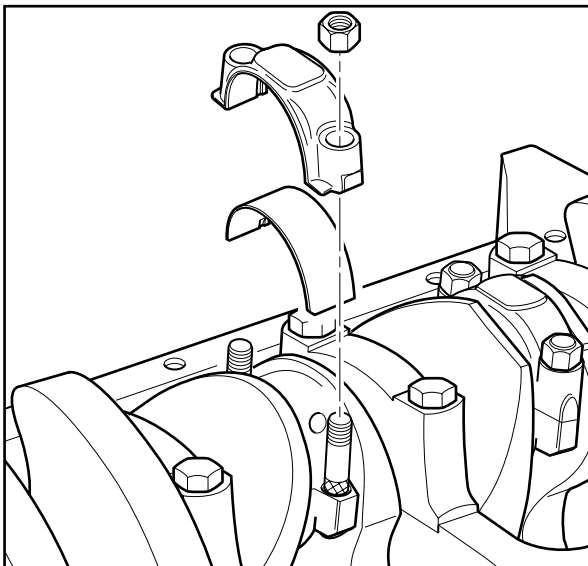
VE040-3L

4. Inspect the crankshaft bearings for excessive scoring or discoloration.
5. Inspect the crankshaft bearings for dirt or debris imbedded into the bearing material.



VE041-3L

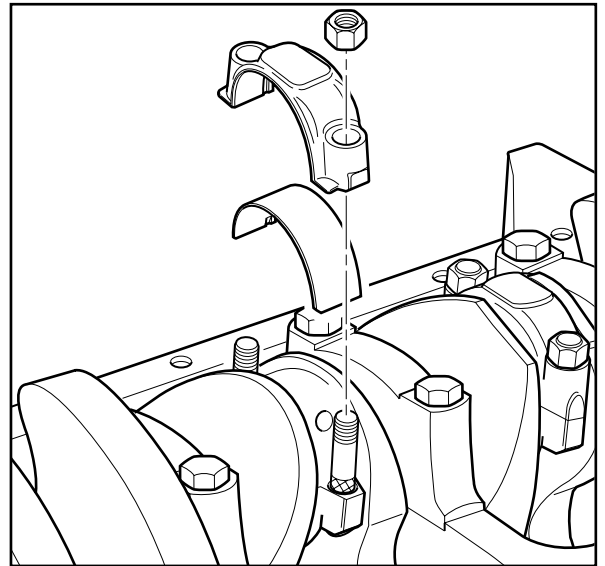
6. Install the gauging plastic (1) onto the connecting rod bearing journal. Install the gauging plastic the full width of the journal.



VE037-3L

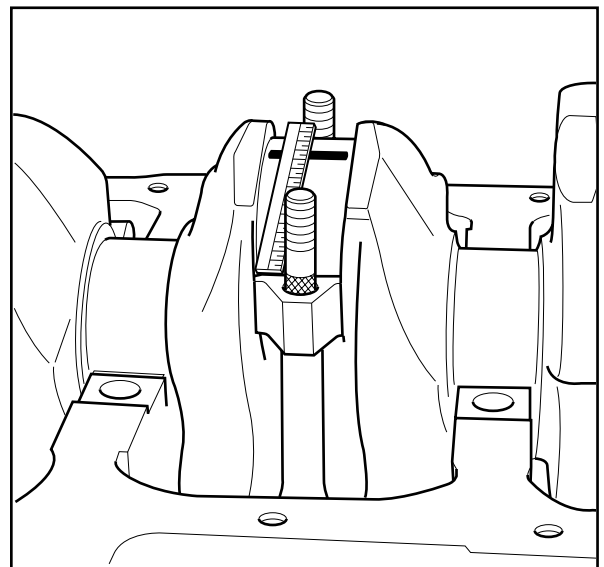
7. Install the connecting rod cap and bearing.  
**Tighten**  
Tighten the nuts evenly to 61 N•m (45 lb ft).

- 8. Remove the connecting rod nuts.
- 9. Remove the connecting rod cap and bearing.



VE037-3L

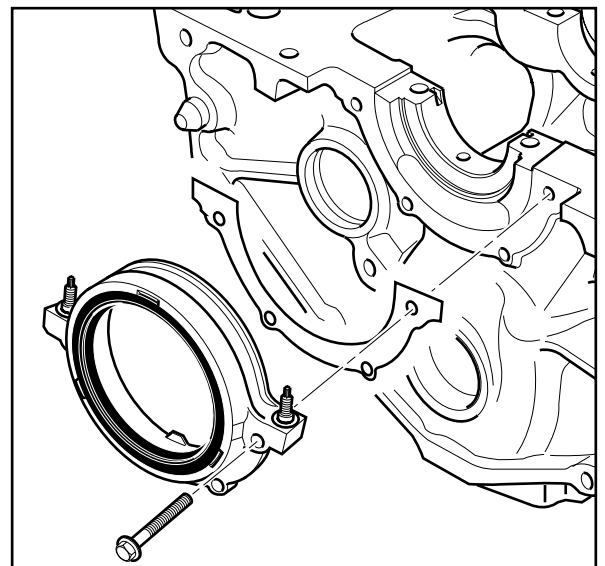
- 10. Measure the gauging plastic at its widest area using the scale supplied with the plastic gauging kit.
- 11. Compare the measurements to *Engine Mechanical Specifications*.



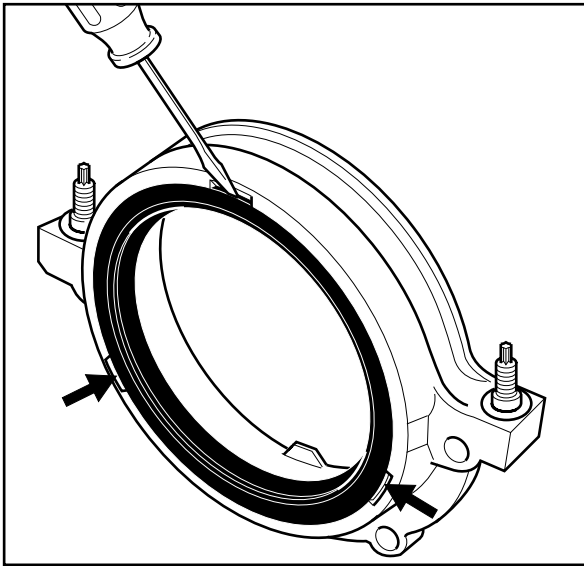
VE042-3L

**Crankshaft Rear Oil Seal and Housing Removal**

- 1. Remove the crankshaft rear oil seal housing bolts.
- 2. Remove the crankshaft rear oil seal housing, seal and gasket.

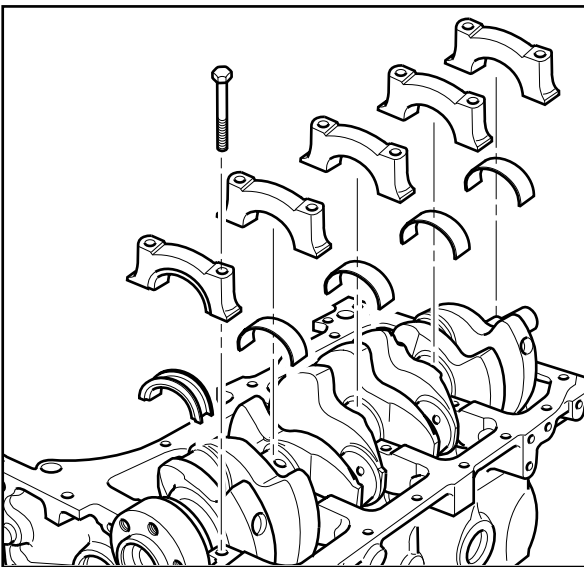


VE043-3L



VE044-3L

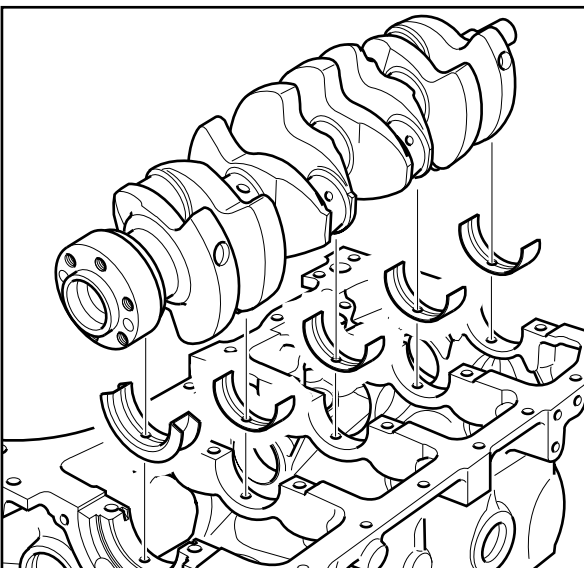
3. Remove the crankshaft rear oil seal from the crankshaft rear oil seal housing.



VE045-3L

### Crankshaft , Bearings and Bearing Cap Removal

1. Remove the crankshaft bearing cap bolts.
2. Remove the crankshaft bearing caps.



VE046-3L

3. Remove the crankshaft.
4. Remove the crankshaft bearings from the bearing caps and from the engine block.

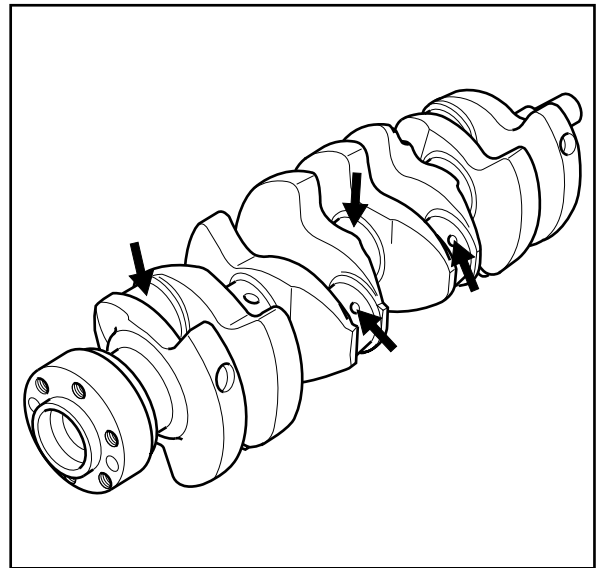
**Crankshaft and Bearings Clean and Inspect**

**Tools Required**

- J 7872 Magnetic Base Indicator Set

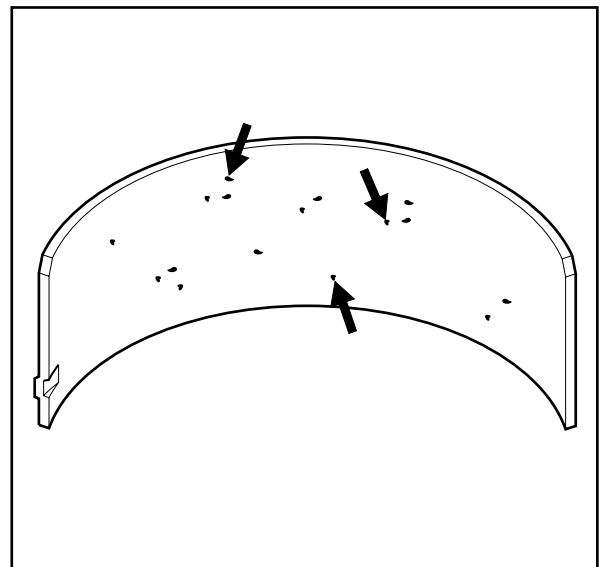
**Caution: Wear safety glasses in order to avoid eye damage.**

1. Clean the crankshaft in solvent.
2. Inspect the crankshaft oil passages for restrictions.
3. Dry the crankshaft with compressed air.
4. Inspect the crankpins for scoring or wear.



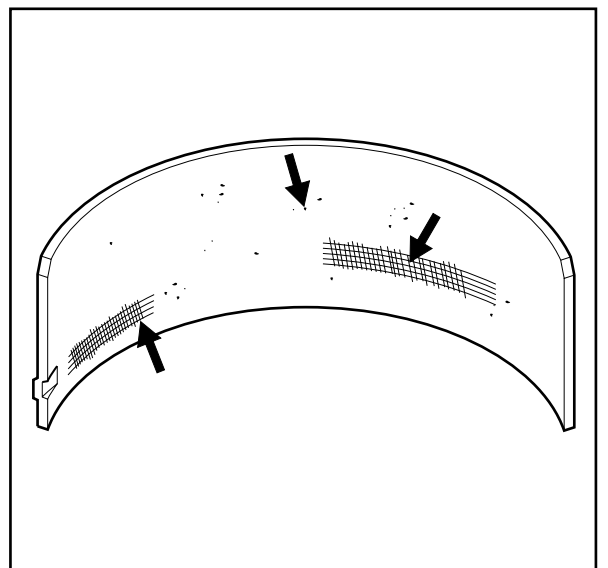
VE047-3L

5. Inspect the crankshaft bearings for craters or pockets. Flattened sections on the bearing halves also indicate fatigue.

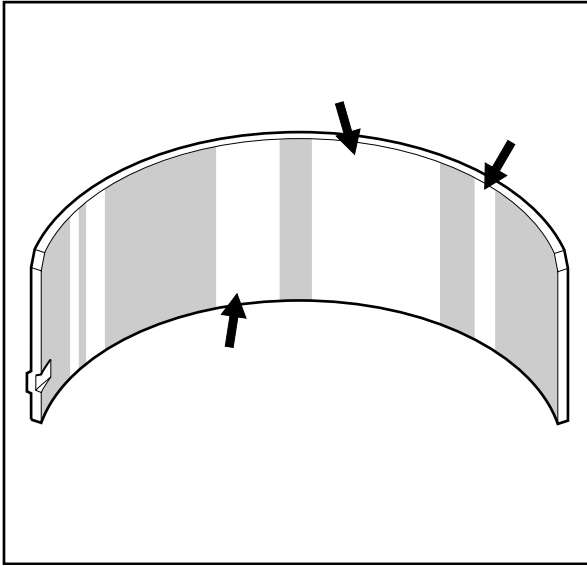


VE039-3L

6. Inspect the crankshaft bearings for excessive scoring or discoloration.
7. Inspect the crankshaft bearings for dirt or debris imbedded into the bearing material.

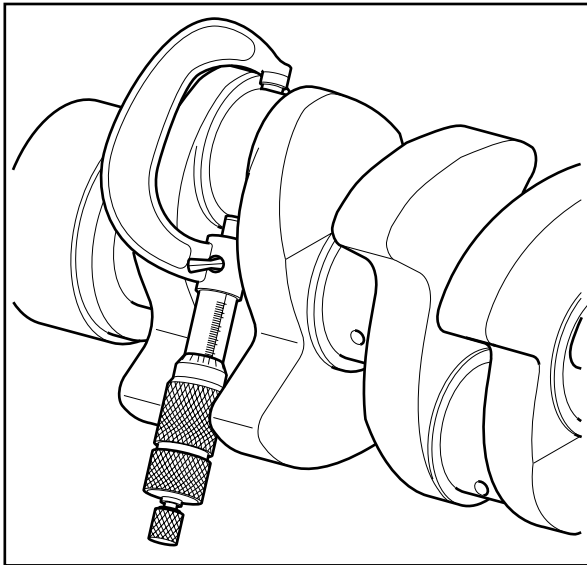


VE040-3L



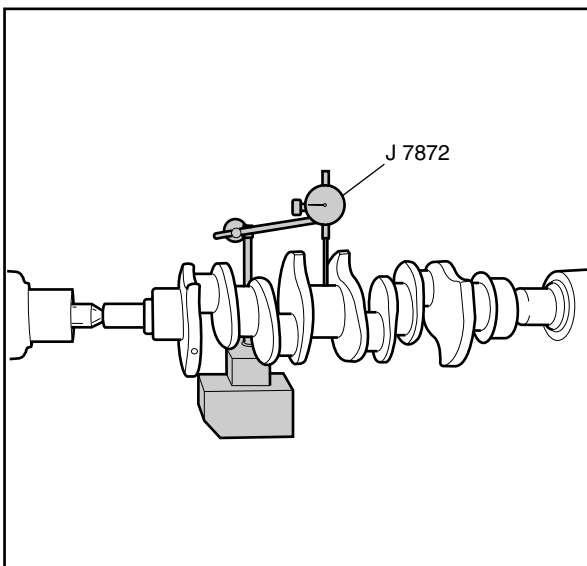
VE048-3L

8. Inspect the crankshaft bearings for improper seating indicated by bright, polished sections of the bearing.
  - If the lower half of the bearing is worn or damaged, both the upper and lower halves must be replaced.



VE049-3L

9. Measure the crankpins for out-of-round, taper or undersize with a micrometer. Refer to *Engine Mechanical Specifications*.



VE050-3L

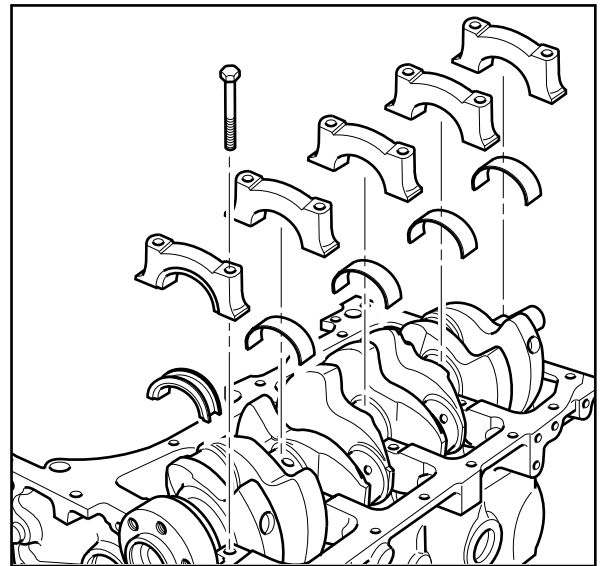
10. Support the crankshaft front and rear journals on V-blocks.
11. Measure the crankshaft run-out at front and rear intermediate journals with J 7872. Refer to *Engine Mechanical Specifications*.
12. Replace or recondition crankshaft if measurements are not within specifications.

**Crankshaft and Bearings Clean and Inspect (Main Bearing Clearance)**

**Important:** Crankshaft main bearings are a precision insert type. Main bearing caps are machined with the engine block for proper clearance and cannot be shimmed or filed for bearing fit. Crankshaft bearing clearances are critical. If the clearances are found to be excessive, new bearings and/or engine block and cap repair may be required.

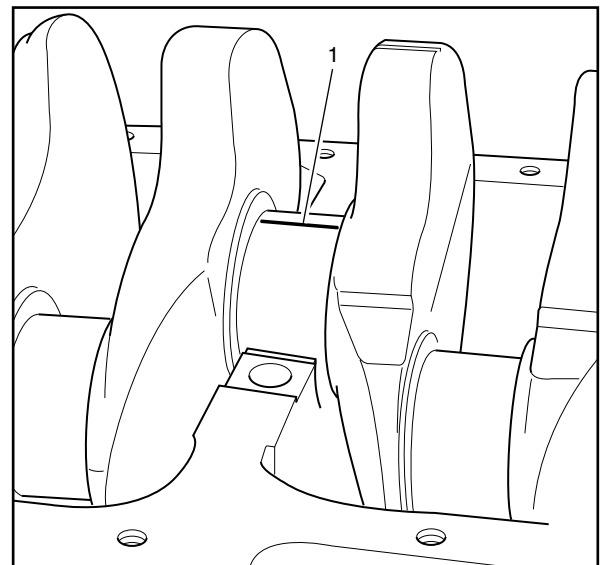
Do not rotate the crankshaft while gauging plastic is between the crankshaft journal and the bearing surface.

1. Remove the crankshaft bearing cap bolts.
2. Remove the crankshaft bearing caps.



VE045-3L

3. Install gauging plastic (1) onto the crankshaft journal. Install the gauging plastic the full width of the crankshaft bearing journal.

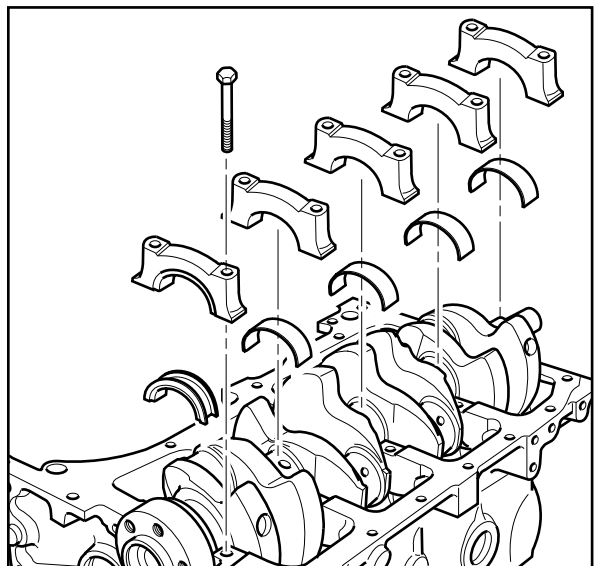


VE051-3L

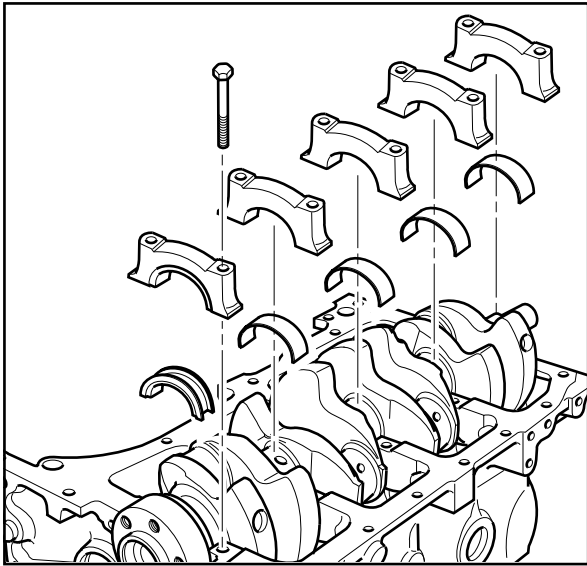
4. Install the bearing, bearing cap and bolts.

**Tighten**

Tighten the crankshaft bearing cap bolts to 88 N•m (65 lb ft).

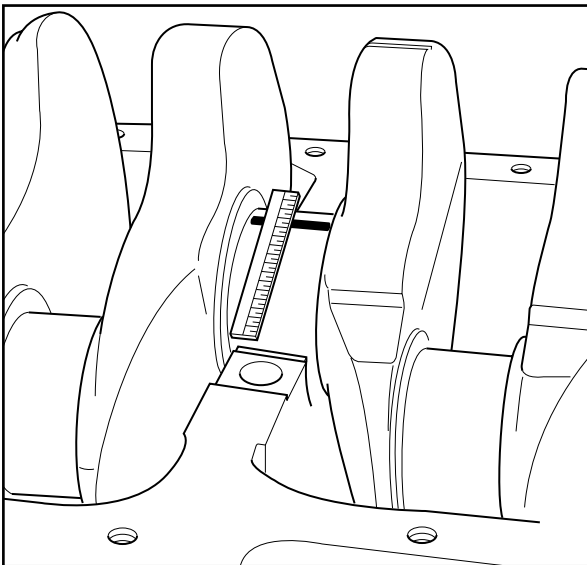


VE045-3L



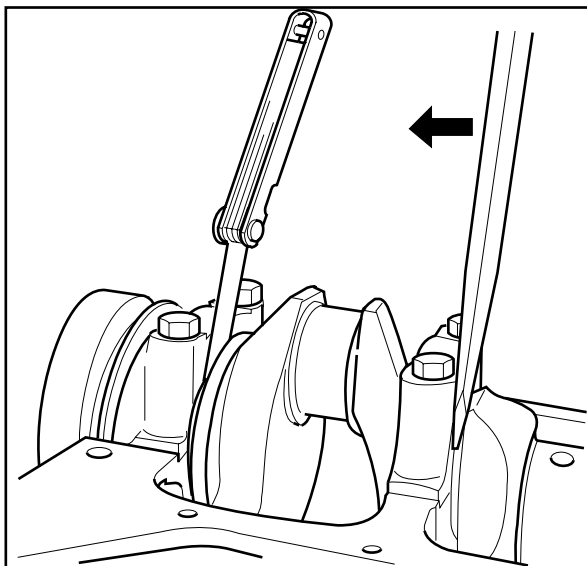
VE045-3L

5. Remove the crankshaft bearing cap bolts.
6. Remove the crankshaft bearing caps.



VE052-3L

7. Measure the gauging plastic at its widest area using the scale supplied with the plastic gauging kit.
8. Compare the measurements to *Engine Mechanical Specifications*.
  - If the gauging plastic shows irregularity in the journal exceeding 0.025 mm (0.001 in), remove the crankshaft and measure the journal with a micrometer.
  - If the clearance is greater than *Engine Mechanical Specifications*, select and install an undersized bearing set. Measure the clearance with gauging plastic.
  - If clearance cannot be brought to specifications, grind the crankshaft for use with the next undersized bearing.



