

VALVE LIFTER REMOVAL - RIGHT SIDE

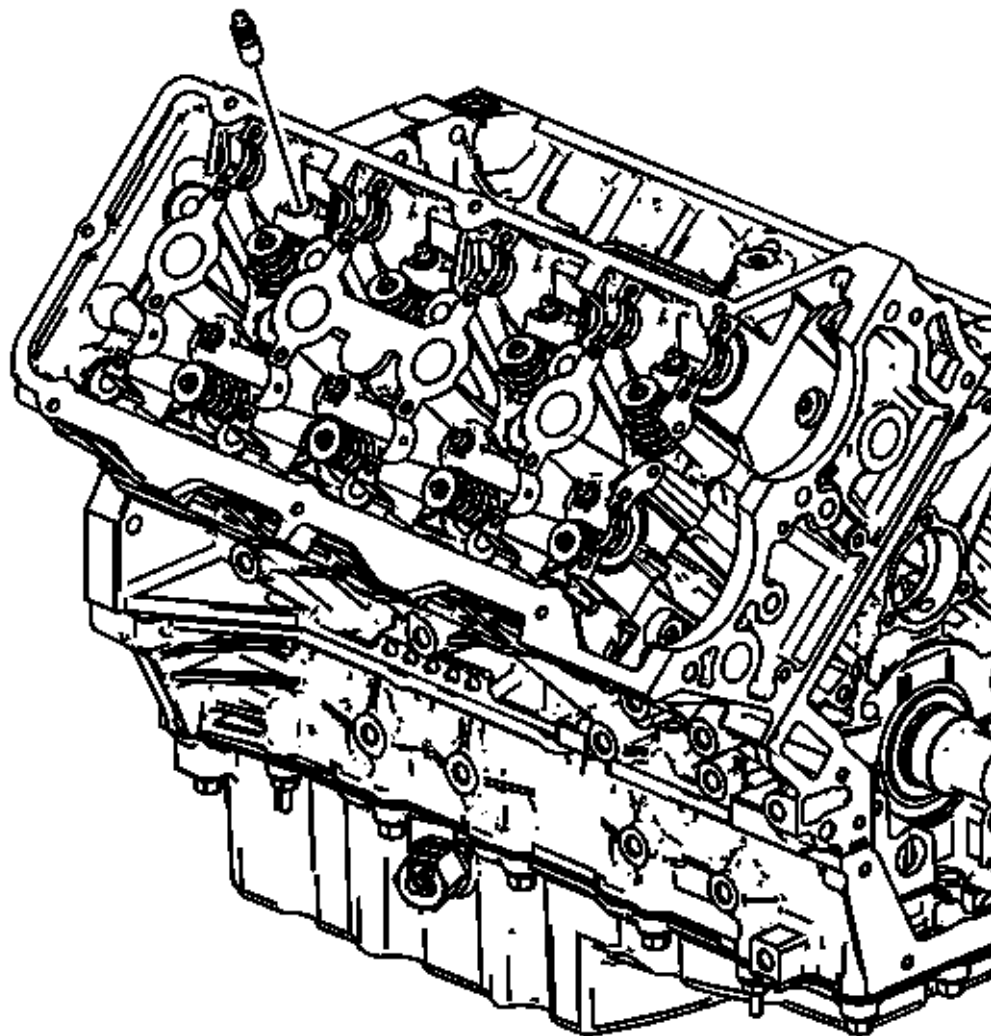


Fig. 1: View Of Right SHLA
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Valve Lifter Priming Caution .

NOTE: Ensure each camshaft follower remains matched to the original stationary

hydraulic lash adjuster (SHLAs) and original location the components were assembled in.

1. Remove the stationary hydraulic lash adjuster (SHLAs) from the right cylinder head lifter bores.
2. Store the camshafts, followers and SHLAs in a clean, secure location.

CYLINDER HEAD REMOVAL - RIGHT SIDE

Tools Required

J 28410 Gasket Remover