VE053-3L

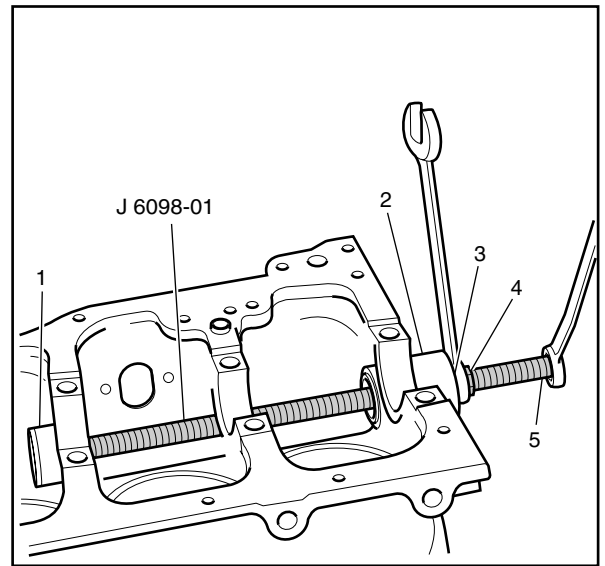
9. Use a dial indicator or feeler gauge in order to measure end play between the front of the rear of the crankshaft bearing cap and the crankshaft thrust surface in order to determine the crankshaft end play.
10. If you use a feeler gauge, measure between the thrust surface of the crankshaft bearing and the crankshaft. Refer to *Engine Mechanical Specifications*.

**Camshaft Bearing Removal**

**Tools Required**

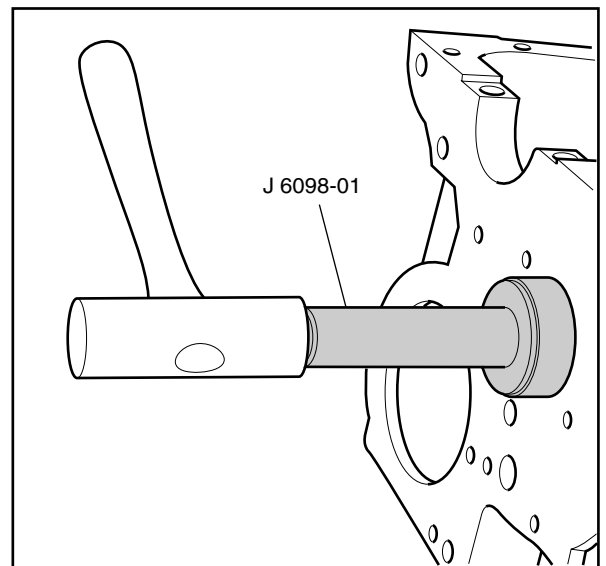
- J 6098-01 Camshaft Bearing Remover/Installer

1. Remove the camshaft rear bearing hole plug.
2. Use the J 6098-01 in order to remove the inner camshaft bearings. Repeat the following procedure for each of the inner camshaft bearings:
  - 2.1. With the nut (4) and the thrust washer (3) installed to the end of the puller screw threads, index the pilot (2) in the camshaft front bearing and install the puller screw through the pilot (2) and the bearing to be removed.
  - 2.2. Install the bearing tool (1) with the shoulder toward the bearing.
  - 2.3. Using two wrenches, hold puller screw (5) while you turn the nut (4) in order to draw the bearing out of the bore.
  - 2.4. When the bearing has been pulled from the bore, remove the bearing tool and the bearing from the puller screw.
  - 2.5. Index the pilot in the rear camshaft bearing in order to remove the rear inner camshaft bearing.

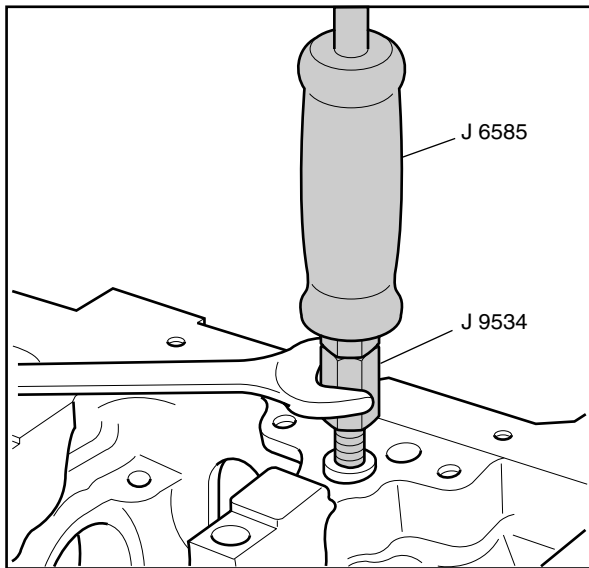


VE054-3L

3. Use the J 6098-01 in order to remove the front and rear camshaft bearings.
  - 3.1. Assemble the bearing tool to the driver.
  - 3.2. Drive the front and rear camshaft bearings out of the block bore. Drive inward toward the center of the engine block.



VE055-3L



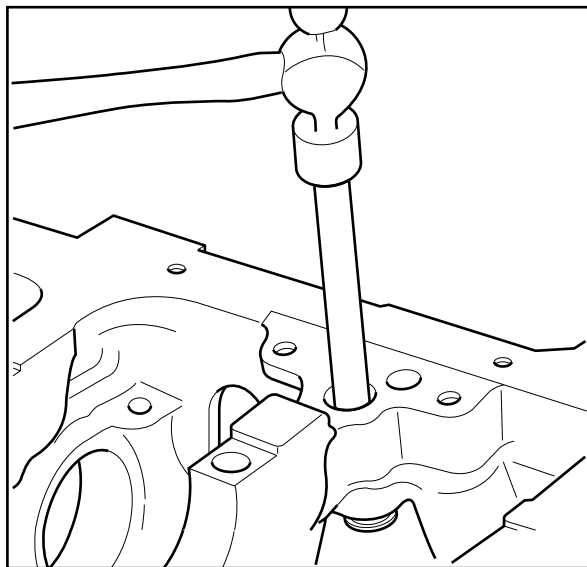
VE056-3L

## Distributor Lower Bushing and Thrust Washer Removal

### Tools Required

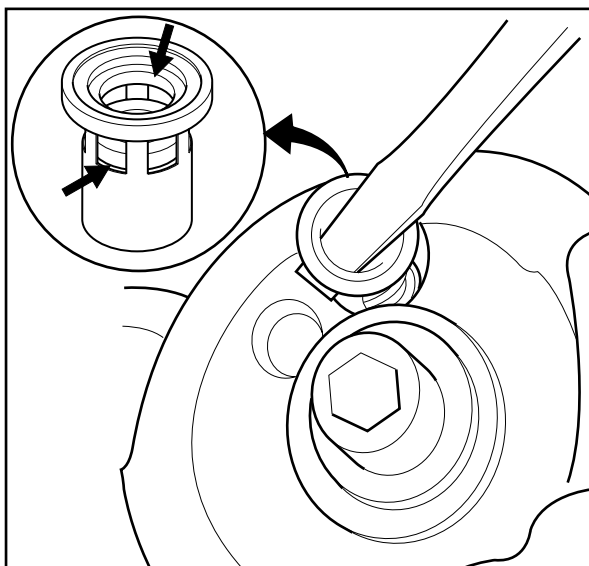
- J 9534 Distributor Lower Bushing Remover
- J 6585 Slide Hammer

1. Install the J 9534 into the distributor lower bushing.
2. Use the J 6585 in order to remove the bushing.



VE057-3L

3. Use a drift punch up through the bushing bore in order to drive the thrust washer (if installed) out of the bore.
4. Clean the bushing bore in the cylinder block and inspect for burrs or damage.



VE058-3L

## Oil Filter Bypass Valve Removal and Installation

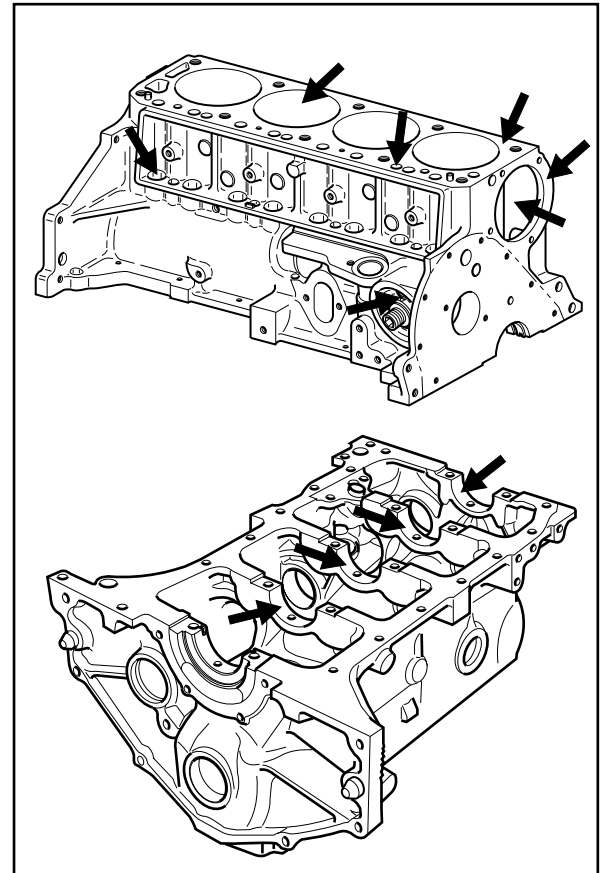
1. Check the spring and fiber valve for operation.
2. Inspect for a cracked or broken valve.
3. Use a screwdriver in order to pry the valve out.
4. Use a 9/16 in thin-wall deep socket in order to tap the new bypass valve in place.

### Cylinder Block Clean and Inspect

1. Clean the following areas:
  - The engine block in solvent, removing all sludge, dirt or debris

**Caution:** *Wear safety glasses in order to avoid eye damage.*

- Dry the block with compressed air.
  - The gasket surfaces.
  - The coolant passages.
  - The oil passages.
  - The main bearing caps.
2. Inspect the following areas:
    - The cylinder walls for excessive scratches, gouging or ring ridge.
    - The coolant jackets for cracks.
    - The valve lifter bores for excessive scoring or wear.
    - The crankshaft bearing webs for cracks.
    - The gasket sealing surfaces for excessive scratches or gouging.
    - The oil passages for restrictions.
    - All threaded bolt holes for thread damage.

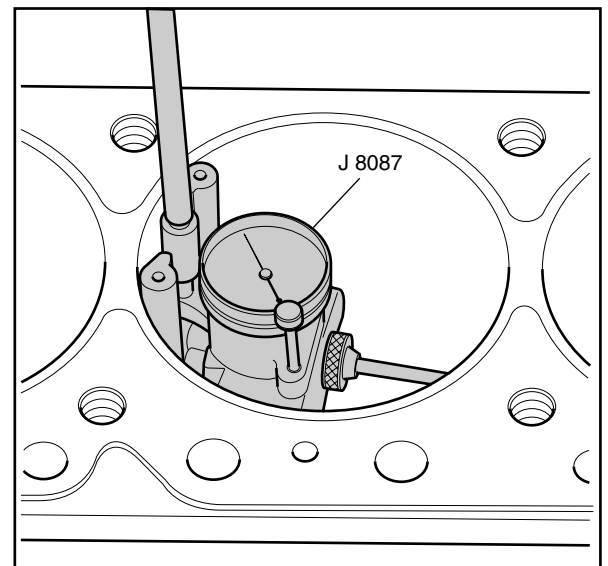


VE059-3L

### Cylinder Bore Measurements

#### Tools Required

- J 8087 Cylinder Bore Gauge
1. Use the J 8087 in order to check cylinder bore taper and out-of-round as follows:
    - 1.1. Set the gauge so that the thrust pin must be forced in about 1/4 in to enter the gauge in the cylinder bore.
    - 1.2. Center the gauge in the cylinder and turn the dial to "0."
    - 1.3. Work the gauge up and down to determine the taper.
    - 1.4. Turn the gauge to different point around the cylinder to determine the out-of-round condition. Refer to *Engine Mechanical Specifications*.



VE060-3L

## Cylinder Boring and Honing

### Boring Procedure

1. Before you start the honing or reboring process, measure all new pistons with the micrometer, contacting at points exactly 90° from the piston pin centerline. Refer to *Piston Selection*. Select the smallest piston for the piston fitting. Slightly varied pistons in a set may provide correction, in case the first piston is too loosely fitted.
2. Before you use any type of boring bar, file the top of the cylinder block in order to remove any dirt or burrs. If you do not check the cylinder block, the boring bar may be tilted, this could result in the rebored cylinder wall being at incorrect right angles from the crankshaft.
3. Carefully follow the instructions furnished by the manufacturer regarding the use of the equipment.
4. When you rebore cylinders, make sure all crankshaft bearing caps are in place. Tighten the bearing caps to the proper torque in order to avoid distortion of the bores in the final assembly. The crankshaft must be clear of the boring cutter when you bore each cylinder. Cover or tape the crankshaft bearings and other internal parts to protect during the boring or honing process.

### Honing Procedure

1. When honing the cylinders, follow the manufacturer's recommendations for use, cleaning and lubrication. Use only clean, sharp stones of the proper grade for the amount of material you remove. Dull, dirty stones cut unevenly and generate excessive heat. When using coarse or medium-grade stones, leave sufficient metal so that all stone marks may be removed with the fine stones you use for finishing in order to provide for proper clearance.
2. During the honing process, thoroughly clean the cylinder bore. Check for a correct fit of the piston you select for the individual cylinder.
3. When honing to eliminate taper in the cylinder, make full strokes of the hone in the cylinder. Repeatedly check the measurement at the top, the middle and the bottom of the bore.

**Notice:** Handle the pistons with care. Do not force the pistons through the cylinder until you hone the cylinder to the correct size. The piston can be distorted through careless handling.

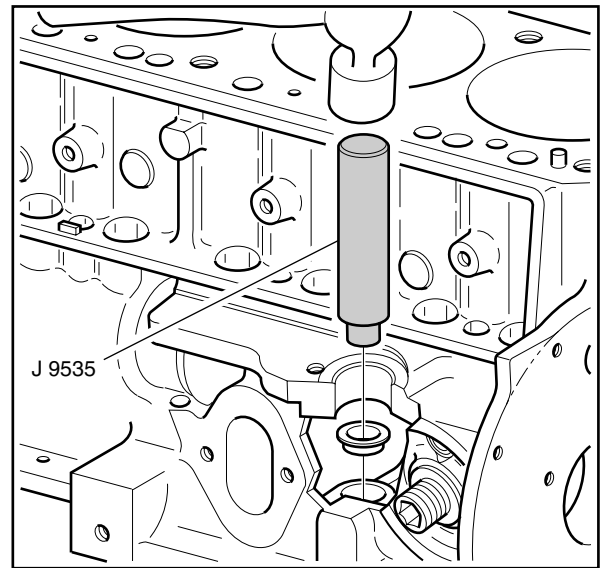
4. When finished honing a cylinder bore to fit a piston, move the hone up and down at a sufficient speed to obtain very fine, uniform surface finish marks in a cross hatch pattern at 45-65 degrees.

5. The finish marks should be clean but not sharp. The finish marks should be free from imbedded particles and torn or folded metal.
6. By measuring the piston to be installed at the sizing point specified and by adding the average of the clearance specification, you can determine the finish hone cylinder measurement. Refer to *Engine Mechanical Specifications*. Measure the block and the piston at normal room temperature.
7. True up the refinished cylinder bores to have less than the specified out-of-round or taper. You must final hone each bore in order to remove all stone or cutter marks and in order to provide a smooth surface.
8. For piston-to-bore tolerance specifications, Refer to *Engine Mechanical Specifications*.
9. After final honing and before the piston is checked for fit, clean the bores with hot water and detergent. Scrub the bores with a stiff bristle brush and rinse the bores thoroughly with hot water. Do not allow any abrasive material to remain in the cylinder bores. This abrasive material will wear the new rings, the cylinder bores and the bearings lubricated by the contaminated oil. After you wash the bore, brush the dry bore clean with a power-driven fiber brush.
10. Permanently mark the piston for the cylinder to which the piston has been fitted.
11. Apply clean engine oil to each bore in order to prevent rusting.

**Distributor Lower Bushing and Thrust Washer Installation**

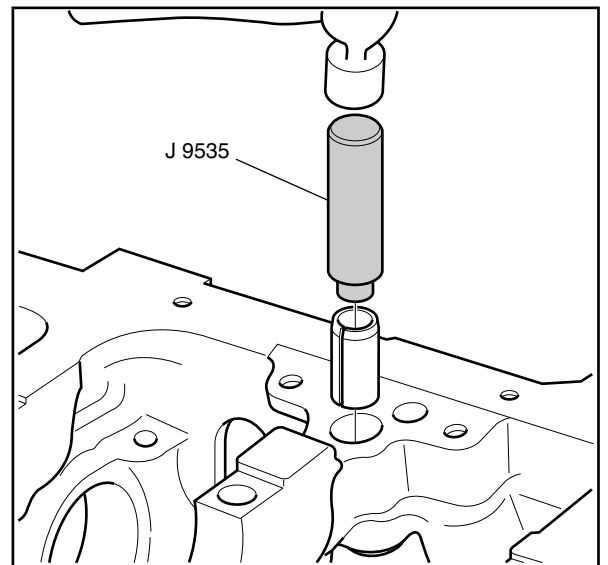
**Tools Required**

- J 9535 Distributor Lower Bushing Installer
1. Use the J 9535 in order to drive the thrust washer (if removed) into the cylinder block.
  2. Use the J 9535 with the driver-bolt in the driver handle.



VE061-3L

3. Install the driver into the new bushing from the large inside diameter.
4. Drive the new bushing into the cylinder block until the J 9535 bottoms against the cylinder block.

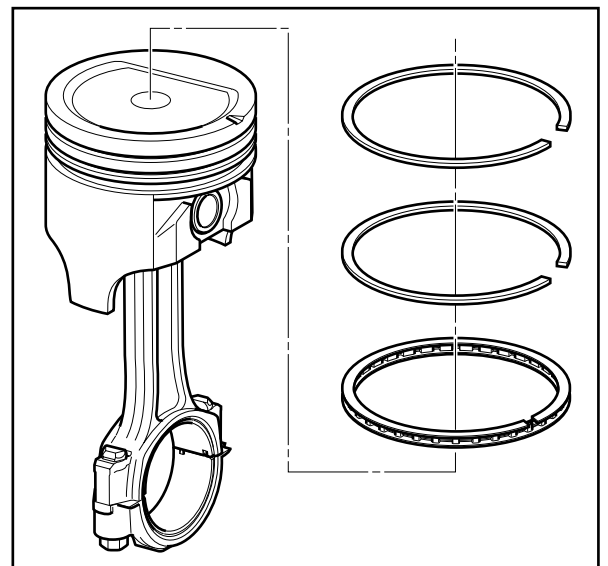


VE062-3L

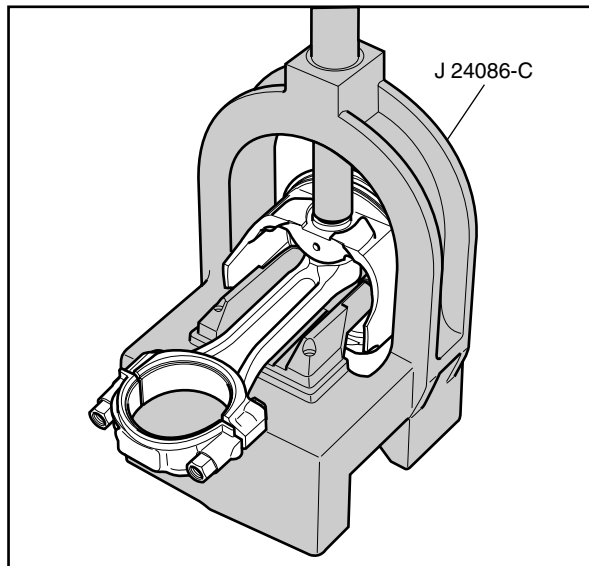
**Piston and Connecting Rod Disassemble**

**Tools Required**

- J 24086-C Piston Pin Removal Set
1. Remove the piston rings from the pistons.



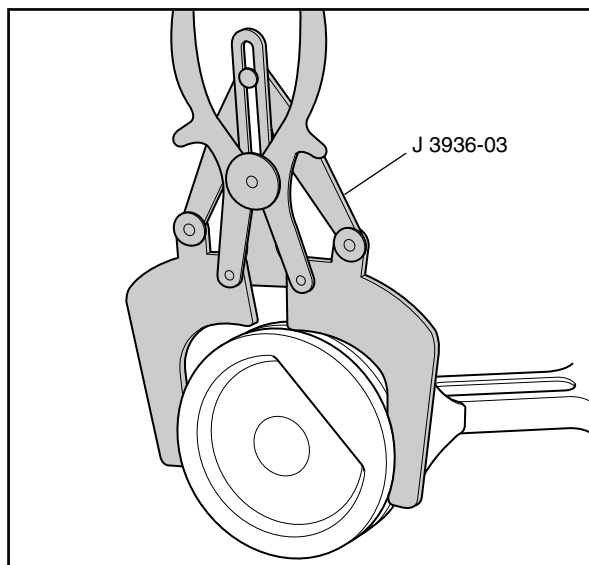
VE063-3L



VE064-3L

2. Remove the pin from the piston.

**Notice:** After the J 24086-C Installer bottoms on the support assembly, do not exceed 34,475 kPa (5000 psi) or the tool may be damaged.



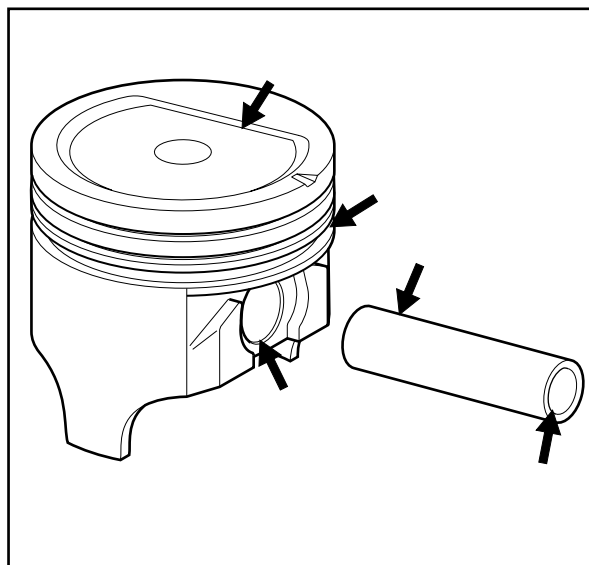
VE065-3L

### Piston and Connecting Rod Clean and Inspect

1. Clean the piston ring grooves with a groove cleaner.

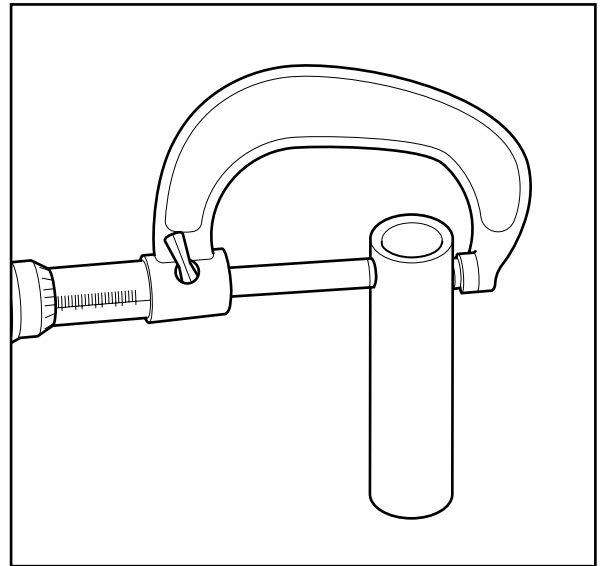
**Caution:** Wear safety glasses in order to avoid eye damage.

2. Clean the connecting rod in cleaning solvent.
3. Clean the varnish from the piston skirts and the pins with cleaning solvent
4. Dry the components with compressed air.
5. Do not use a wire brush in order to clean any part of the piston.
6. Clean the piston oil ring holes and the slots.
7. Inspect the connecting rod for twisting, nicks and cracks. Replace any damaged connecting rods.
8. Inspect the pistons for the following conditions:
  - Cracked ring lands, skirts or pin bosses.
  - Nicks or spurs in the grooves that may cause binding.
  - Warped or worn ring lands.
  - Scuffed or damaged skirts.
  - Eroded areas at the top of the piston.
  - Worn piston bores and piston pins.
9. Replace pistons that are damaged or show signs of excessive wear.



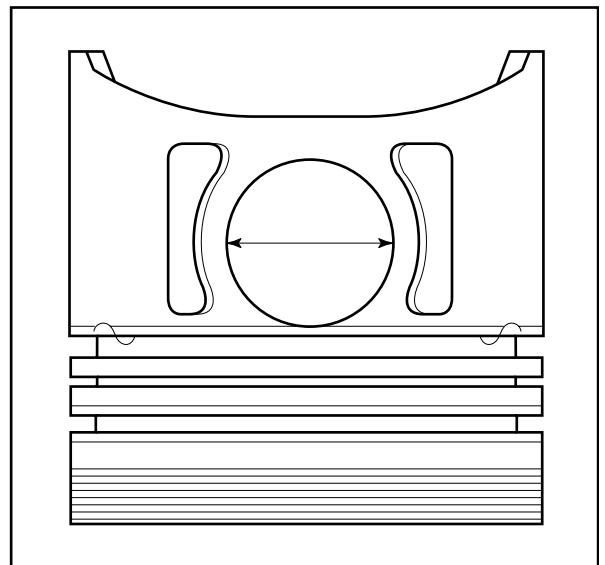
VE066-3L

- 10. Measure the pin bore-to-piston clearance.
  - 10.1. The piston pin bores and the piston pins must be free of varnish or scuffing when being measured.
  - 10.2. Use a micrometer in order to measure the piston pin.



VE067-3L

- 10.3. Use an inside micrometer in order to measure the piston pin bore. Replace the piston and piston pin if the clearance is in excess of 0.0254 mm (0.001 in).
- 10.4. Match the piston and piston pin. Do not service separately.

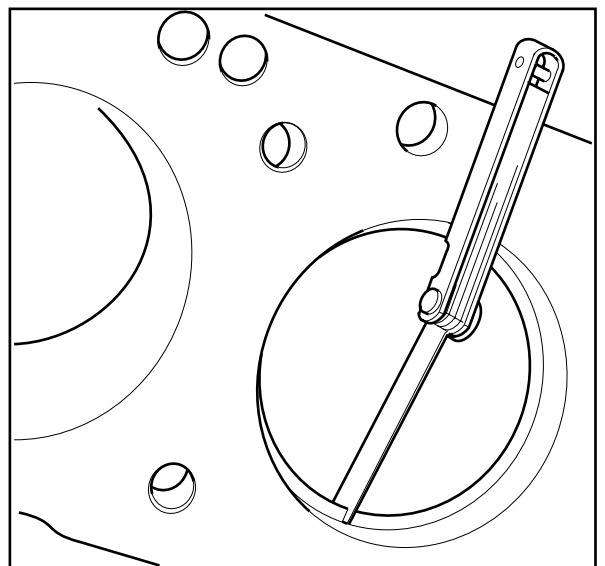


VE068-3L

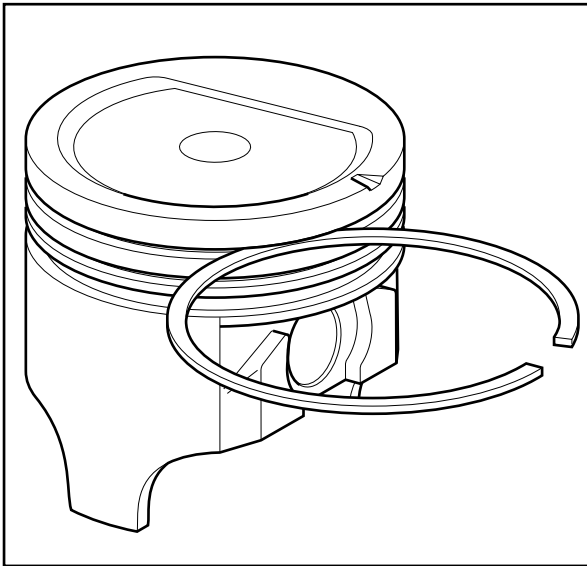
- 11. Measure the piston compression ring end gap.
 

**Important:** Fit each compression ring to the cylinder in which it will be used.

  - 11.1. Place the compression ring into the cylinder bore.
  - 11.2. Push the compression ring into the cylinder bore approximately 6.5 mm (0.25 in) above the ring travel. The ring must be square to the cylinder wall.
  - 11.3. Use a feeler gauge in order to measure the end gap.
  - 11.4. Select another size ring set if the end gap exceeds specifications.

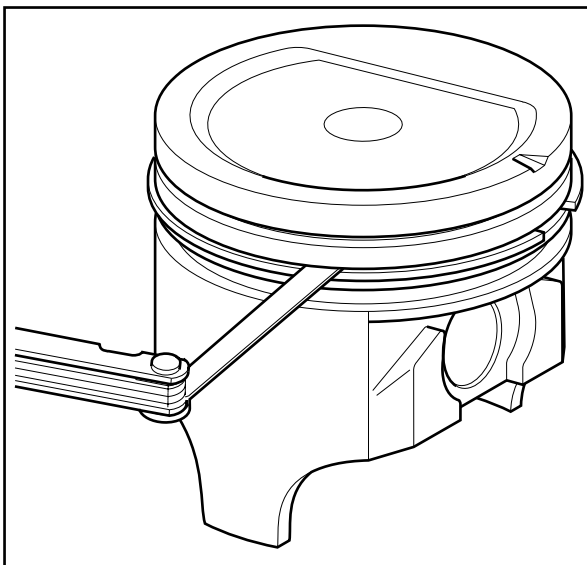


VE069-3L



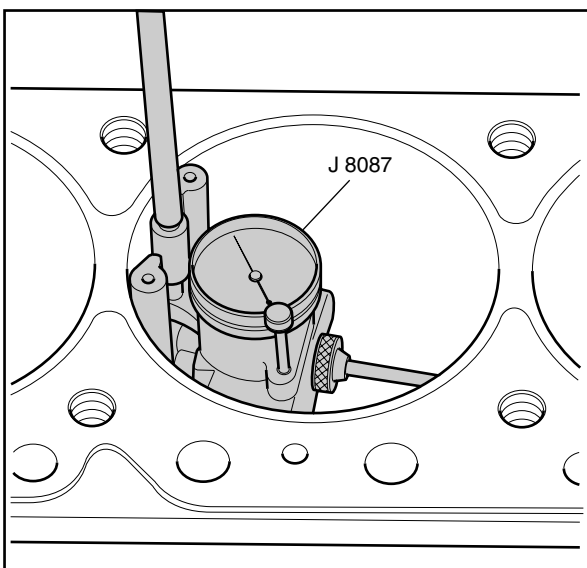
VE070-3L

12. Measure the piston ring side clearance.
  - 12.1. Roll the piston ring entirely around its ring groove on the piston.
  - 12.2. Dress the groove with a fine cut file if the ring groove causes binding.
  - 12.3. Replace the piston ring if a distorted piston ring causes binding.



VE071-3L

- 12.4. Use a feeler gauge in order to measure the side clearance of the piston ring and groove.
- 12.5. Try another piston ring if the side clearance is too small.



VE060-3L

### Piston Selection

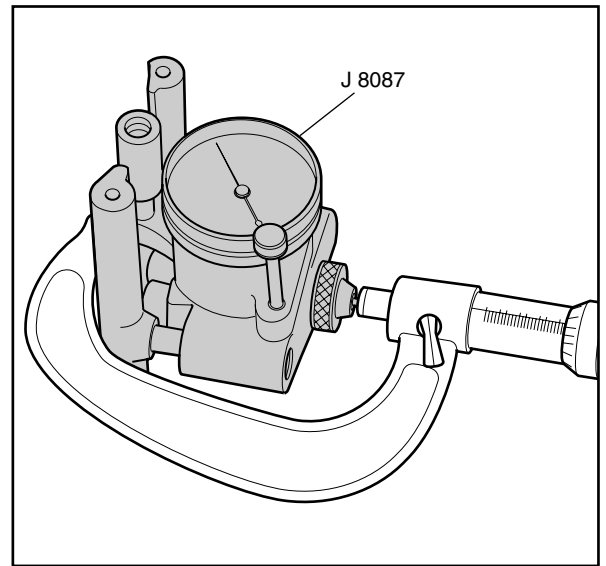
**Important:** Measurements of all components should be taken with the components at normal room temperature.

For proper piston fit, the engine block cylinder bores must not have excessive wear or taper.

A used piston and pin set may be reinstalled if, after cleaning and inspection, they are within specifications.

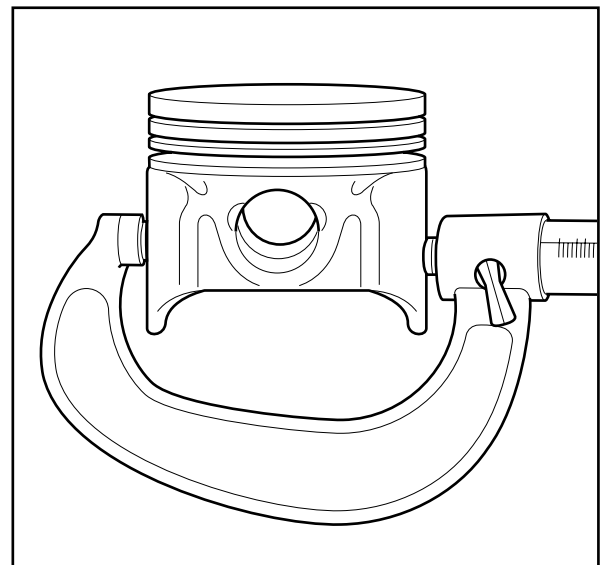
1. Inspect the engine block cylinder bore. Refer to *Cylinder Block Clean and Inspect*.
2. Inspect the piston and piston pin. Refer to *Piston and Connecting Rod Clean and Inspect*.
3. Use a boring gauge in order to measure the cylinder bore diameter at a point of 66 mm (2.5 in) from the top of the cylinder bore.

4. Measure the bore gauge with a micrometer and record the reading.



VE072-3L

5. With a micrometer or caliper at a right angle to the piston, measure the piston 11 mm (0.433 in) from the bottom of the skirt.
6. Subtract the piston diameter from the cylinder bore diameter in order to determine piston-to-bore clearance.
7. For proper piston-to-bore clearance, Refer to *Engine Mechanical Specifications*.
8. If the proper clearance cannot be obtained, select another piston and measure for the clearances. If the proper fit cannot be obtained, the cylinder bore may require boring or honing. Refer to *Cylinder Boring and Honing*.
9. When the piston-to-cylinder bore clearance is within specifications, permanently mark the top of the piston for installation to the proper cylinder.



VE073-3L

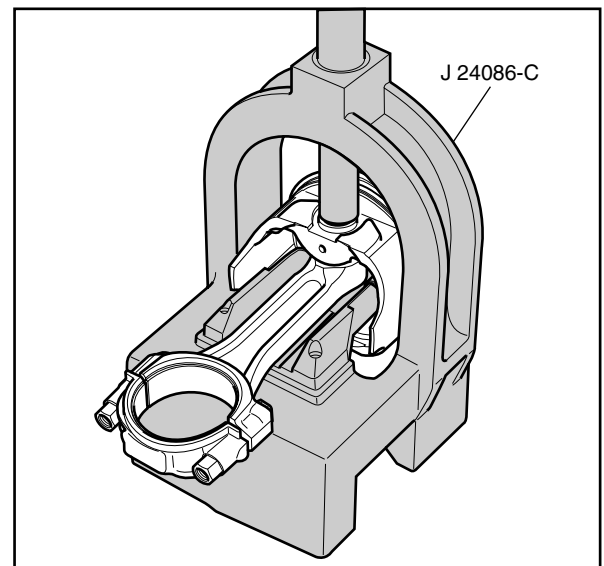
## Piston and Connecting Rod Assemble

### Tools Required

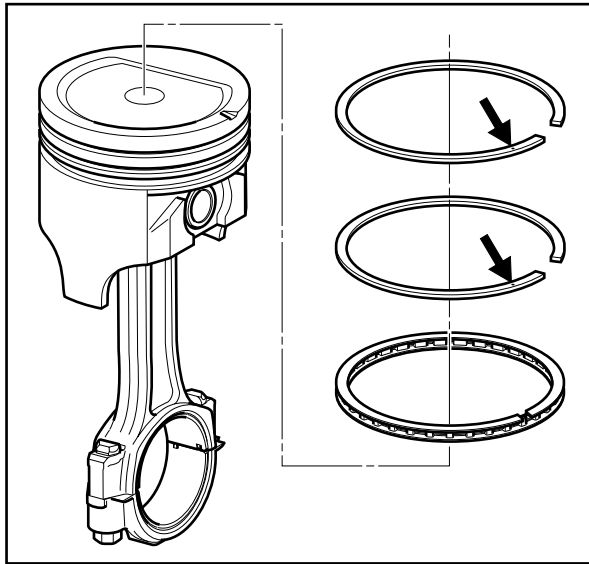
- J 24086-C Piston Pin Removal Set

**Important:** When assembling the piston and connecting rod, the flange or the heavy side on the connecting rod must face toward the front of the piston (stamped arrow in top of the piston head).

1. Install the piston pin and connecting rod assembly.
  - 1.1. Lubricate the piston pin holes in both the piston and the connecting rod assembly.
  - 1.2. Press the piston pin into the piston and connecting rod assembly using the J 24086-C.
  - 1.3. Inspect for freedom of movement of the piston on the piston pin.



VE064-3L



VE123-3L

**Important:** When installing the piston rings onto the piston, use a ring expanding plier type tool. Do not roll the piston rings into the grooves of the piston.

Use caution and care to expand the piston rings only slightly larger than the Outside Diameter (OD) of the piston.

2. Using piston ring pliers, install the piston rings onto the piston.
  - 2.1. Install the oil control ring spacer in the groove.
  - 2.2. Install the lower oil control ring.
 

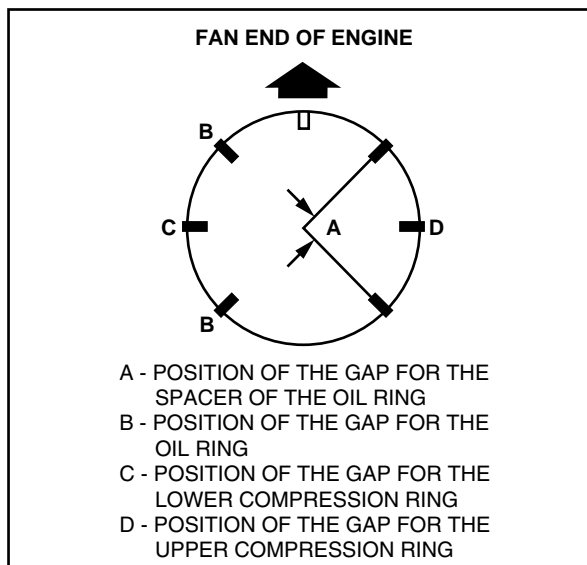
The oil control rings do not have a dimple or orientation mark and may be installed in either direction.
  - 2.3. Install the upper oil control ring.
  - 2.4. Stagger the three oil control ring end gaps a minimum of 90 degrees.
  - 2.5. Using piston ring pliers, install the lower compression ring.
 

The lower compression ring has a dimple or orientation mark. This mark must face the top of the piston. The lower compression ring also has a bevel on the edge that faces the bottom of the piston.

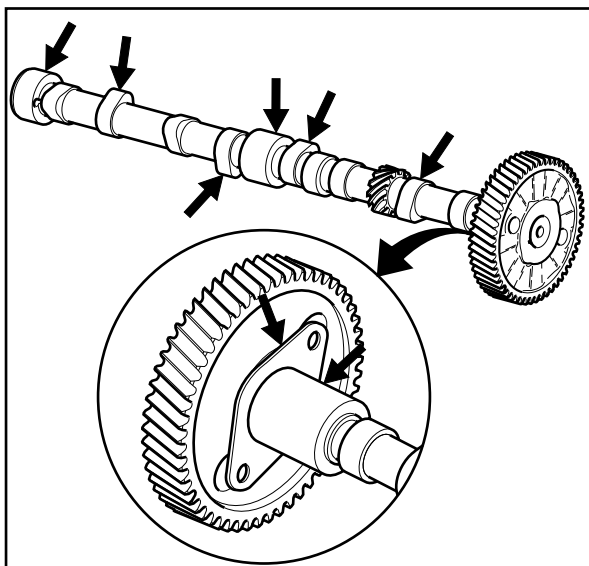
- 2.6. Using piston ring pliers, install the upper compression ring.
 

The upper compression ring has a dimple or orientation mark. This mark must face the top of the piston. The upper compression ring has a molybdenum filling and no bevelled edge.

The upper compression ring has a dimple or orientation mark. This mark must face the top of the piston. The upper compression ring has a molybdenum filling and no bevelled edge.



VE074-3L



VE075-3L

## Camshaft and Bearings Clean and Inspect

### Tools Required

- J 7872 Magnetic Base Indicator Set

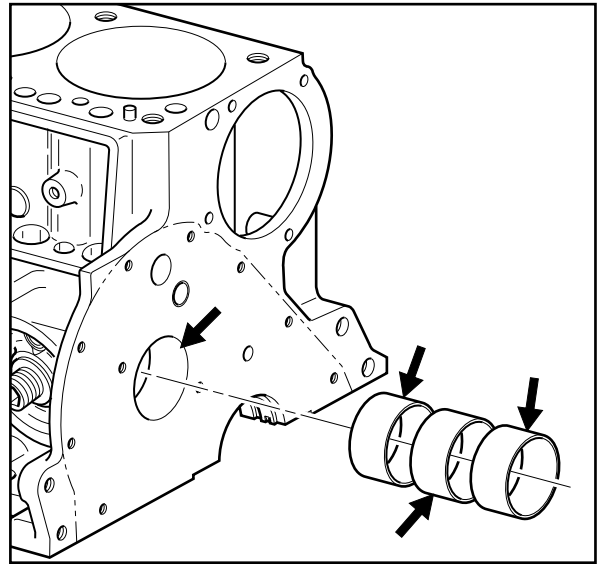
**Caution:** Wear safety glasses in order to avoid eye damage.

1. Clean the camshaft in solvent.
2. Dry the camshaft with compressed air.
3. Inspect the camshaft bearing journals for scoring or excessive wear.
4. Inspect the camshaft valve lifter lobes for scoring or excessive wear.
5. Inspect the camshaft retainer plate for wear.

## Engine

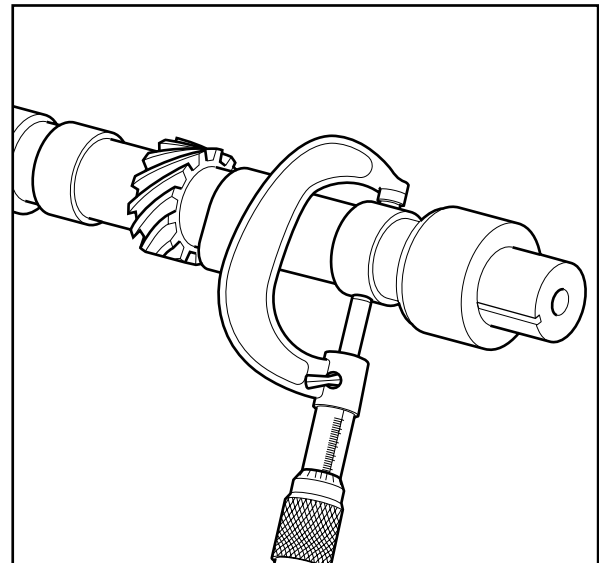
## Industrial/Marine 3.0L 7A-12B-47

6. Inspect the camshaft bearings for proper fit in the engine block. Camshaft bearings have an interference fit to the engine block and should not be loose in their engine block bearing bores.
7. Inspect the camshaft bearings for excessive wear or scoring. Bearings with excessive wear or scoring must be replaced.



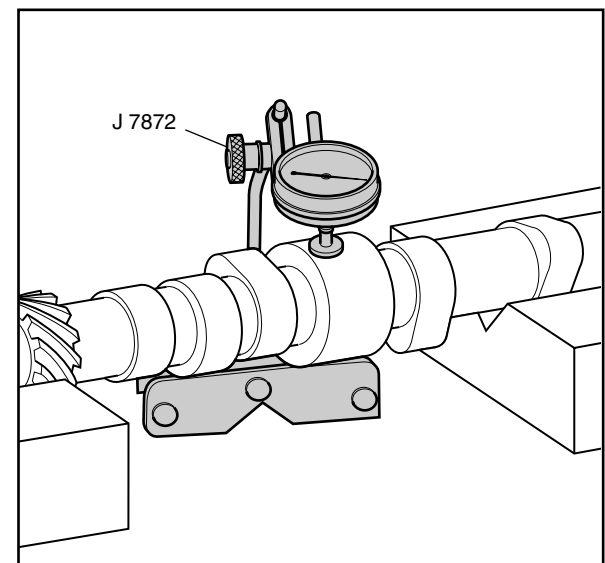
VE076-3L

8. Measure the camshaft for out-of-round, taper or undersize with a micrometer. Refer to *Engine Mechanical Specifications*.

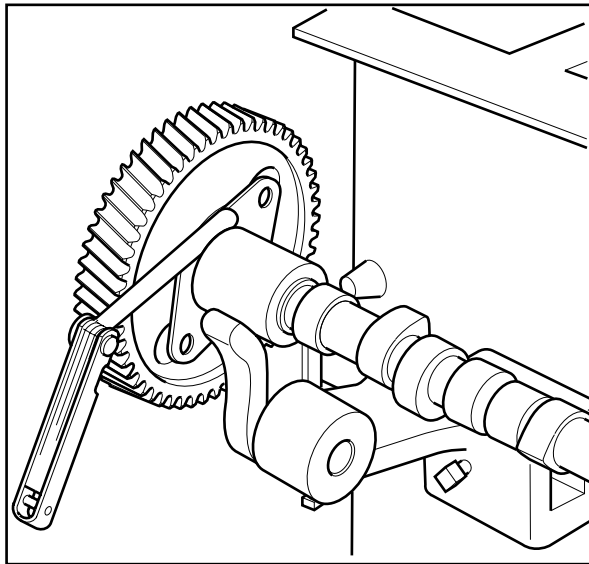


VE077-3L

9. Support the camshaft front and rear journals on V-blocks.
10. Measure the camshaft run-out at the intermediate journal with J 7872. Refer to *Engine Mechanical Specifications*.
11. Replace camshaft if measurements are not within specifications.



VE078-3L



VE079-3L

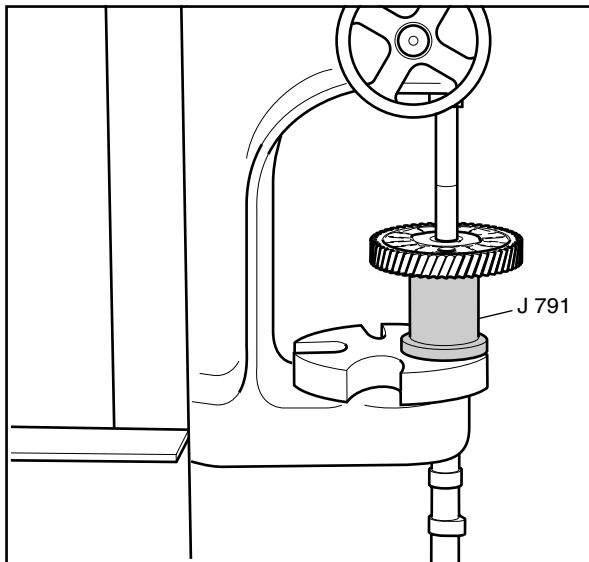
## Camshaft Sprocket and Retainer Removal and Installation

### Removal

#### Tools Required

- J 791 Camshaft Sprocket Remover

1. If the inspection indicated that the camshaft, gear and retainer were in good condition, the camshaft end play should be checked. Refer to *Engine Mechanical Specifications*.



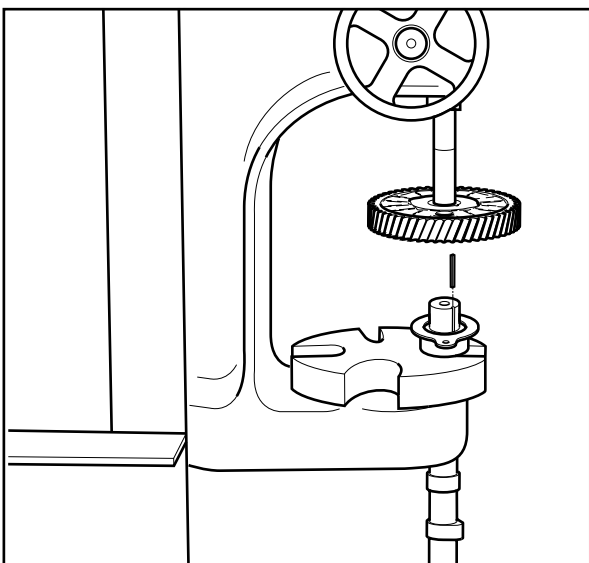
VE080-3L

2. If the inspection indicated that the camshaft, gear or retainer should be replaced, the gear must be removed from the camshaft as follows:

- 2.1. Place the camshaft through the J 791.
- 2.2. Place the end of the remover on the table of a press and press the camshaft out of the gear.

#### Important:

The retainer must be positioned so that the woodruff key in the camshaft does not damage it when the camshaft is pressed out of the gear. Also, support the hub of the gear or the gear will be seriously damaged.



VE081-3L

### Installation

1. Install the camshaft sprocket, retainer and gear spacer ring to the camshaft as follows:
  - 1.1. Firmly support the camshaft at the back of the front journal in an arbor press.
  - 1.2. Place the gear spacer ring and retainer over the end of the camshaft and install the woodruff key in the camshaft keyway.
  - 1.3. Align the sprocket keyway with the woodruff key in the camshaft and press it onto the shaft until it bottoms against the gear spacer ring.

### Camshaft Bearing Installation

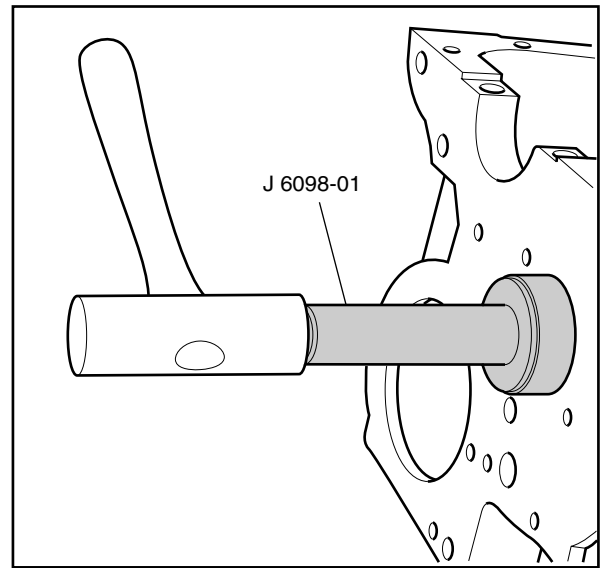
#### Tools Required

- J 6098-01 Camshaft Bearing Installer

#### Important:

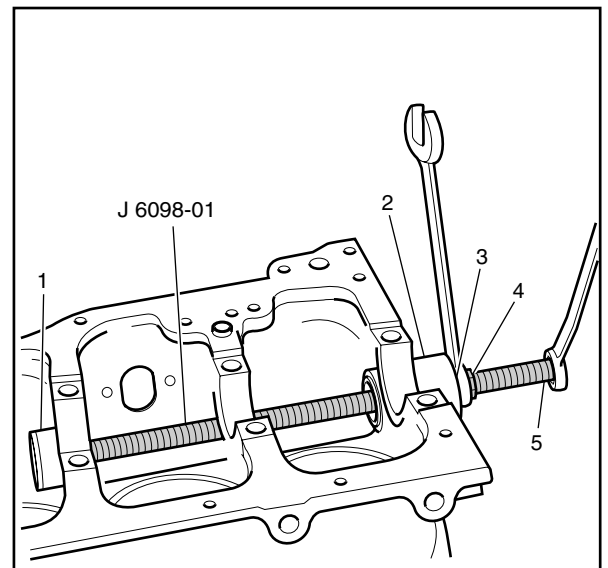
- A loose camshaft bearing may be caused by an enlarged, out of round or damaged engine block bearing bore.
- The outer front and rear camshaft bearings must be installed first. These bearings serve as guides for the tool pilot and help center the inner bearings during the installation process.
- The camshaft bearing oil holes must align with the oil galleys in the engine block. An improperly aligned camshaft bearing oil galley hole will restrict oil flow to the bearing and camshaft journal.

1. Use the J 6098-01 in order to install the front and rear camshaft bearings:
  - 1.1. Assemble the bearing tool to the driver handle.
  - 1.2. Align the oil holes.
  - 1.3. Drive the front and the rear camshaft bearings inward toward the center of the engine block.

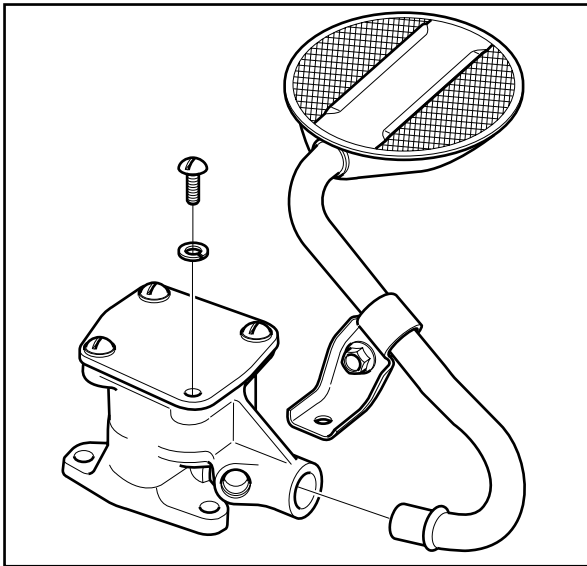


VE055-3L

2. Use the J 6098-01 in order to install the inner camshaft bearings. Repeat the following steps for each of the inner camshaft bearings:
  - 2.1. With the nut (4) and the thrust washer (3) installed to the end of the puller screw threads, index the pilot in the camshaft front bearing and install the puller screw through the pilot (2).
  - 2.2. Index the camshaft bearing in the bore. Make sure you align the oil galley holes.
  - 2.3. Install the puller screw through the bearing bore and bearing to be installed and assemble bearing tool (1) to the puller screw with the shoulder toward the bearing. Make sure that enough threads are engaged.
  - 2.4. Using two wrenches, hold the puller screw (5) while you turn the nut in order to draw the bearing into the bore. When the bearing has been pulled into the bore, remove the bearing tool and the puller screw and check the alignment of the bearing oil hole to the bore oil hole.
3. Install a new camshaft rear bearing hole plug. Coat the plug outside diameter with GM P/N 1052080 sealant, or the equivalent.



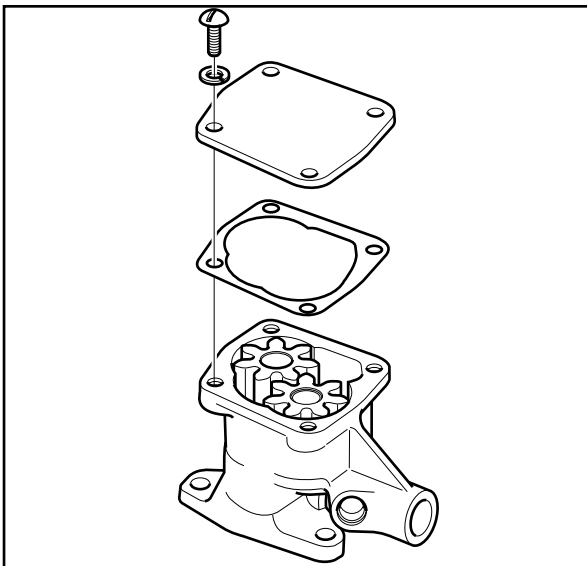
VE054-3L



VE082-3L

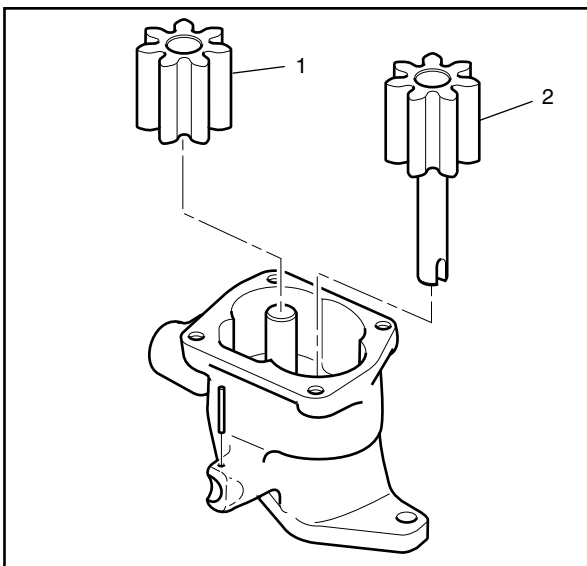
### Oil Pump Disassemble

1. If necessary, remove the oil pump screen.
  - The oil pump screen has a press fit in to the pump cover.
  - Do not remove the screen from the pipe. The pipe and screen are serviced as a complete assembly.



VE083-3L

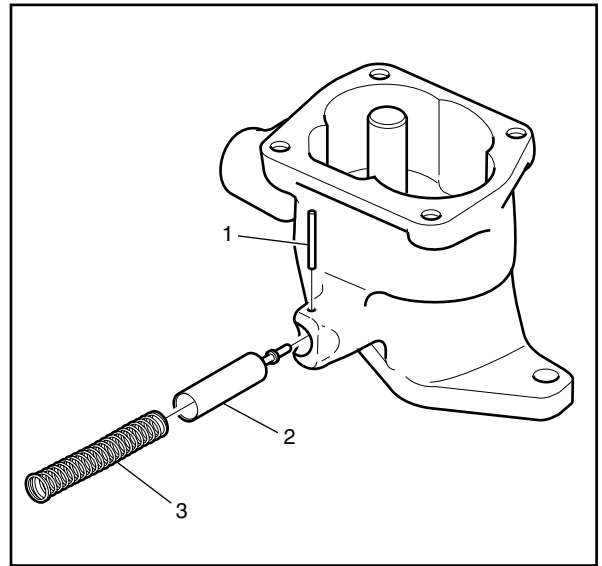
2. Remove the cover bolts.
3. Remove the pump cover.



VE084-3L

4. Remove the drive gear (2) and the driven gear (1). Matchmark the gear teeth for assembly.

5. Remove the following items:
  - The retaining pin (1).
  - The pressure relief valve spring (3).
  - The pressure relief valve (2).



VE085-3L

**Oil Pump Clean and Inspect**

**Important:** The internal parts of the oil pump are not serviced separately. If the oil pump components are worn or damaged, replace the oil pump as an assembly.

The oil pump pipe and screen are to be serviced as an assembly. Do not attempt to repair the wire mesh portion of the pipe and screen assembly.

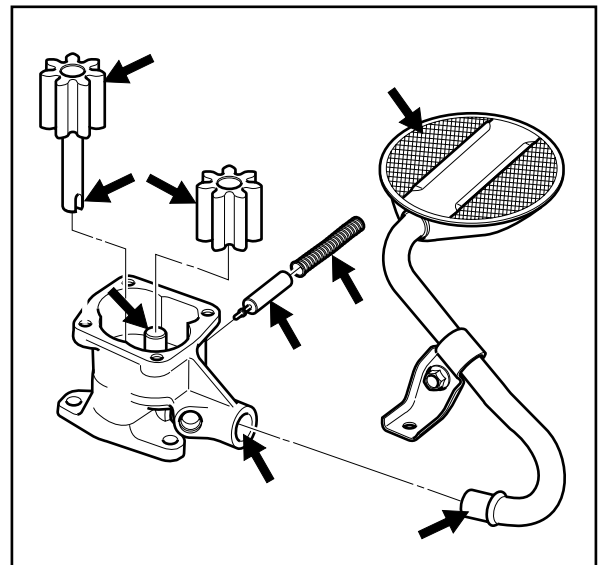
1. Clean all of the parts in cleaning solvent.

**Caution: Wear safety glasses in order to avoid eye damage.**

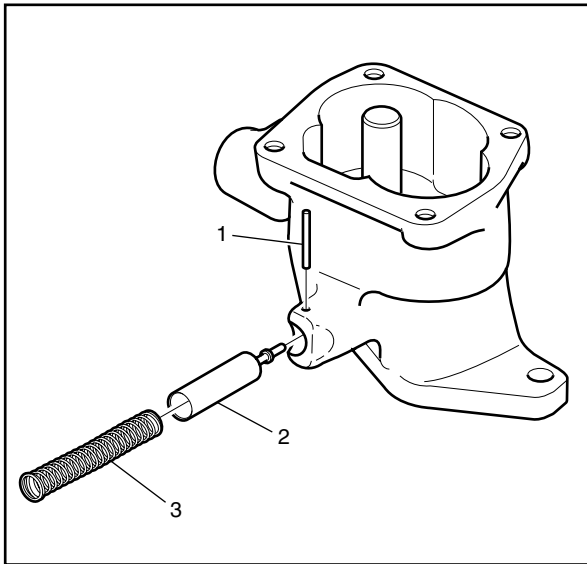
2. Dry the parts with compressed air.
3. Inspect the following areas:
  - The oil pump housing and cover for cracks, scoring, casting imperfections and damaged threads.
  - The drive gear shaft (If the shaft is loose in the oil pump housing, replace the oil pump).
  - The pressure relief valve for scoring and sticking (Burrs may be removed with a fine oil stone).
  - The pressure relief valve spring for loss of tension.
  - The oil pump screen for broken wire mesh or looseness (If the pipe is loose or has been removed from the screen, the oil pump screen must be replaced).
  - The gears for chipping, galling and wear.

**Important:** If the drive gear and driveshaft are worn, replace the entire oil pump.

- The drive gear and driveshaft for looseness and wear.



VE086-3L



VE085-3L

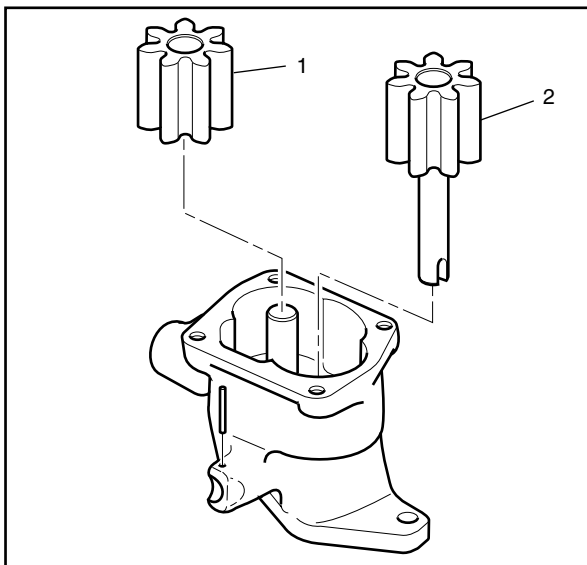
## Oil Pump Assemble

### Tools Required

- J 21882 Oil Suction Pipe Installer

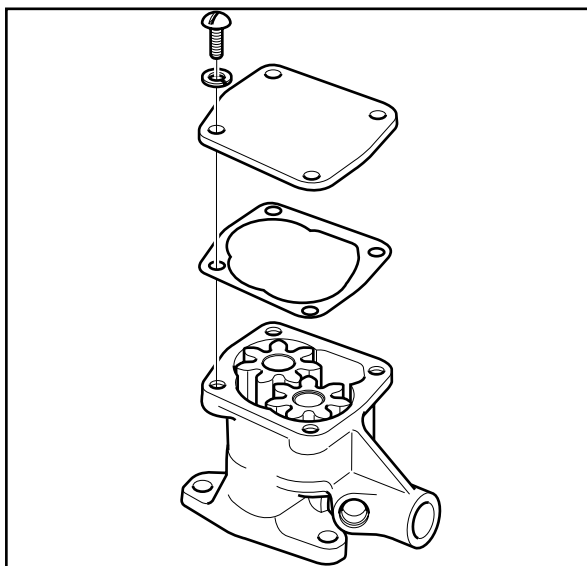
**Important:** Replace the pressure relief valve spring when you reuse the oil pump.

1. Install the following items:
  - The pressure relief valve (2).
  - The pressure relief valve spring (3).
  - The retaining pin (1).



VE084-3L

2. Coat the drive gear, the driven gear and the housing gear surfaces with clean engine oil.
3. Install the drive gear (2) and the driven gear (1) into the pump body. Align the matchmarks on the gears. Install the smooth side of the gear toward the pump cover.



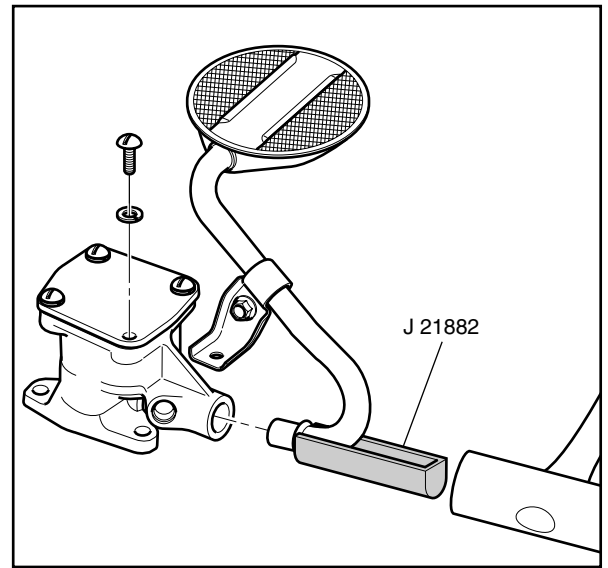
VE083-3L

4. Install the pump cover.
5. Install the cover bolts.

### Tighten

Tighten the bolts to 8 N•m (72 lb in).

6. Inspect the pump for smoothness of operation by turning the oil pump driveshaft by hand.
7. Install the oil pump screen.
  - 7.1. If removed, replace the oil pump screen. The oil pump screen must have a good press fit into the oil pump body.
  - 7.2. Mount the oil pump in a soft jawed vise.
  - 7.3. Apply sealer to the end of the pipe.
  - 7.4. Use the J 21882 and a soft-faced hammer in order to tap the oil pump screen into the pump body. The screen must align parallel with the bottom of the oil pan when it is installed.



VE087-3L

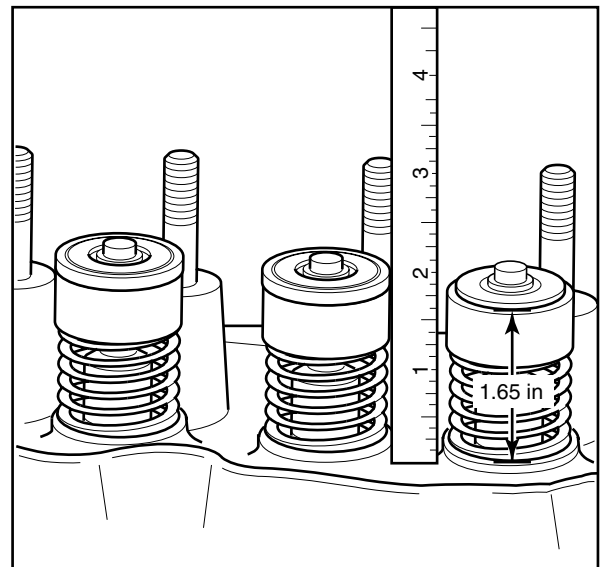
### Cylinder Head Disassemble

#### Tools Required

- J 8062 Valve Spring Compressor

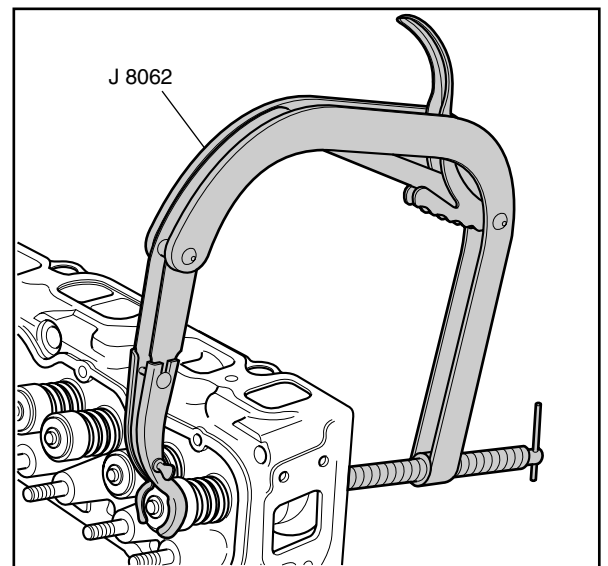
**Important:** Mark, organize or sort the cylinder head components for assembly. Return the components to their original location during assembly.

1. Measure the valve spring installed height using a ruler. Measure from the machined surface of the cylinder head to the top of the valve spring cap. Refer to *Engine Mechanical Specifications*

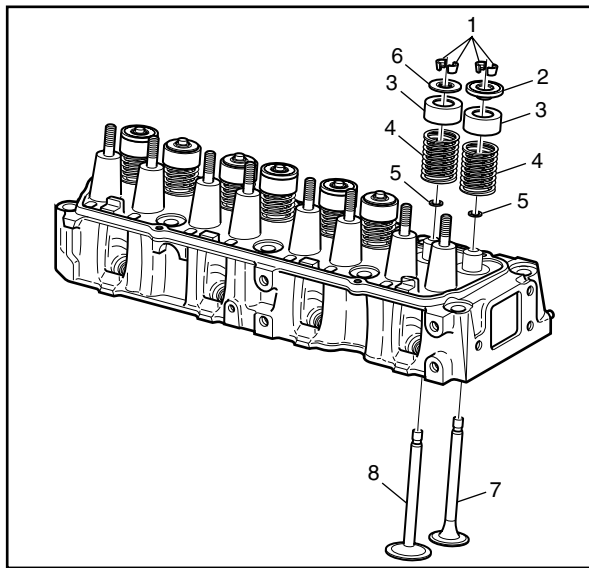


VE088-3L

2. Use the J 8062 in order to compress the valve springs.



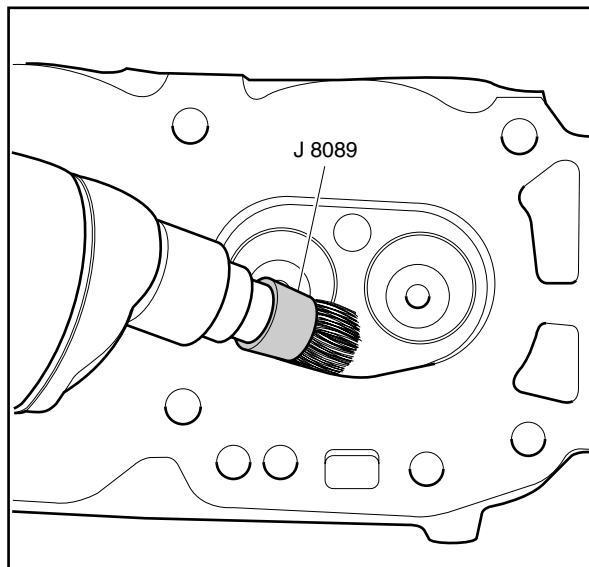
VE089-3L



VE090-3L

3. Remove the valve stem keys (1).
4. Remove the cap from the valve spring ( 2&6).
5. Remove the valve stem oil shield (3).
6. Remove the valve spring (4).
7. Remove the valve stem oil seal (5).
8. Remove the valve (7&8).

**Important:** Place the valves in a rack in the proper sequence so that you can install them in the same order.



VE091-3L

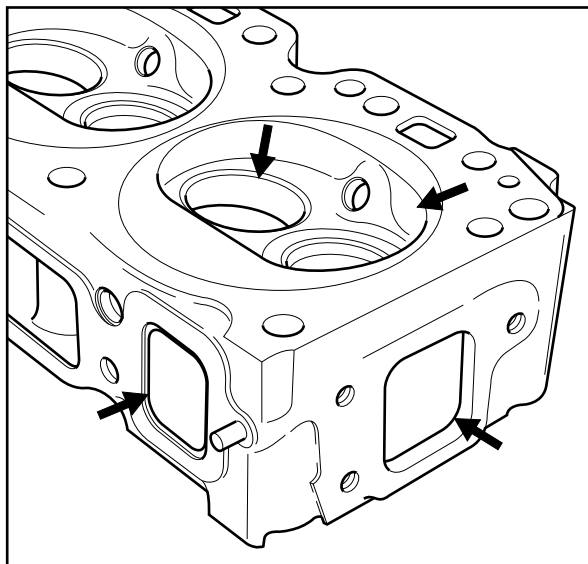
### Cylinder Head Clean and Inspect

#### Tools Required

- J 8089 Carbon Remover Brush
- J 9666 Valve Spring Tester
- J 8001 Dial Indicator

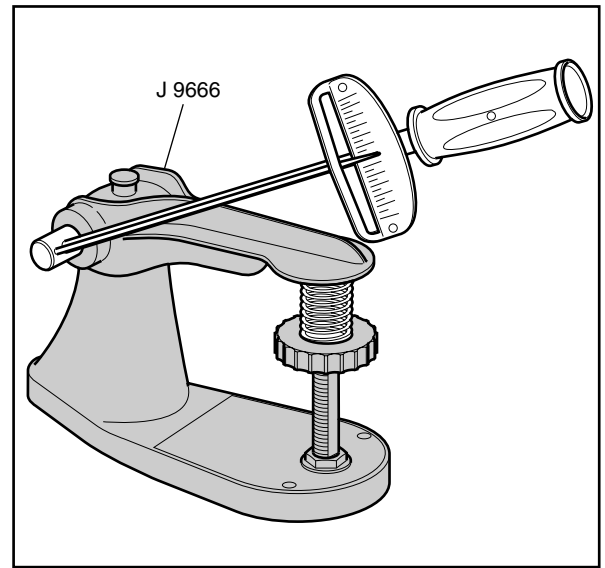
**Caution:** Wear safety glasses in order to avoid eye damage.

1. Use the J 8089 in order to clean the carbon from the combustion chambers and the valve ports. Be careful not to scuff the chamber.
2. Clean the following areas:
  - 2.1. The carbon and the sludge from the valve pushrods and the valve rocker arms.
  - 2.2. The valve stems and heads on a buffing wheel.
  - 2.3. The cylinder head and engine block gasket surfaces.
  - 2.4. The bolt holes and threads in the cylinder head and the engine block.
3. Inspect the following areas:
  - 3.1. The cylinder head for cracks in the exhaust ports and the combustion chambers.
  - 3.2. The cylinder head for external cracks in the water chamber.
  - 3.3. The valves for burned heads, cracked faces or damaged stems.



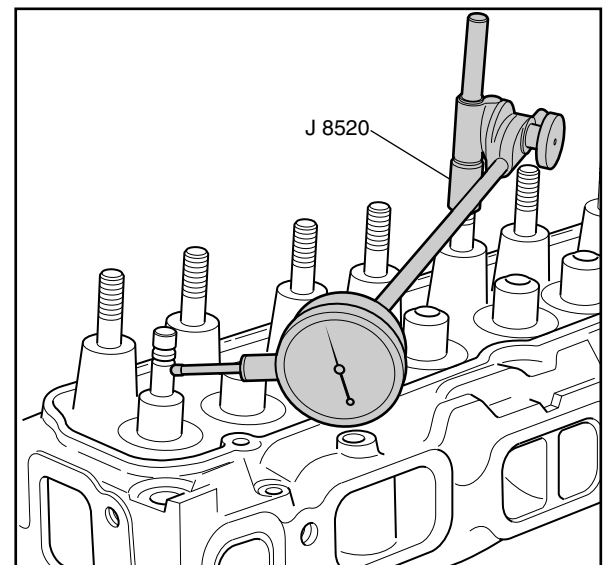
VE092-3L

4. Use the J 9666 and a flex bar torque wrench in order to measure the valve spring pressure.
  - Replace the valve spring if the spring pressure is less than 444 N (100 lb.) at 40.9 mm (1.61 in). Refer to *Engine Mechanical Specifications*.

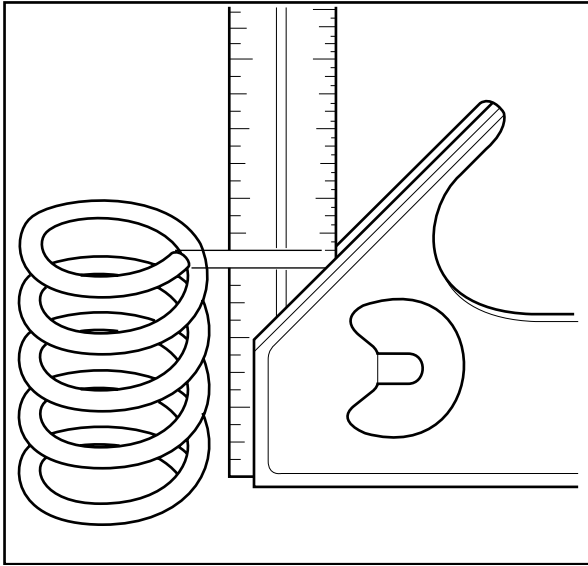


VE093-3L

5. Excessive valve stem-to-bore clearance will cause excessive oil consumption and may cause a valve to break. Insufficient clearance will result in noisy and sticky functioning of the valve and will disturb the engine assembly smoothness.
  - 5.1. Install the valve into the guide.
  - 5.2. Install the J 8520 onto the cylinder head.
  - 5.3. Locate the indicator so that the movement of the valve stem from side to side (crosswise to the cylinder head) will cause a direct movement of the indicator stem.
  - 5.4. The indicator stem must contact the side of the valve stem just above the valve guide.
  - 5.5. Drop the valve head about 1.6 mm (0.0064 in) off the valve seat.
  - 5.6. Use light pressure and move the valve stem from side to side in order to obtain a clearance reading.
  - 5.7. If the valve stem to guide clearance is excessive, the valve must be replaced and/or the guide must be repaired to obtain the proper clearances. Refer to *Engine Mechanical Specifications*.

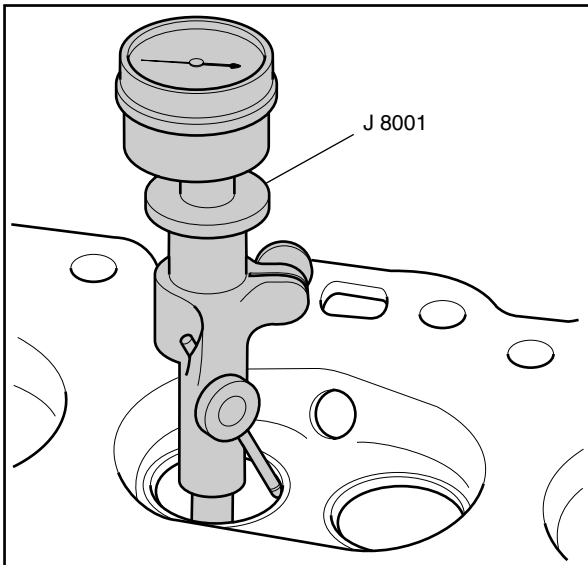


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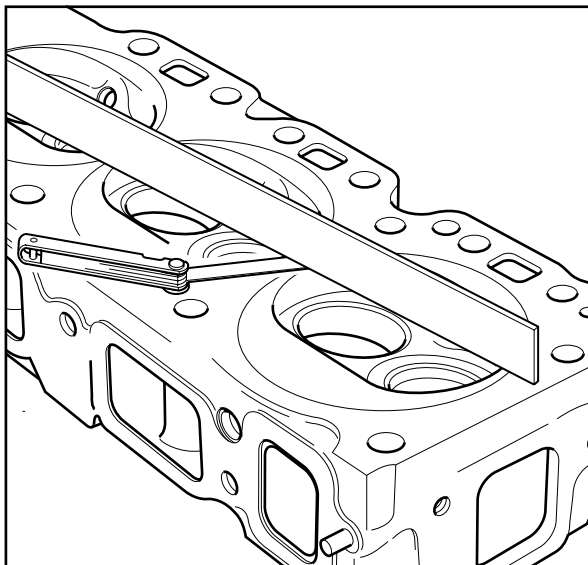
6. Inspect the valve springs for squareness.



VE096-3L

7. Measure the valve seat runout.

- Use the J 8001 in order to check the valve seat runout.
- The valve seats should be concentric to within 0.0508 mm (0.002 in).

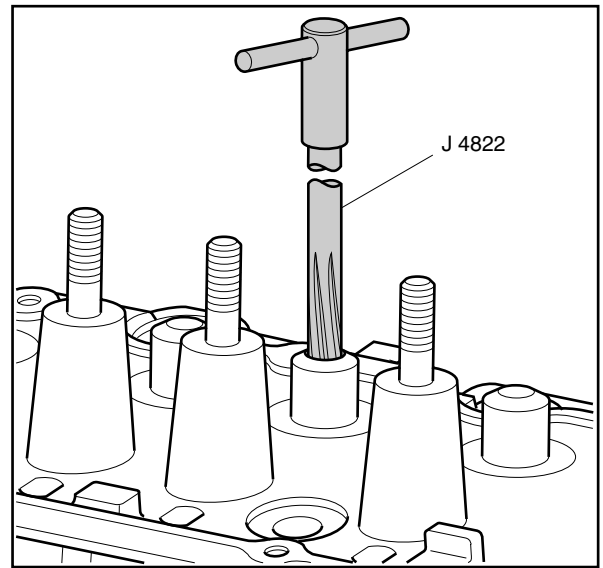


VE097-3L

8. Measure the cylinder head for warpage with a straight edge and a feeler gauge. A cylinder head with excessive warpage must be repaired or replaced. Refer to *Engine Mechanical Specifications*.

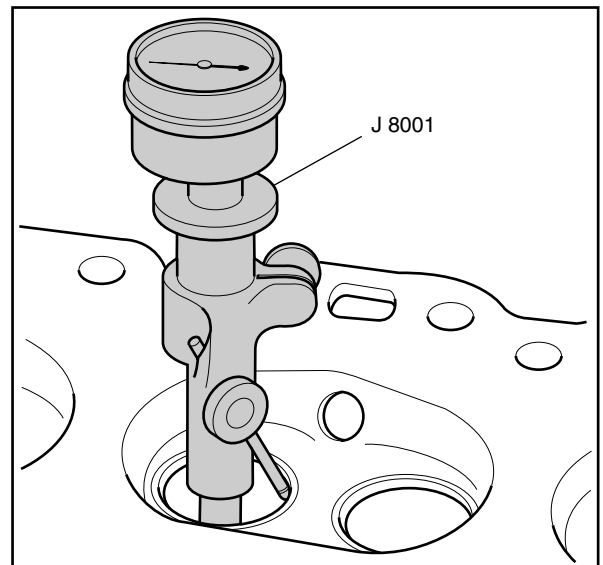
**Valve Guide Reaming/Valve and Seat Grinding**

1. Ream the valve guides for oversize valves if the clearance exceeds the specifications.
2. Service valves are available in the standard and 0.038 mm (0.015 in).
3. Ream the valve guide bores for the service valves as necessary.



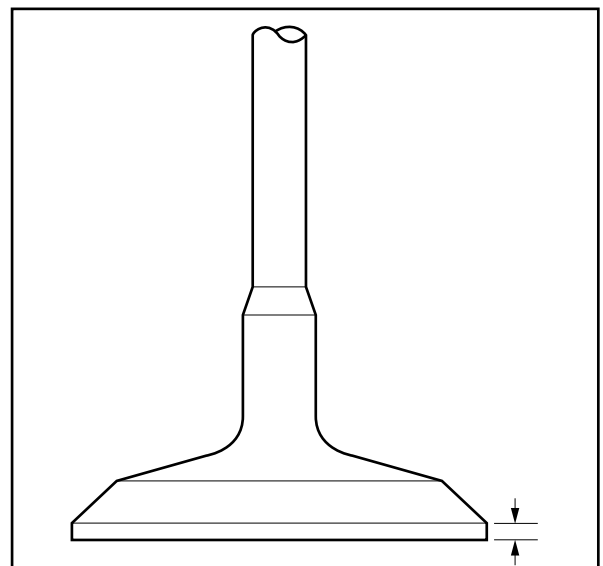
VE098-3L

4. Reconditioning the valve seats is very important.
5. Recondition the valve seat after reaming the valve guide bores or installing the new valve guides.
  - The valves must seat perfectly for the engine to deliver optimum power and performance.
  - Cooling the valve heads is another important factor. Good contact between each valve and its seat in the cylinder head is necessary to ensure that the heat in the valve head is properly carried away.
  - Regardless of what type of equipment is used, it is essential that the valve guide bores are free from carbon or dirt to ensure the proper centering of the pilot in the guide.
  - The valve seats should be concentric to within 0.0508 mm (0.002 in) total indicator reading.

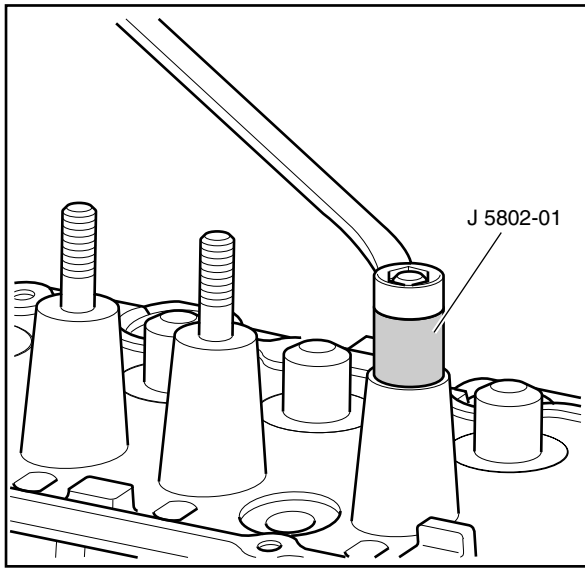


VE096-3L

6. Reface pitted valves on a valve refacing machine in order to ensure the correct relationship between the head and the stem.
  - Replace the valves that show excessive wear or are warped.
  - Replace the valve if the edge of the head is less than 0.8 mm (0.031 in) thick after grinding.
  - Several different types of equipment are available for reconditioning valves and valve seats. Use the manufacturers recommendations of equipment to obtain the proper results.



VE099-3L



VE100-3L

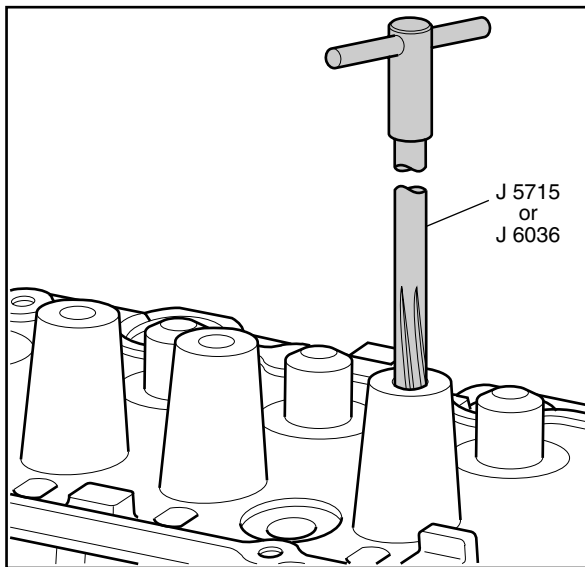
## Rocker Arm Stud Removal and Installation

### Tools Required

- J 5802-01 Rocker Arm Stud Remover
- J 6880 Rocker Arm Stud Installer

Rocker arm studs with damaged threads or with loose fit in cylinder head should be replaced with new, oversize studs.

1. Remove the old stud by placing J 5802-01 over the stud, installing nut and flat washer and removing the stud by turning out.

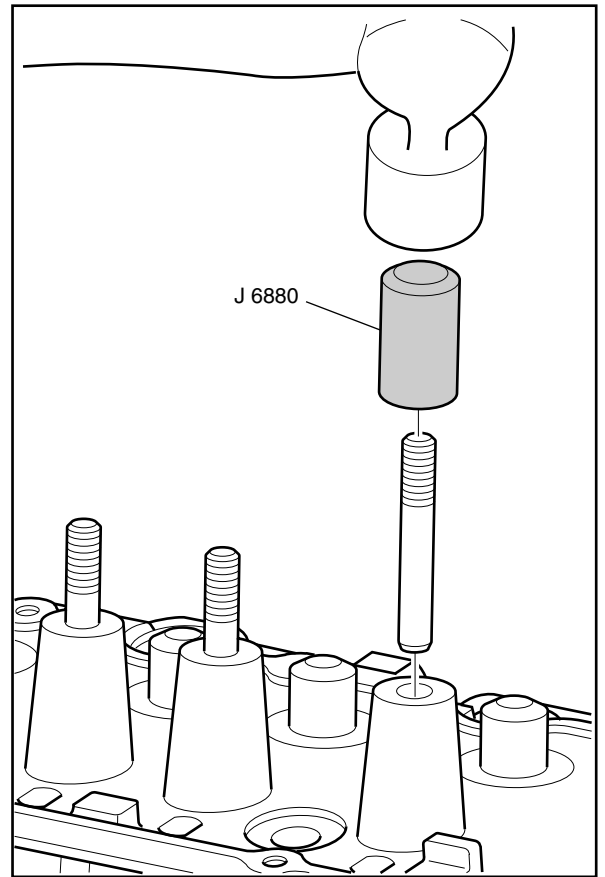


VE101-3L

2. Ream the hole for the oversize stud.

**Important:** Do not attempt to install an oversize stud without reaming the stud hole.

3. Coat the press-fit area of the stud with Perfect Seal.
4. Install the new stud, using J 6880 as a guide.

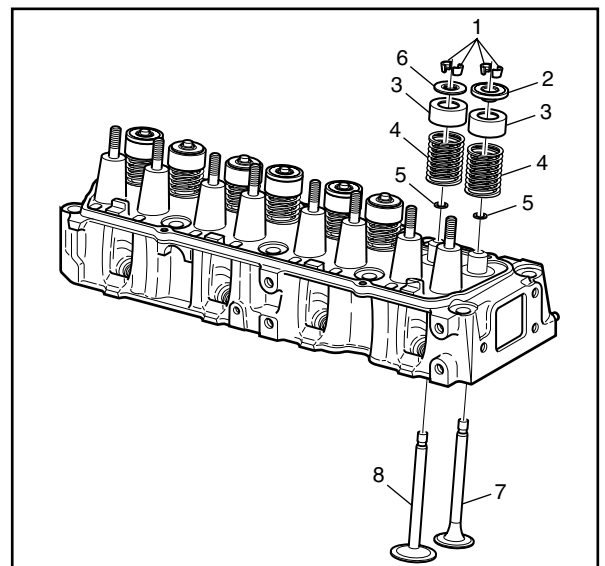


VE102-3L

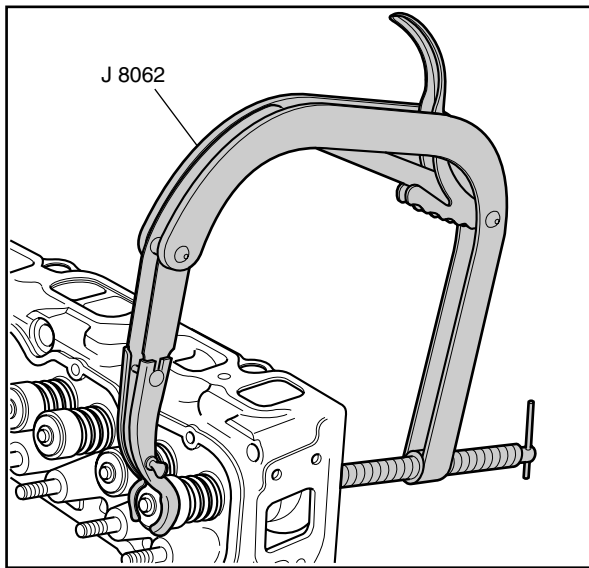
**Cylinder Head Assemble**

**Tools Required**

- J 8062 Valve Spring Compressor
1. Install the valve (7&8) into the proper port.
  2. Lubricate oil seal (5) with clean engine oil.
  3. Install the oil seal onto the valve stem.
  4. Install the valve spring (4).
  5. Install the valve stem oil shield (3).
  6. Install the cap on the valve spring (2&6).



VE090-3L



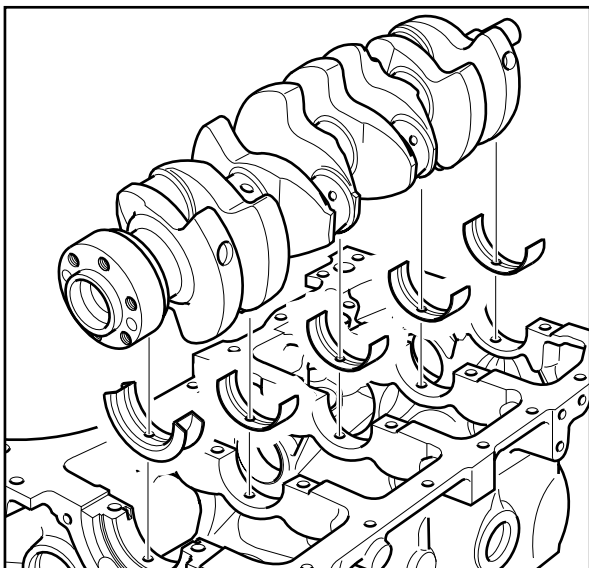
VE089-3L

**Caution:** Wear safety glasses in order to avoid eye damage.

7. Use the J 8062 in order to compress the valve spring.
8. Install the valve stem keys.
  - 8.1. Use grease to hold the keys in place while disconnecting the J 8062.
  - 8.2. Make sure that the keys seat properly in the upper groove of the valve stem.
  - 8.3. Tap the end of the valve stem with a plastic-faced hammer in order to seat the keys if necessary.

### Service Prior to Assembly

- Dirt or debris will cause premature wear of the rebuilt engine. Clean all components. Refer to *Cleanliness and Care*.
- Use the proper tools to measure components when checking for excessive wear. Components that are not within the manufacturers specifications must be repaired or replaced.
- When components are reinstalled into an engine, return the components to their original location, position and direction. Refer to *Separating Parts*.
- During assembly, lubricate all moving parts with clean engine oil or engine assembly lubricant (unless otherwise specified). This will provide initial lubrication when the engine is first started. Refer to *Sealers, Adhesives and Lubricants*.



VE046-3L

### Crankshaft, Bearings and Bearing Cap Installation

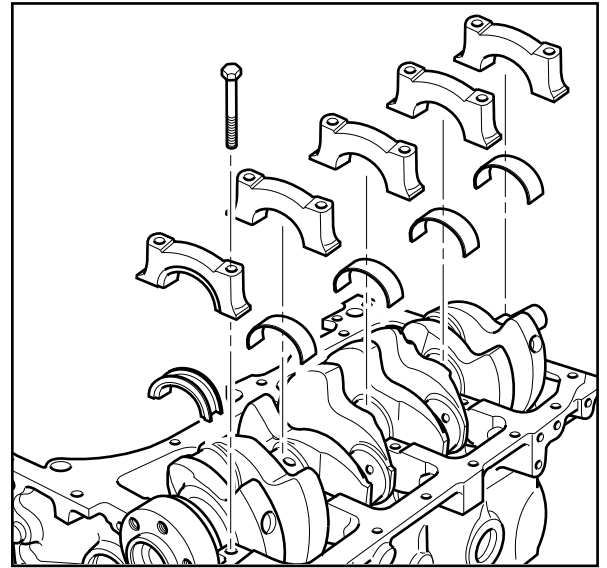
#### Important

- Crankshaft bearing caps must be installed to the proper location and direction.
  - When installing the crankshaft bearings, align the locating tabs on the bearings with the locating notches in the engine block journal bore and the bearing cap.
  - Always install crankshaft bearings with their machined partner. Do not file bearings or mix bearing halves.
1. Install the crankshaft bearings into the engine block and the crankshaft bearing caps.
  2. Coat the crankshaft bearings with clean engine oil.
  3. Install the crankshaft.

4. Install the crankshaft bearing caps with the crankshaft bearings.
5. Be sure that the cap directional arrows point toward the front of the engine block and the cap is in its original position.
6. Install the crankshaft bearing cap bolts.
7. Thrust the crankshaft rearward in order to set and align the thrust bearings and the bearing caps.
8. Thrust the crankshaft forward in order to align the rear faces of the rear crankshaft bearings.

### Tighten

Tighten all of the bolts to 88 N•m (65 lb ft).



VE045-3L

## Crankshaft Rear Oil Seal and Housing Installation

### Tools Required

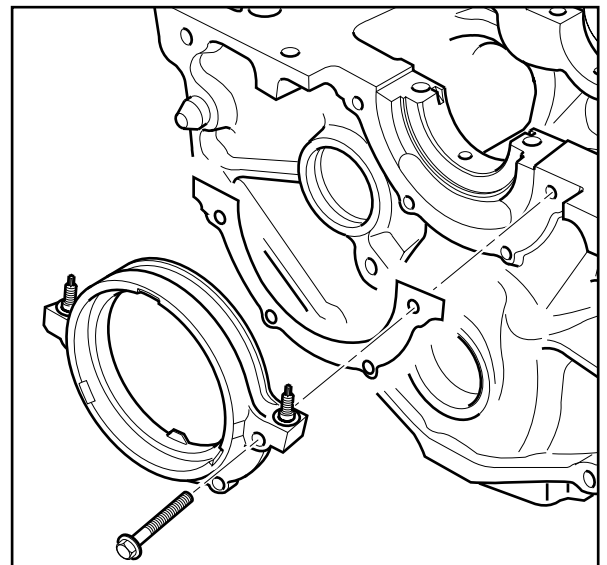
- J 35621 Crankshaft Rear Oil Seal Installer

**Important:** Always use a new crankshaft rear oil seal and new crankshaft rear oil seal housing gasket when you install the crankshaft rear oil seal housing.

1. Install the new gasket and the crankshaft rear oil seal housing on to the studs.
2. Install the rear oil seal housing nuts and bolts.

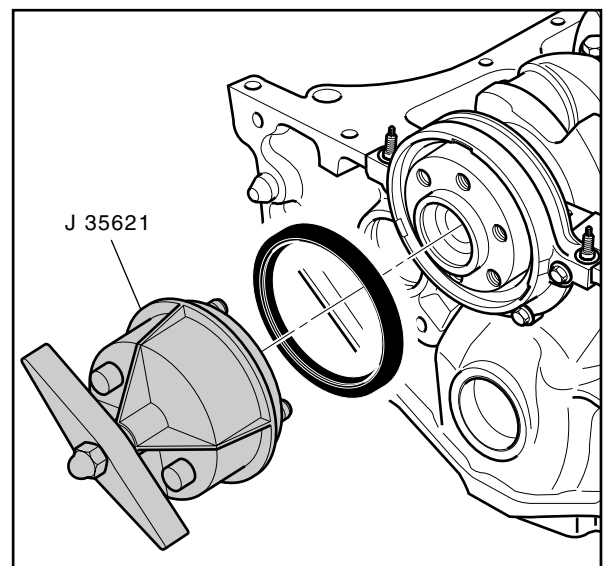
### Tighten

Tighten the crankshaft rear oil seal housing nuts and bolts to 15 N•m (135 lb in).

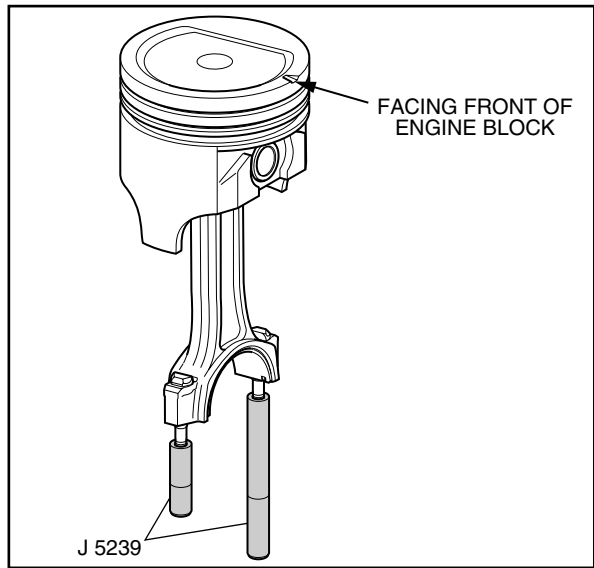


VE103-3L

3. Coat the new oil seal entirely with clean engine oil.
4. Install the seal onto the J 35621.
5. Install the J 35621 onto the rear of the crankshaft. Tighten the screws snugly in order to ensure that the seal will be installed squarely over the crankshaft.
6. Install the crankshaft rear oil seal onto the crankshaft and into the crankshaft rear oil seal housing. Tighten the wing nut on the J 35621 until the oil seal bottoms.
7. Remove the J 35621 from the crankshaft rear oil seal housing.



VE104-3L



VE124-3L

## Piston, Connecting Rod and Bearing Installation

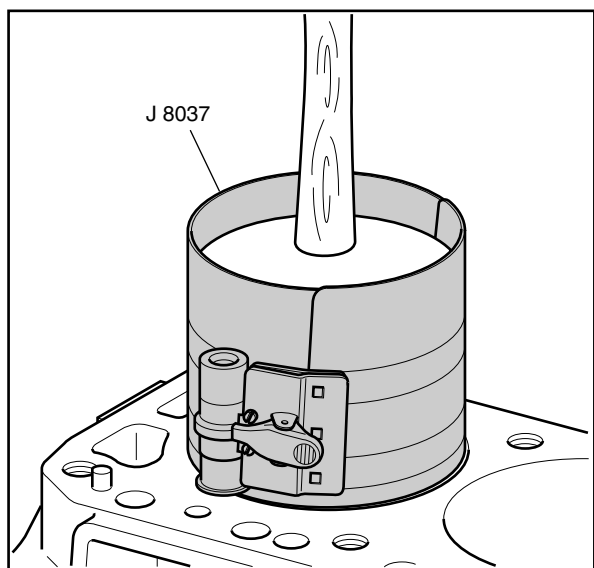
### Tools Required

- J 5239 Guide Set
- J 8037 Piston Ring Compressor

### 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.

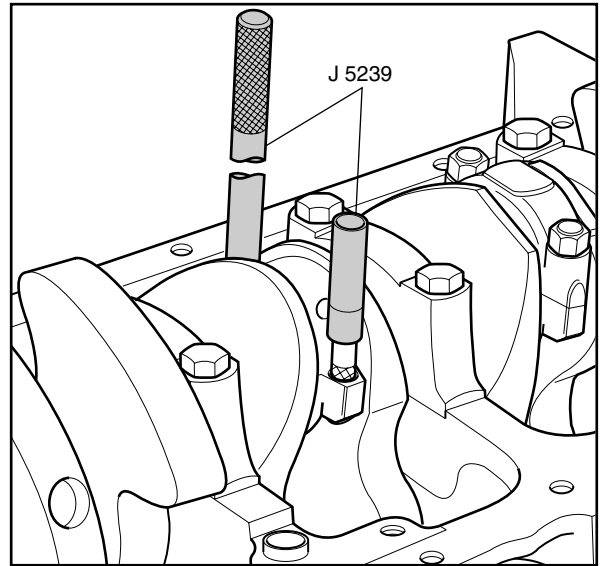
1. Lubricate the following components with clean engine oil:
  - The piston.
  - The piston rings.
  - The cylinder bore.
  - The bearing surfaces.
2. Install the connecting rod bearing into the connecting rod and bearing cap.
3. Install the J 5239 onto the connecting rod.
4. Install the J 8037 or equivalent onto the piston and compress the piston rings.



VE105-3L

5. Install the piston assembly into its matched bore with the stamped arrow facing forward.
6. Use the J 8037 and the J 5239 and lightly tap the top of the piston with a wooden hammer handle.
  - Hold the J 8037 firmly against the engine block until all of the piston rings enter the cylinder bore.
  - Use the J 5239 in order to guide the connecting rod onto the crankshaft journal.

- Remove the J 5239.

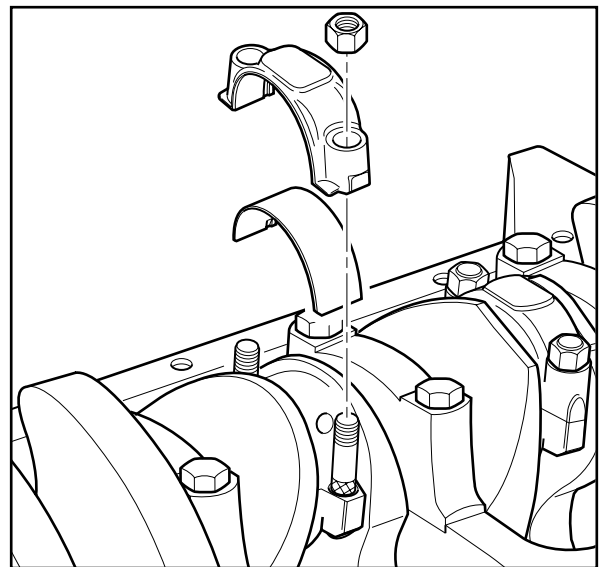


VE038-3L

- Install the connecting rod cap and nuts.

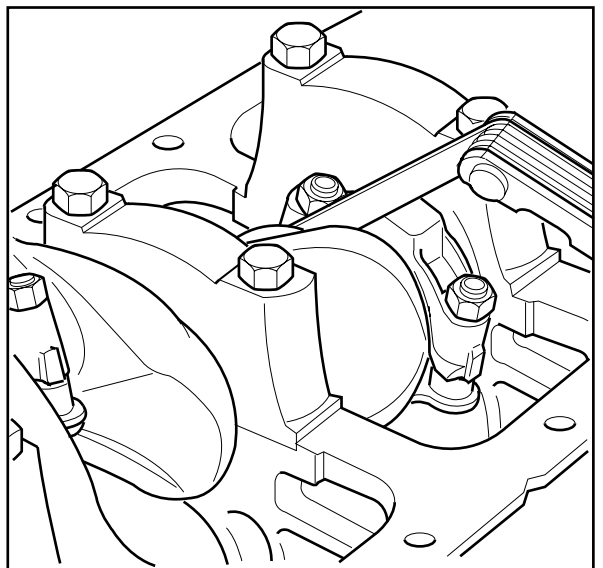
**Tighten**

Tighten the nuts evenly to 61 N•m (45 lb ft).

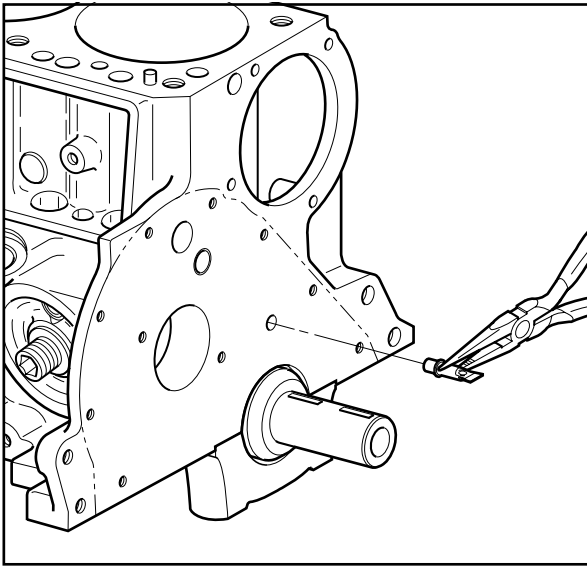


VE037-3L

- When all of the connecting rod bearings are installed, tap each connecting rod assembly lightly parallel to the crankpin in order to make sure that they have clearance.
- Use a feeler gauge or a dial indicator in order to measure the side clearance between the connecting rod caps. Refer to *Engine Mechanical Specifications*.



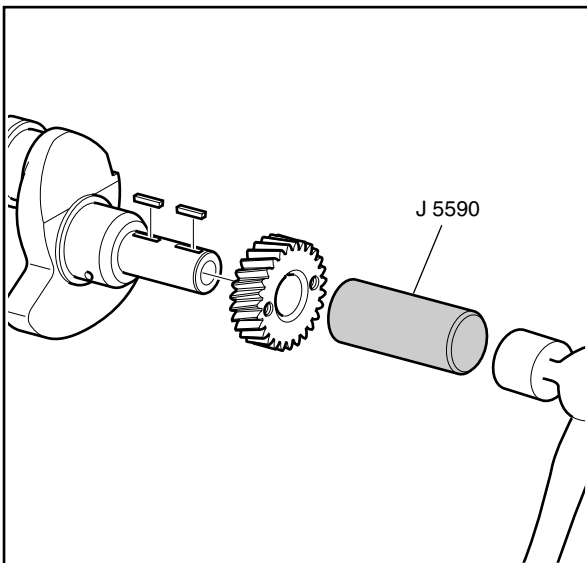
VE106-3L



VE127-3L

### Timing Gear Oil Nozzle Installation

1. Drive the new nozzle in place (oil hole facing up) with a suitable light plastic or rubber hammer.



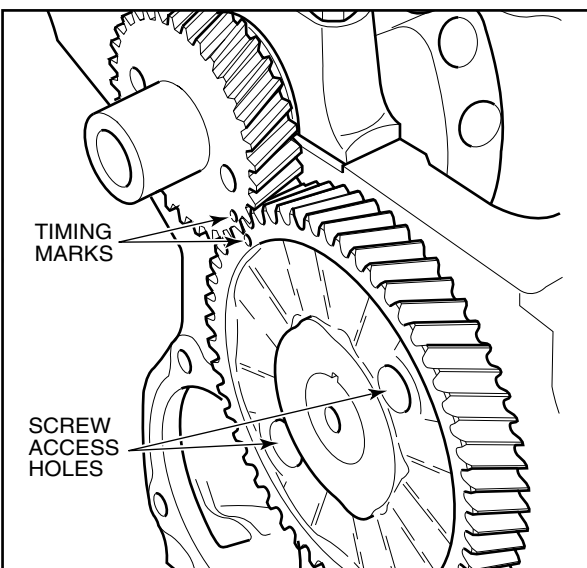
VE107-3L

### Crankshaft Sprocket Installation

#### Tools Required

- J 5590 Crankshaft Sprocket Installer

1. Install the keys into the crankshaft keyways.
2. Use the J 5590 in order to install the crankshaft sprocket.



VE108-3L

### Camshaft Installation

**Important:** If camshaft replacement is required, the valve lifters must also be replaced.

1. Carefully rotate and install the camshaft into the engine.
2. Install the two camshaft retainer bolts working through the holes in the camshaft sprocket. Be sure to align the camshaft and the crankshaft sprocket alignment marks.

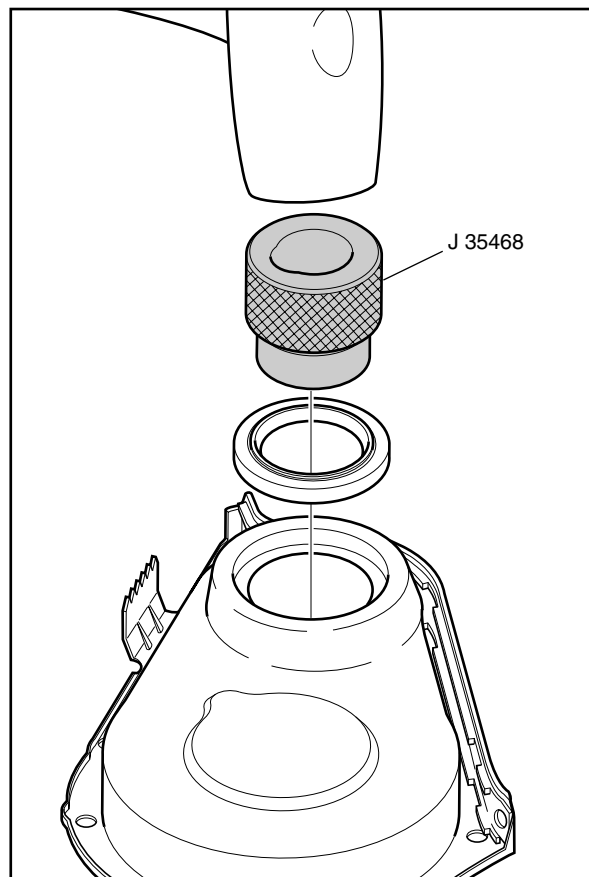
#### Tighten

Tighten the camshaft retainer bolts to 9 N•m (80 lb in).

**Engine Front Cover and Oil Seal Installation**

**Tools Required**

- J 35468 Engine Front Cover Aligner and Oil Seal Installer
1. Use the J 35468 in order to install the engine front cover oil seal.

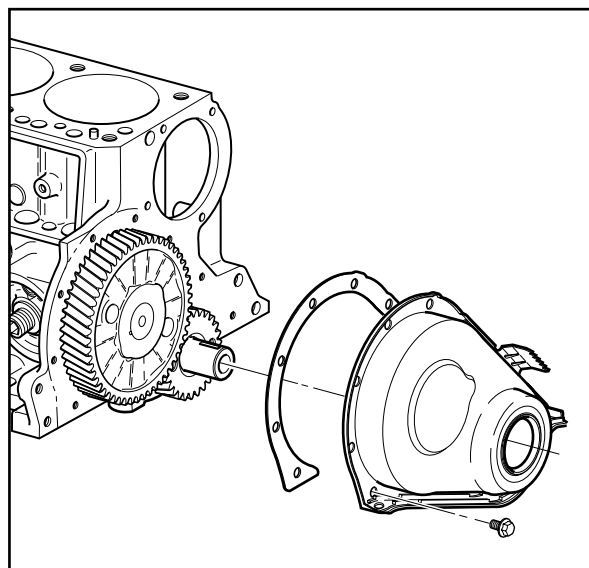


VE109-3L

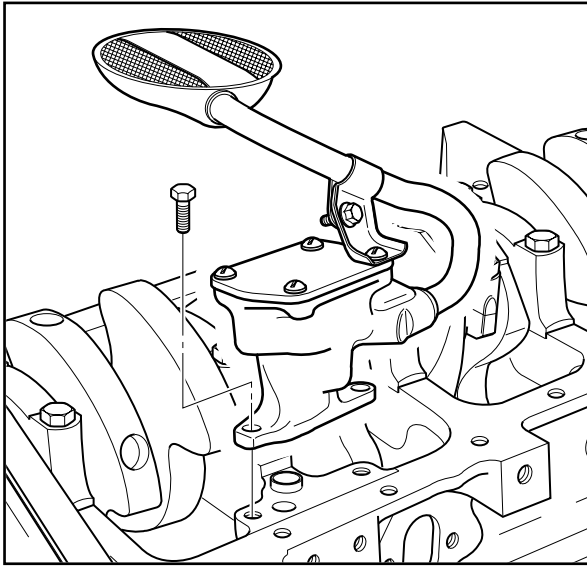
2. Install the engine front cover gasket.
3. Install the engine front cover and bolts.

**Tighten**

Tighten engine front cover bolts to 3.4 N•m (30 lb in).



VE030-3L



VE110-3L

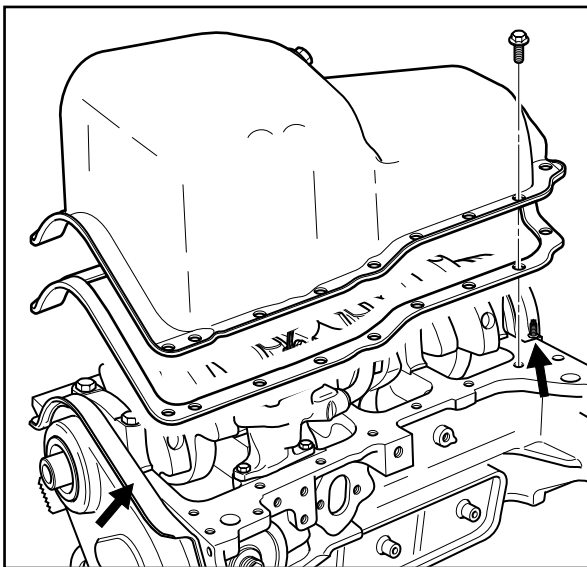
### Oil Pump Installation

**Important:** Inspect the oil pump and engine block oil galley passages. These surfaces must be clear and free of debris or restrictions.

1. Install the oil pump.
2. Install the bolts that attach the oil pump to the engine block.

#### Tighten

Tighten the oil pump bolts to 14 N•m (120 lb in).



VE111-3L

### Oil Pan Installation

**Important:** Apply the sealer 25 mm (1.0 in) in either direction of the radius cavity of the junctions.

1. Apply a small amount of sealer, GM P/N 1052914 or equivalent, 10 mm (0.393 in) wide and 20 mm (0.787 in) long at the engine front cover to engine block junction.
2. Apply a small amount of sealer, GM P/N 1052914 or equivalent, 25 mm (1.0 in) long at the crankshaft rear oil seal housing to engine block junction.
3. Install the new oil pan gasket.
4. Install the oil pan.
5. Install the nuts and bolts to the oil pan.

#### Tighten

Tighten the rear oil pan nuts to 19 N•m (165 lb in).

Tighten the oil pan bolts to the crankcase to 9 N•m (80 lb in).

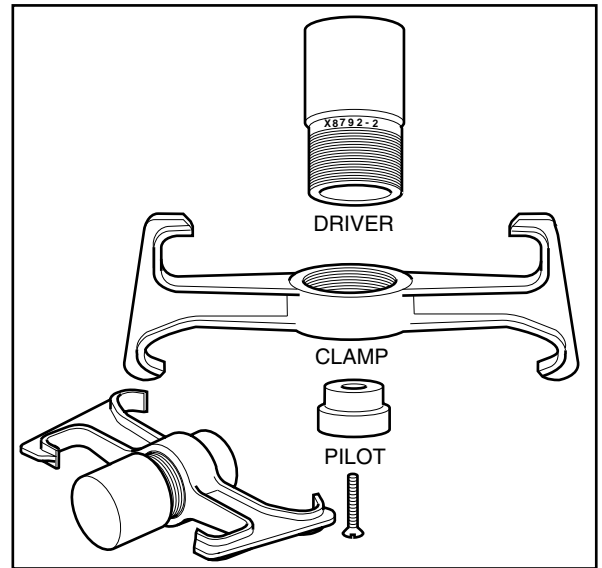
Tighten the oil pan bolts to the front cover to 5 N•m (45 lb in).

Tighten the oil pan studs to the oil seal retainer to 2 N•m (15 lb in).

### Crankshaft Pulley Installation

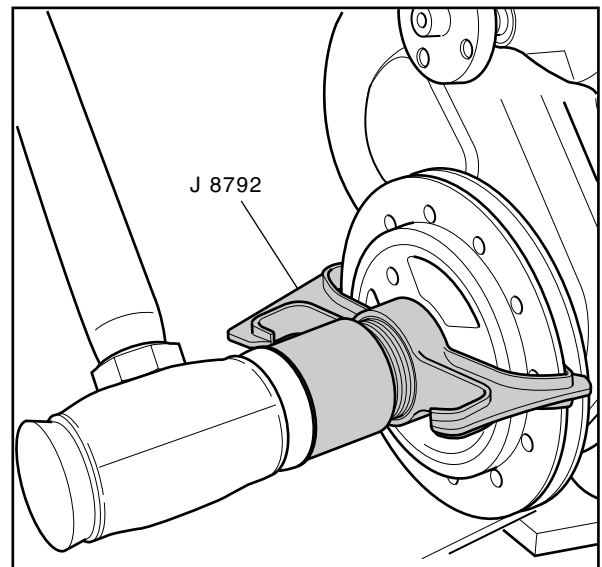
**Tools Required**

- J 8792 Crankshaft Pulley Installer
1. Coat the front cover oil seal contact area of the crankshaft pulley with clean engine oil.
  2. Assemble the J 8792 as shown.



VE112-3L

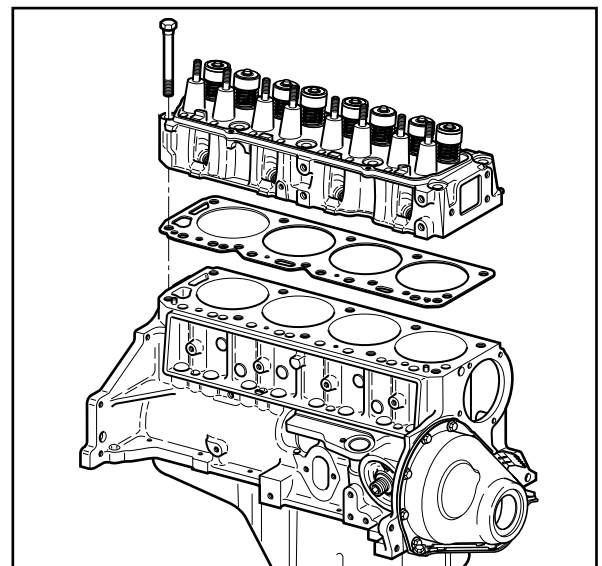
3. Install the J 8792 onto the crankshaft pulley.
4. Position the pulley on the crankshaft and drive into position until it bottoms against the crankshaft sprocket.



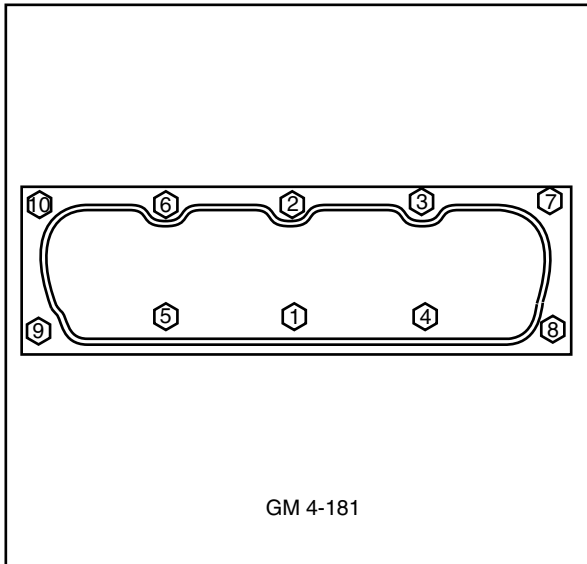
VE113-3L

### Cylinder Head Installation

1. Install the new cylinder head gasket over the locating pins.
2. Install the cylinder head over the locating pins and the gasket.



VE114-3L

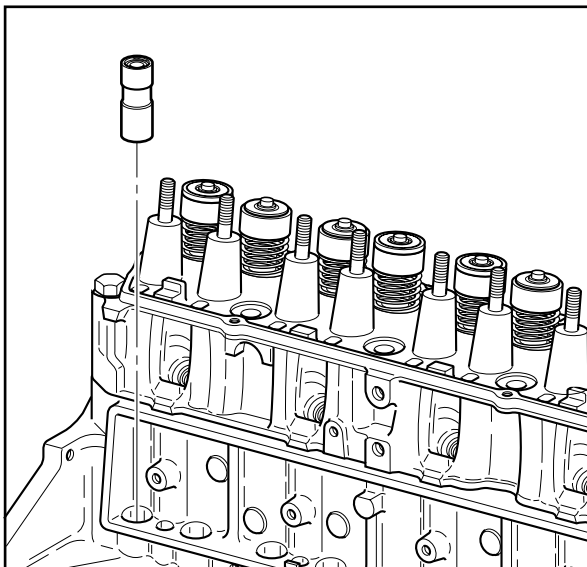


VE115-3L

3. Install the cylinder head bolts finger tight.

### Tighten

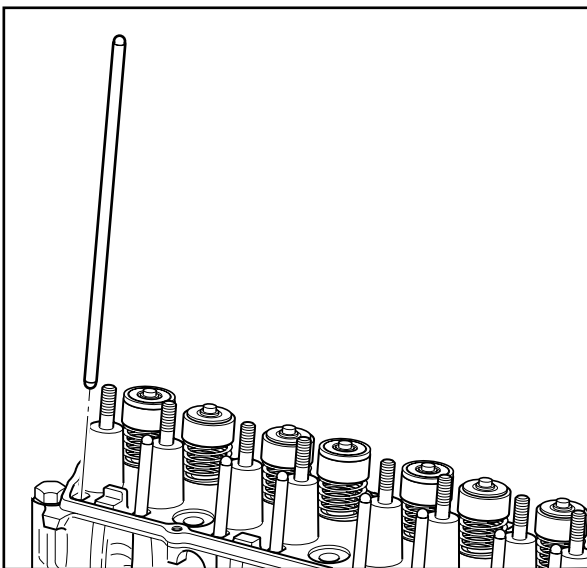
Tighten the cylinder head bolts in sequence to 122 N•m (90 lb ft).



VE116-3L

### Valve Lifter Installation

1. Coat the bottom of the valve lifters with prelude, GM P/N 1052365 or equivalent.
2. If reusing the valve lifters, install in their original location.
3. Install the valve lifters.



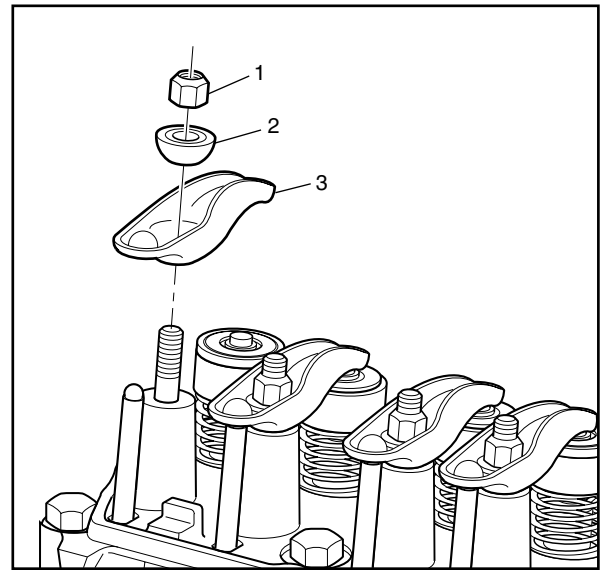
VE023-3L

### Valve Rocker Arm and Pushrod Installation

**Important:** Be sure to keep parts in order. Parts must be installed from where they were removed.

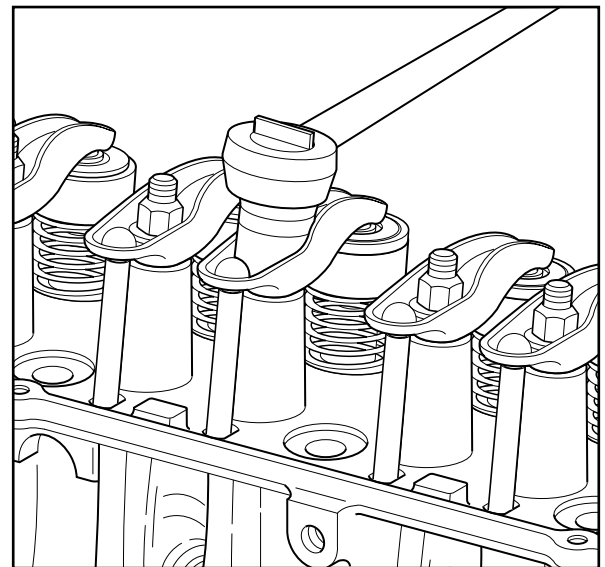
1. Install the valve pushrods. Be sure that the valve pushrods seat in the valve lifter sockets.

2. Install the following components:
  - 2.1. The valve rocker arms (3).
  - 2.2. The valve rocker arm balls (2).
  - 2.3. The valve rocker arm nuts (1).

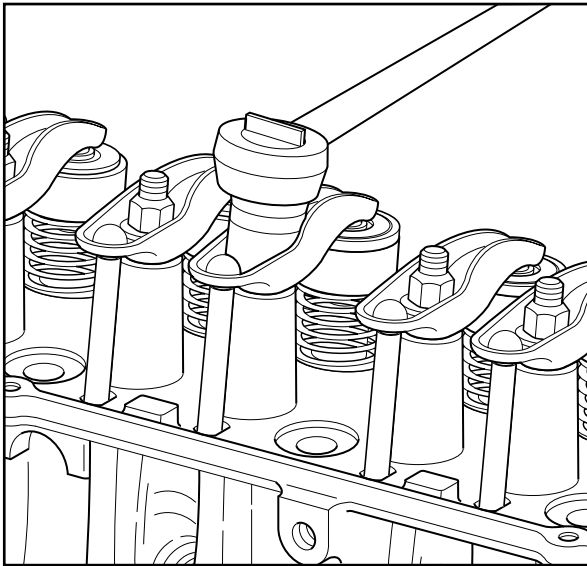


VE021-3L

3. Adjust the valve rocker arm nuts as follows:
  - 3.1. Turn the crankshaft until the mark on the crankshaft pulley lines up with "0" on the timing tab and number 1 cylinder is at top dead center.
  - 3.2. Place fingers on the number 1 valves as the mark approaches "0." If the valves move as the mark approaches "0," the engine is on number 4 top dead center and should be rotated one more revolution in order to reach number 1 top dead center.
  - 3.3. With the engine at number 1 top dead center, adjust the following valves:
    - The exhaust valves 1,3
    - The intake valves 1,2,4
  - 3.4. Adjust the correct valves as follows:
    - 3.4.1. Back off the valve rocker arm nut until the lash is felt in the valve pushrod.
    - 3.4.2. Tighten the valve rocker arm nut until all the lash is removed.
    - 3.4.3. Zero lash can be felt by moving the valve pushrod up and down between your thumb and forefinger until there is no more movement.
    - 3.4.4. When all the free play is gone, tighten the valve rocker arm nut 1 additional turn (360 degrees).

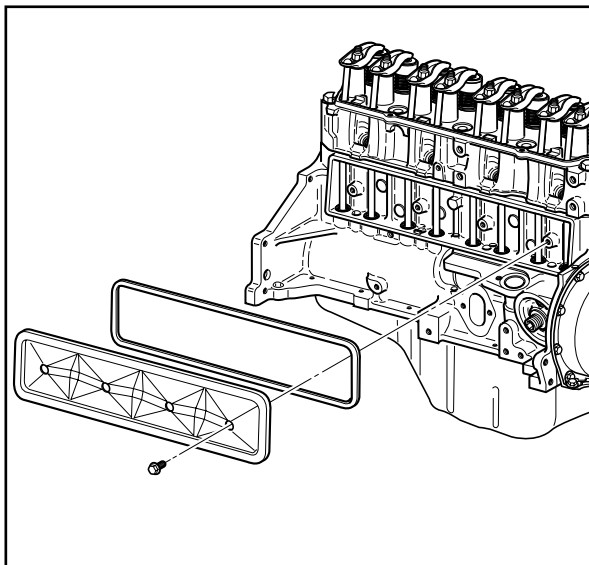


VE117-3L



VE117-3L

- 3.5. Turn the crankshaft 1 revolution until the mark on the crankshaft pulley lines up with "0" on the timing tab. This is number 4 top dead center.
- 3.6. With the engine at number 4 top dead center, adjust the following valves:
  - The exhaust valves 2,4
  - The intake valves 3
  - 3.6.1. Back off the valve rocker arm nut until the lash is felt in the valve pushrod.
  - 3.6.2. Tighten the valve rocker arm nut until all the lash is removed.
  - 3.6.3. Zero lash can be felt by moving the valve pushrod up and down between your thumb and forefinger until there is no more movement.
  - 3.6.4. When all the free play is gone, tighten the valve rocker arm nut 1 additional turn (360 degrees).



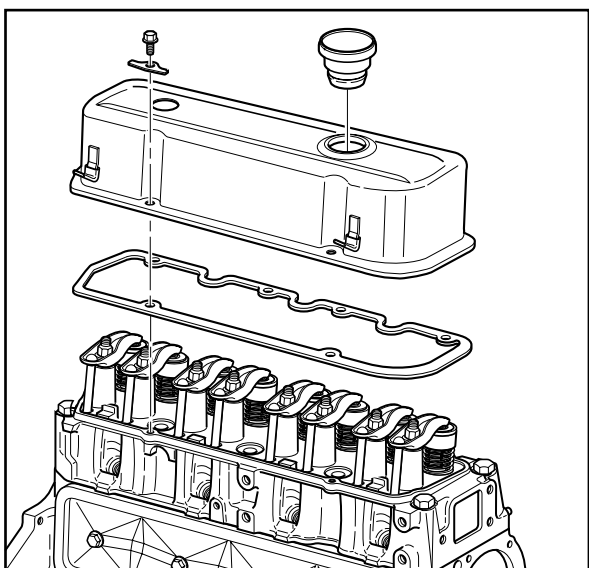
VE118-3L

### Pushrod Cover Installation

1. Install the pushrod cover gasket.
2. Install the pushrod cover.
3. Install the pushrod cover bolts.

### Tighten

Tighten the pushrod bolts to 4.5 N•m (40 lb in).



VE119-3L

### Valve Rocker Arm Cover Installation

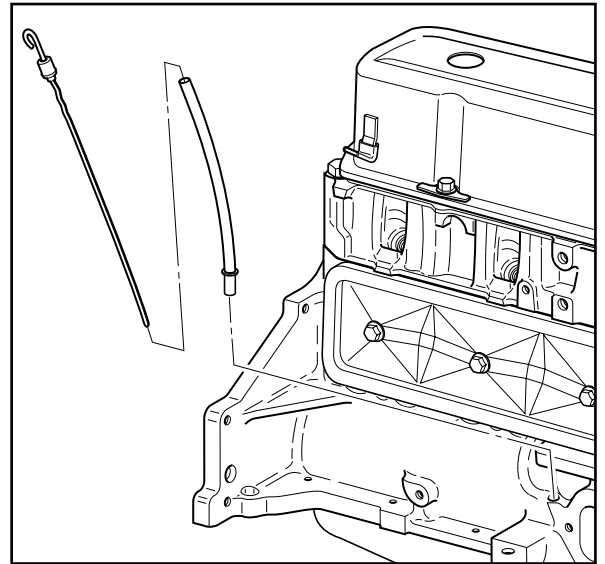
1. Install the valve rocker arm cover gasket.
2. Install the valve rocker arm cover.
3. Install the valve rocker arm bolts.

### Tighten

Tighten the valve rocker arm cover bolts to 4.5 N•m (40 lb in).

**Oil Level Indicator and Tube Installation**

1. Install the oil level indicator tube into the engine block.
2. Use a light plastic or rubber hammer in order to tap the tube until it seats in the engine block.
3. Install the oil level indicator into the tube.



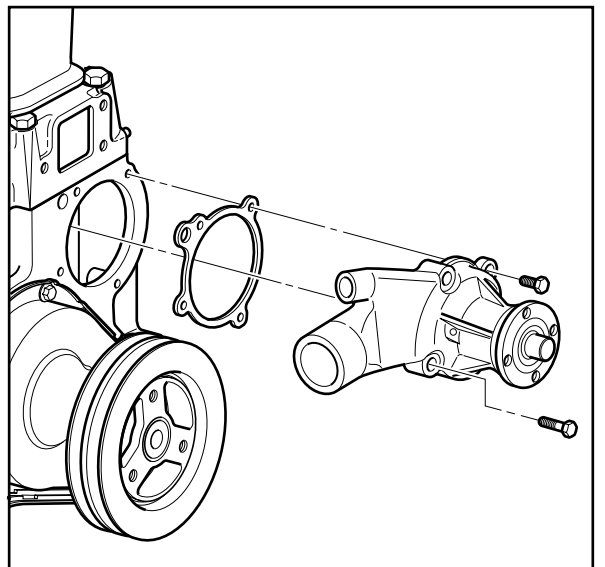
VE120-3L

**Water Pump Installation**

1. Position the water pump and gasket to the engine block.
2. Install the water pump bolts.

**Tighten**

Tighten the water pump bolts to 20 N•m (15 lb ft).



VE017-3L

**Coolant Inlet and Coolant Thermostat Installation**

1. Position the coolant inlet housing (5) and NEW gasket (7) to the engine block.
2. Install the coolant inlet housing bolts (6).

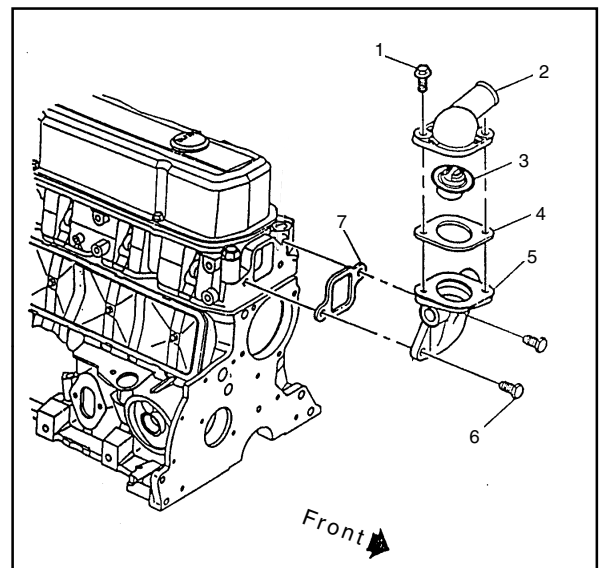
**Tighten**

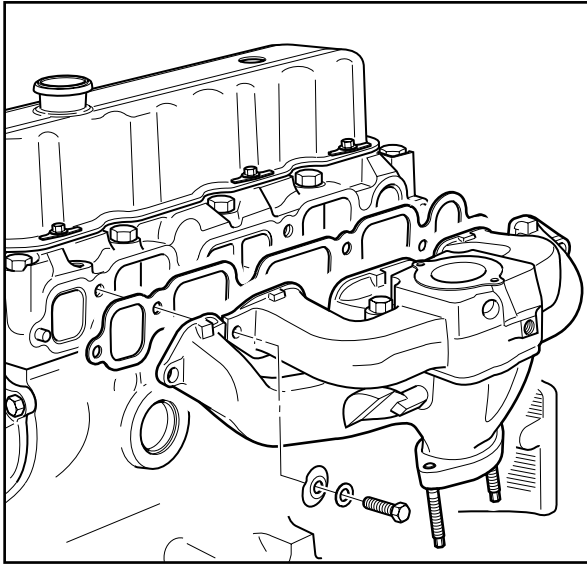
Tighten the coolant inlet housing bolts to 34-40 N•m (25-30 lb ft).

3. Install the coolant thermostat (3) and NEW gasket (4) on the coolant inlet housing.
4. Install the coolant thermostat housing (2).
5. Install the coolant thermostat housing bolts (1).

**Tighten**

Tighten the coolant thermostat housing bolts to 24-31 N•m (18-23 lb ft).





VE014-3L

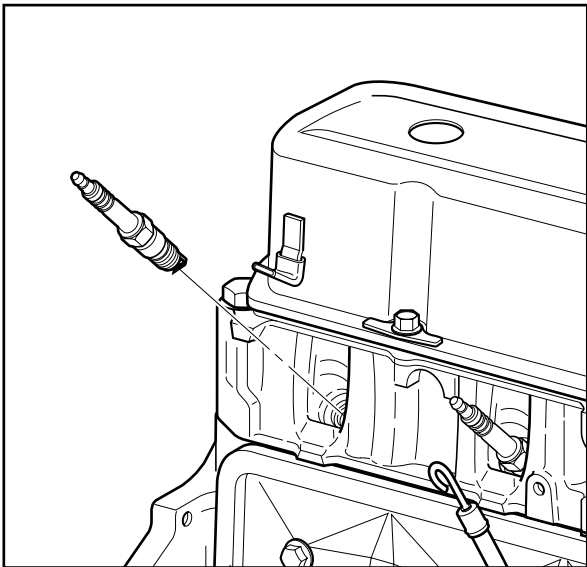
### Intake/Exhaust Manifold Installation

1. Install the intake/exhaust manifold gasket over the locating pins on the cylinder head.
2. Install the bolts and clamps while holding the manifold in place.

#### Tighten

Tighten the two center bolts to 27-34 N•m (20-25 lb ft).

Tighten the end bolts to 20-27 N•m (15-20 lb ft).



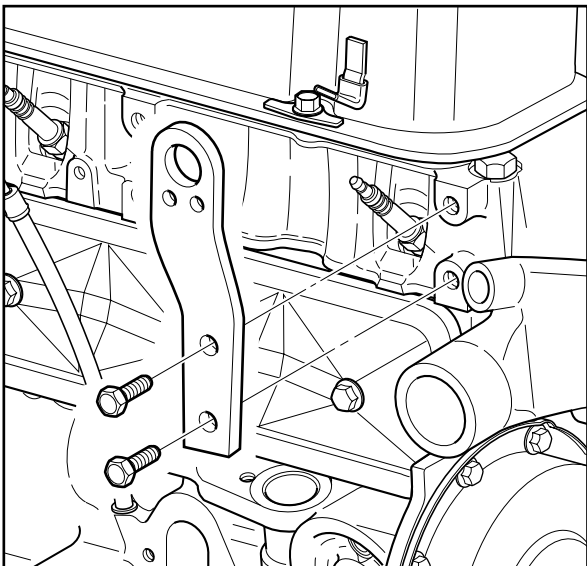
VE013-3L

### Spark Plug Installation

1. Install the spark plugs.

#### Tighten

Tighten the spark plugs to 30 N•m (22 lb ft).



VE012-3L

### Lift Bracket Installation

1. Install the lift bracket.
2. Install the lift bracket bolts.

#### Tighten

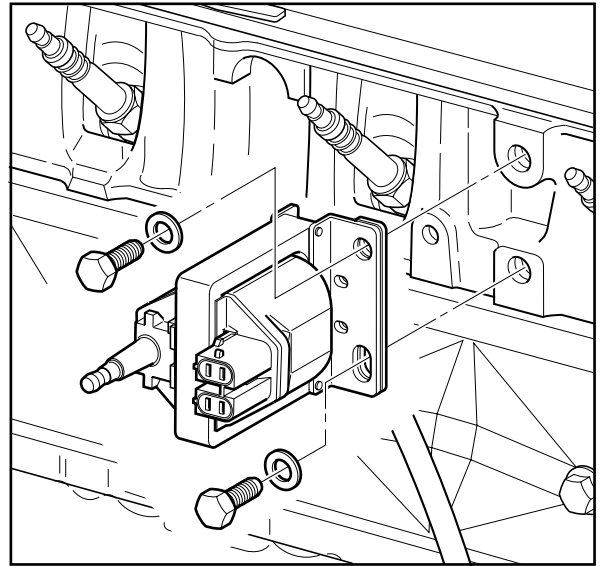
Tighten the lift bracket bolts to 54 N•m (40 lb ft).

### Ignition Coil Installation

1. Install the ignition coil.
2. Install the ignition coil bracket attaching bolts.

#### Tighten

Tighten the attaching bolts to 22 N•m (16 lb ft).



VE011-3L

### Distributor Installation

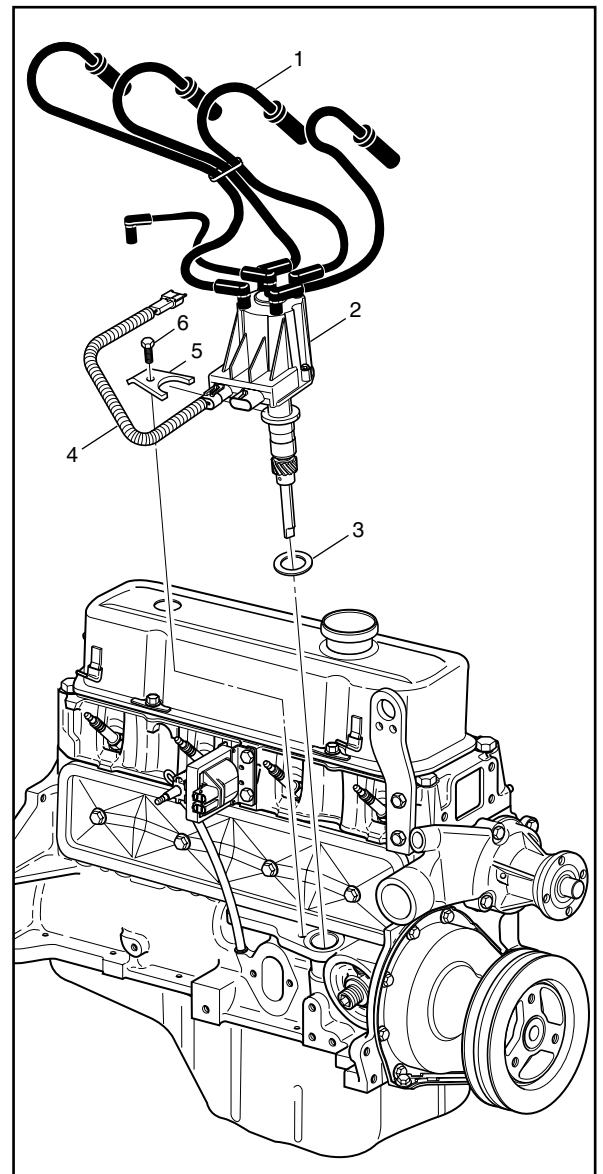
**Important:** To ensure correct ignition timing, the distributor must be installed in the correct position. Position the engine at top dead center on number one cylinder. The distributor cap must be removed in order to position the rotor when installing the distributor.

1. Install the distributor (2) and new gasket (3), making sure the distributor rotor is pointing to number one tower on the distributor cap.
2. Install the distributor hold down (5) and bolt (6).

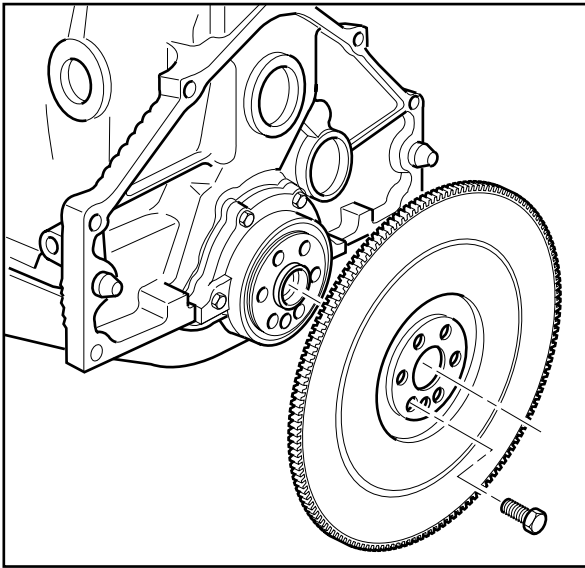
#### Tighten

Tighten the hold down bolt to 27 N•m (20 lb ft).

3. Connect the primary ignition harness (4) to the ignition coil.
4. Connect the secondary ignition wires (1) to the spark plugs and the ignition coil.



VE010-3L



VE009-3L

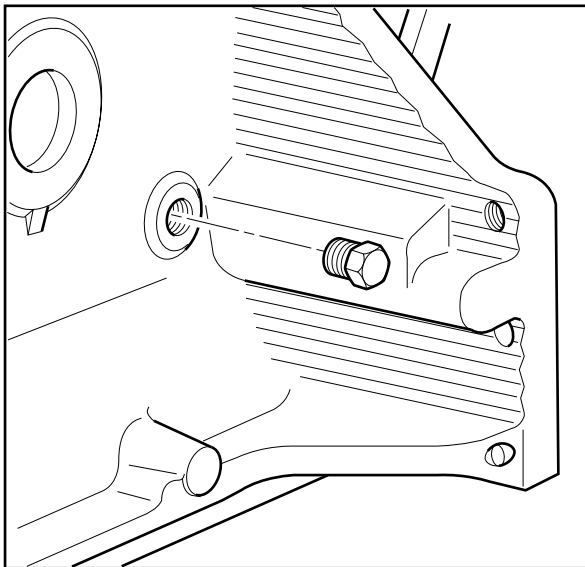
### Engine Flywheel Installation

**Important:** Note the position and direction of the engine flywheel before removal. The flywheel center alignment hole is a tapered fit to the crankshaft. The engine flywheel must be reinstalled to the original position and direction. The engine flywheel will not initially seat against the crankshaft flange, but will be pulled onto the crankshaft by the engine flywheel bolts.

1. Install the engine flywheel.
2. Install the engine flywheel bolts.

### Tighten

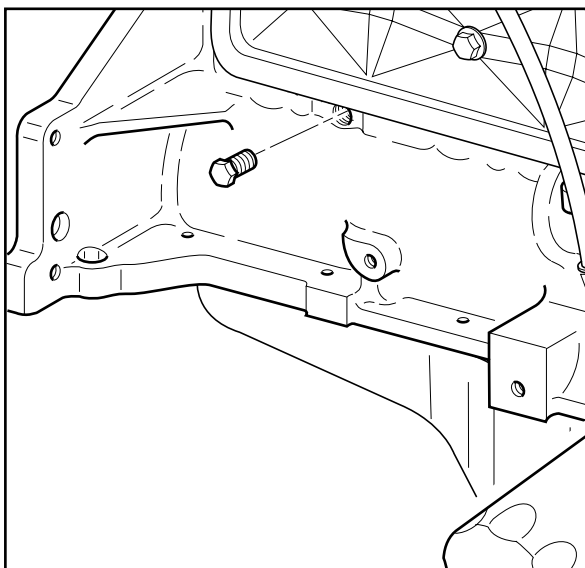
Tighten the flywheel bolts to 88 N•m (65 lb ft).



VE008-3L

### Engine Block Coolant Plug/Oil Filter Installation

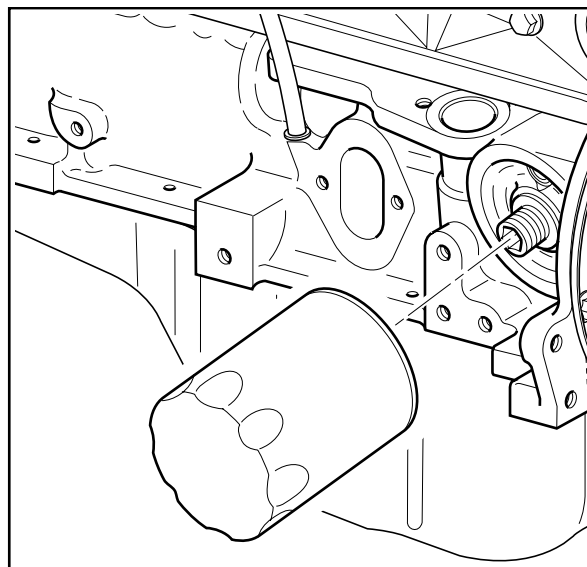
1. Install the left rear engine block coolant plug.



VE007-3L

2. Install the right rear engine block coolant plug.

3. Install the oil filter.

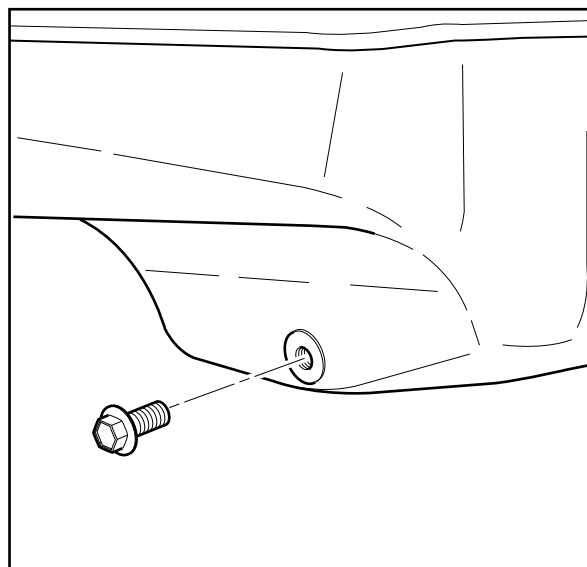


VE006-3L

4. Install the oil pan drain plug.

**Tighten**

Tighten the oil pan drain plug to 25 N•m (18 lb ft).



VE005-3L

# Description and Operation

## Engine Component Description

### Engine Block

The engine block has four cylinders arranged in an "in-line" construction. Starting at the front of the engine, the cylinders are numbered 1-2-3-4. The firing order of the cylinders is 1-3-4-2. The cylinders are encircled by coolant jackets.

### Cylinder Head

The cylinder head has one intake and one exhaust valve per cylinder. A spark plug is located between the valves in the side of the cylinder head. The valve guides are integral and the valve rocker arms are retained on individual threaded studs.

### Crankshaft

The crankshaft is cast nodular iron and is supported by five crankshaft bearings. The bearings are retained by crankshaft bearing caps that are machined with the engine block for proper alignment and clearances.

### Camshaft

A billet steel one piece camshaft is supported by four full round, sleeve-type bearings. These bearings are a press fit into the engine block. The camshaft timing sprocket is mounted to the front of the camshaft and is driven the crankshaft sprocket.

### Pistons and Connecting Rods

The pistons are made of cast-aluminum alloy using two compression rings and one oil control ring assembly. The piston pins are a press fit in the connecting rods and a floating fit in the pistons.

### Valve Train

The valve train is a ball-pivot type. Motion is transmitted from the crankshaft through the valve lifter and valve pushrod to the valve rocker arm. The valve rocker arm pivots on its ball and transmits the camshaft motion to the valve. The valve lifters keep all parts of the valve train in constant contact. Each lifter acts as an automatic adjuster and maintains zero lash in the valve train. This eliminates the need for periodic valve adjustment.

**Lubrication**

The oil pump is gear driven from the camshaft. Oil is drawn from the oil pan through a pickup screen and tube. The gear type oil pump has a pressure regulator valve which controls the lubrication system pressure by bypassing excess oil back to the oil pan sump.

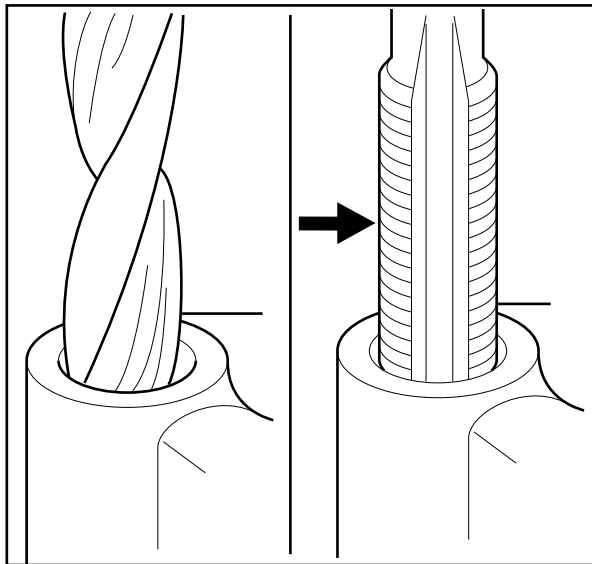
Pressurized oil from the oil pump flows to the full flow filter. A bypass valve allows oil to bypass the filter if it becomes clogged or restricted. Oil then flows into an oil passage that runs along the right side of the block and intersects the lifter bosses. Oil from this passage is routed to the crankshaft main bearings and camshaft bearings through smaller drilled passages. Oil is supplied to the connecting rod bearings by holes drilled in the crankshaft. Oil is supplied to the rocker arms through holes in the hydraulic lifters which feed oil up the pushrods to the rocker arms. The oil is metered by discs under the pushrod seat.

Many internal engine parts have no direct oil feed and are supplied by either gravity or splash from other direct feed components. Timing gears are lubricated by oil supplied through a passage from the front of the camshaft to a calibrated nozzle above the crankshaft gear.

**Thread Repair**

**Tools Required**

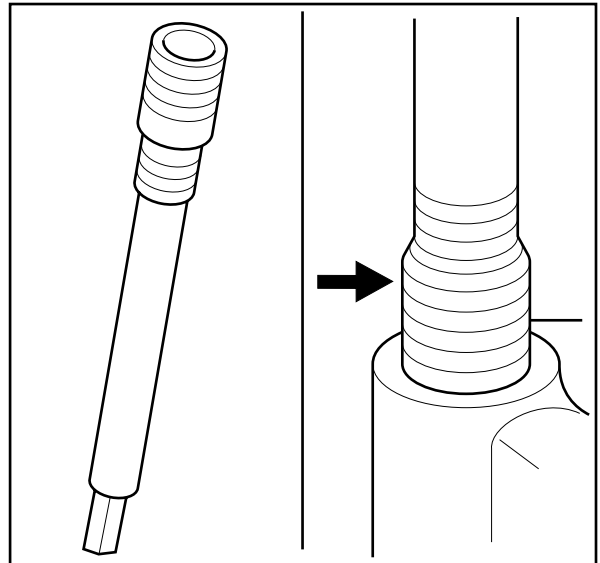
General purpose thread repair kits. These kits are available commercially



VE121-3L

**Caution:** Wear safety glasses in order to avoid eye damage.

1. Determine the size, pitch and depth of the damaged thread. If necessary, adjust the stop collars on the cutting tool and tap to the required depth.
2. Drill out the damaged thread. Clean out any chips.
3. Avoid any buildup of chips. Back out the tap every few turns and remove the chips.
4. Tap the hole. Lubricate the tap with light engine oil. Clean the thread.



VE122-3L

5. Thread the insert onto the mandrel of the installer. Engage the tang of the insert onto the end of the mandrel.

**Important:** The insert should be flush to one turn below the surface.

6. Lubricate the insert with light engine oil (except when installing in aluminum) and install the insert.
7. If the tang of the insert does not break off when backing out the installer, break the tang off with a drift.

## Cleanliness and Care

- Throughout this section, it should be understood that proper cleaning and protection of machined surfaces and friction areas is part of the repair procedure. This is considered standard shop practice even if not specifically stated.
- When any internal engine parts are serviced, care and cleanliness is important.
- When components are removed for service, they should be marked, organized or retained in a specific order for reassembly. Refer to *Separating Parts*.
- At the time of installation, components should be installed in the same location and with the same mating surface as when removed.
- An engine is a combination of many machined, honed, polished and lapped surfaces with tolerances that are measured in millimeters or thousandths of an inch. These surfaces should be covered or protected to avoid component damage.
- A liberal coating of clean engine oil should be applied to friction areas during assembly.
- Proper lubrication will protect and lubricate friction surfaces during initial operation.

## Replacing Engine Gaskets

1. Gasket reuse and applying sealants:
  - Do not reuse any gasket unless specified.
  - Gaskets that can be reused will be identified in the service procedure.
  - Do not apply sealant to any gasket or sealing surface unless specified in the service procedure.
2. Separating components:
  - Use a rubber mallet to separate components.
  - Bump the part sideways to loosen the components.
  - Bumping should be done at bends or reinforced areas to prevent distortion of the parts.
3. Cleaning gasket surfaces:
  - Remove all gasket and sealing material from the part using a plastic or wood scraper (if required).
  - Care must be taken to avoid gouging or scraping the aluminum sealing surfaces.
  - Do not use any other method or technique to remove sealant or gasket material from a part.
  - Do not use abrasive pads, sand paper or power tools to clean gasket surfaces.
    - These methods of cleaning can cause damage to the component sealing surfaces.

- Abrasive pads also produce a fine grit that the oil filter cannot remove from the oil.
- This grit is abrasive and has been known to cause internal engine damage.

### 4. Assembling components:

- When assembling components, use only the sealant specified or equivalent in the service procedure.
- Sealing surfaces should be clean and free of debris or oil.
- Specific components such as crankshaft oil seals or valve stem oil seals may require lubrication during assembly.
- Components requiring lubrication will be identified in the service procedure.
- When applying sealant to a component, apply the amount specified in the service procedure.
- Do not allow the sealant to enter into any blind threaded holes, as it may prevent the bolt from clamping properly or cause component damage when tightened.
- Tighten bolts to specifications. Do not overtighten.

## Use of RTV and Anaerobic Sealer

**Important:** Three types of sealer are commonly used in engines. These are RTV sealer, anaerobic gasket eliminator sealer and pipe joint compound. The correct sealer and amount must be used in the proper location to prevent oil leaks. DO NOT interchange the three types of sealers. Use only the specific sealer or the equivalent as recommended in the service procedure.

### Pipe Joint Compound

- Pipe joint compound is a pliable sealer that does not completely harden. This type sealer is used where two nonrigid parts (such as the oil pan and the engine block) are assembled together.
- Do not use pipe joint compound in areas where extreme temperatures are expected. These areas include: exhaust manifolds, head gasket or other surfaces where gasket eliminator is specified.
- Follow all safety recommendations and directions that are on the container.
- To remove the sealant or the gasket material, Refer to *Replacing Engine Gaskets*.
- Apply a continuous bead of pipe joint compound to one sealing surface. Sealing surfaces to be resealed must be clean and dry.
- Tighten the bolts to specifications. Do not overtighten.

### RTV Sealer

- Room Temperature Vulcanizing (RTV) sealant hardens when exposed to air. This type sealer is used where two nonrigid parts (such as the oil pan and the engine block) are assembled together.
- Do not use RTV sealant in areas where extreme temperatures are expected. These areas include: exhaust manifolds, head gasket or other surfaces where gasket eliminator is specified.
- Follow all safety recommendations and directions that are on the container.
- To remove the sealant or the gasket material, Refer to *Replacing Engine Gaskets*.
- Apply RTV to a clean surface. Use a bead size as specified in the service procedure. Run the bead to the inside of any bolt holes. Do not allow the sealer to enter any blind threaded holes, as it may prevent the bolt from clamping properly or cause damage when the bolt is tightened.
- Assemble components while RTV is still wet (within three minutes). Do not wait for RTV to skin over.
- Tighten the bolts to specifications. Do not overtighten.

### Anaerobic Sealer

- Anaerobic gasket eliminator hardens in the absence of air. This type sealer is used where two rigid parts (such as castings) are assembled and no sealer or gasket is readily noticeable, the parts were probably assembled using a gasket eliminator.
- Follow all safety recommendations and directions that are on the container.
- To remove the sealant or the gasket material, Refer to *Replacing Engine Gaskets*.
- Apply a continuous bead of gasket eliminator to one flange. Surfaces to be resealed must be clean and dry.
- Spread the sealer evenly with your finger to get a uniform coating on the sealing surface. Do not allow the sealer to enter any blind threaded holes, as it may prevent the bolt from clamping properly or cause damage when the bolt is tightened.
- Tighten the bolts to specifications. Do not overtighten.
- After properly tightening the fasteners, remove the excess sealer from the outside of the joint.

### Separating Parts

**Important:** Many internal engine components will develop specific wear patterns on their friction surfaces.

When assembling the engine, internal components MUST be separated, marked or organized in a way to ensure reinstallation to original location and position.

Mark or identify the following components:

- Piston and the piston pin.
- Piston assembly to the specific cylinder bore.
- Piston rings to the specific piston assembly and cylinder bore.
- Connecting rod to the crankshaft journal.
- Connecting rod to bearing cap.
- Crankshaft main and connecting rod bearings.
- Camshaft and valve lifters.
- Valve lifters, guides, pushrods, pivot supports and rocker arms.
- Valve to the valve guide.
- Valve spring and shim .
- Engine block main bearing cap location and direction.
- Oil pump drive and driven gears.

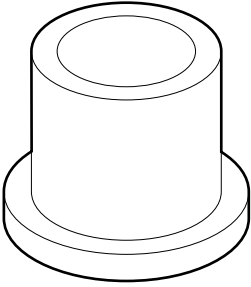
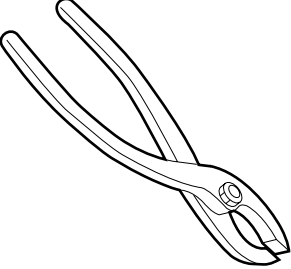
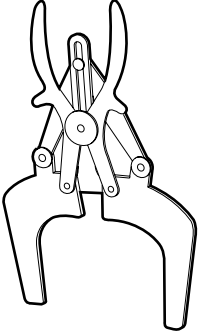
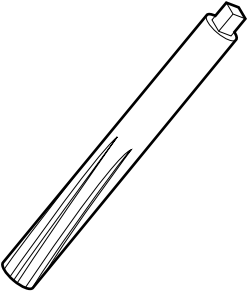
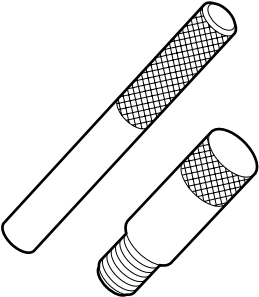
### Tools and Equipment

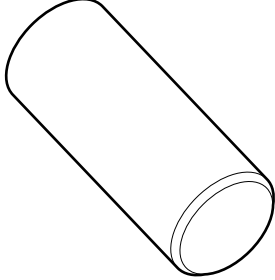
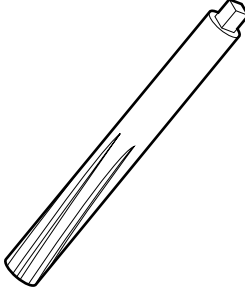
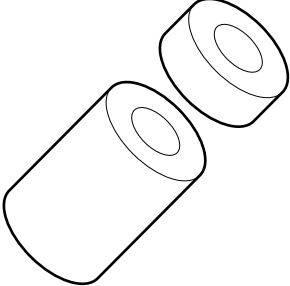
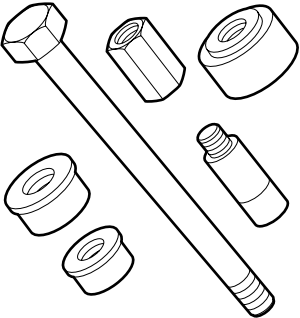
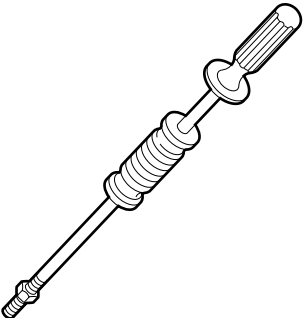
Special tools are listed and illustrated throughout this section with a complete listing at the end of the section. These tools (or their equivalents) are specially designed to quickly and safely accomplish the operations for which they are intended. The use of these special tools will also minimize possible damage to engine components. Some precision measuring tools are required for inspection of certain critical components. Torque wrenches and a torque angle meter are necessary for the proper tightening of various fasteners.

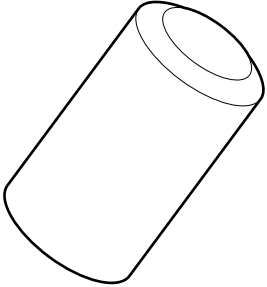
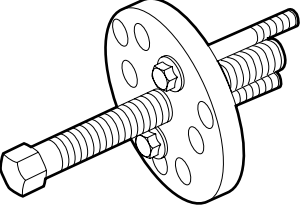
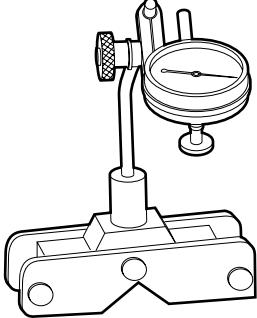
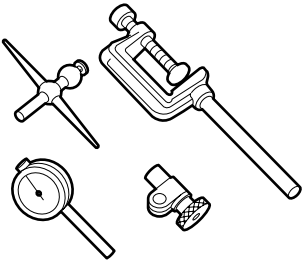
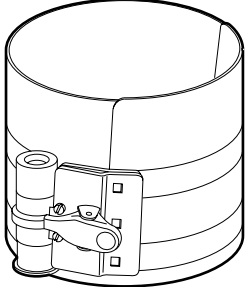
To properly service the engine assembly, the following items should be readily available:

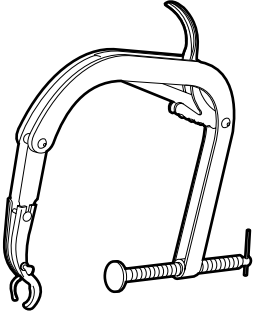
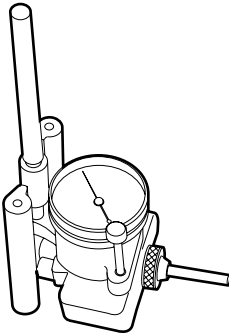

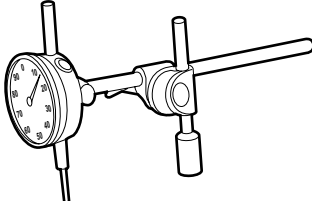
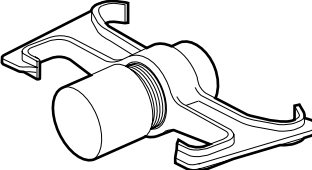
- Approved eye protection and safety gloves.
- A clean, well-lit work area.
- A suitable parts cleaning tank.
- A compressed air supply.
- Trays or storage containers to keep parts and fasteners organized.
- An adequate set of hand tools.
- Approved engine repair stand.
- An approved engine lifting device that will adequately support the weight of the components.

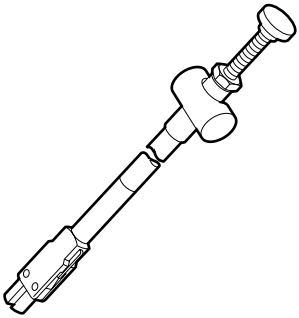
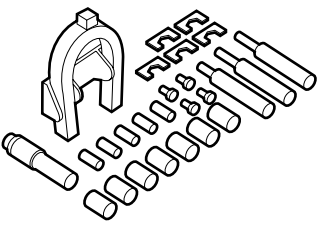
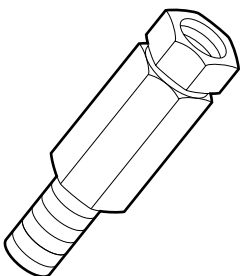
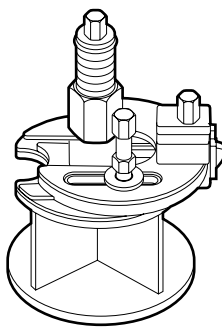
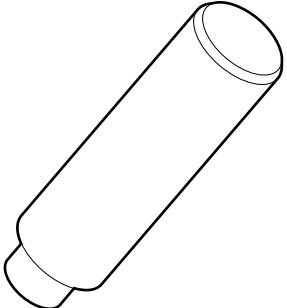
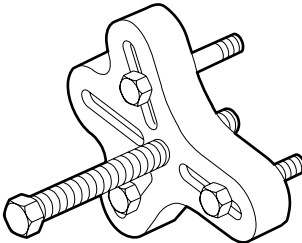
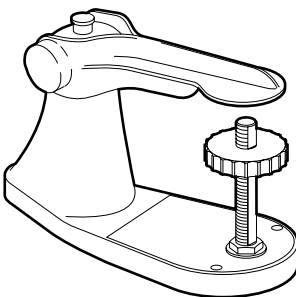
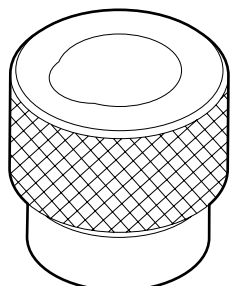
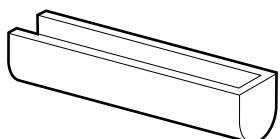
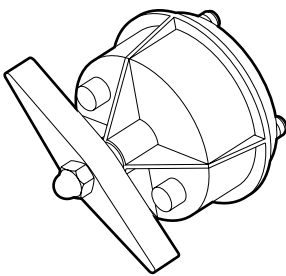
Special Tools and Equipment

	<p>J 791 Camshaft Sprocket Remover</p>
	<p>J 3049-A Valve Lifter Remover</p>
	<p>J 3936-03 Piston Ring Groove Cleaner</p>
	<p>J 4822 Valve Guide Reamer</p>
	<p>J 5239 Connecting Rod Bolt Guide Set</p>

	<p>J 5590 Crankshaft Sprocket Installer</p>
	<p>J 5715 or J 6036 Rocker Stud Hole Reamer</p>
	<p>J 5802-01 Rocker Arm Stud Remover</p>
	<p>J 6098-01 Camshaft Bearing Remover/Installer</p>
	<p>J 6585 Slide Hammer</p>

	J 6880 Rocker Arm Stud Remover
	J 6978-E Crankshaft Sprocket Puller
	J 7872 Magnetic Base Dial Indicator
	J 8001 Dial Indicator
	J 8037 Piston Ring Compressor

	J 8062 Valve Spring Compressor
	J 8087 Cylinder Bore Gauge
	J 8089 Carbon Remover Brush
	J 8520 Camshaft Lobe Lift Indicator
	J 8792 Crankshaft Pulley Installer

	<p>J 9290-01 Valve Lifter Remover (Slide Hammer Type)</p>		<p>J 24086-C Piston Pin Remover/Installer Set</p>
	<p>J 9534 Distributor Lower Bushing Remover</p>		<p>J 24270 Ridge Reamer</p>
	<p>J 9535 Distributor Lower Bushing Installer</p>		<p>J 24420-C Universal Crankshaft Pulley Remover</p>
	<p>J 9666 Valve Spring Tester</p>		<p>J 35468 Engine Front Cover Aligner and Oil Seal Installer</p>
	<p>J 21882 Oil Suction Pipe Installer</p>		<p>J 35621 Crankshaft Rear Oil Seal Installer</p>



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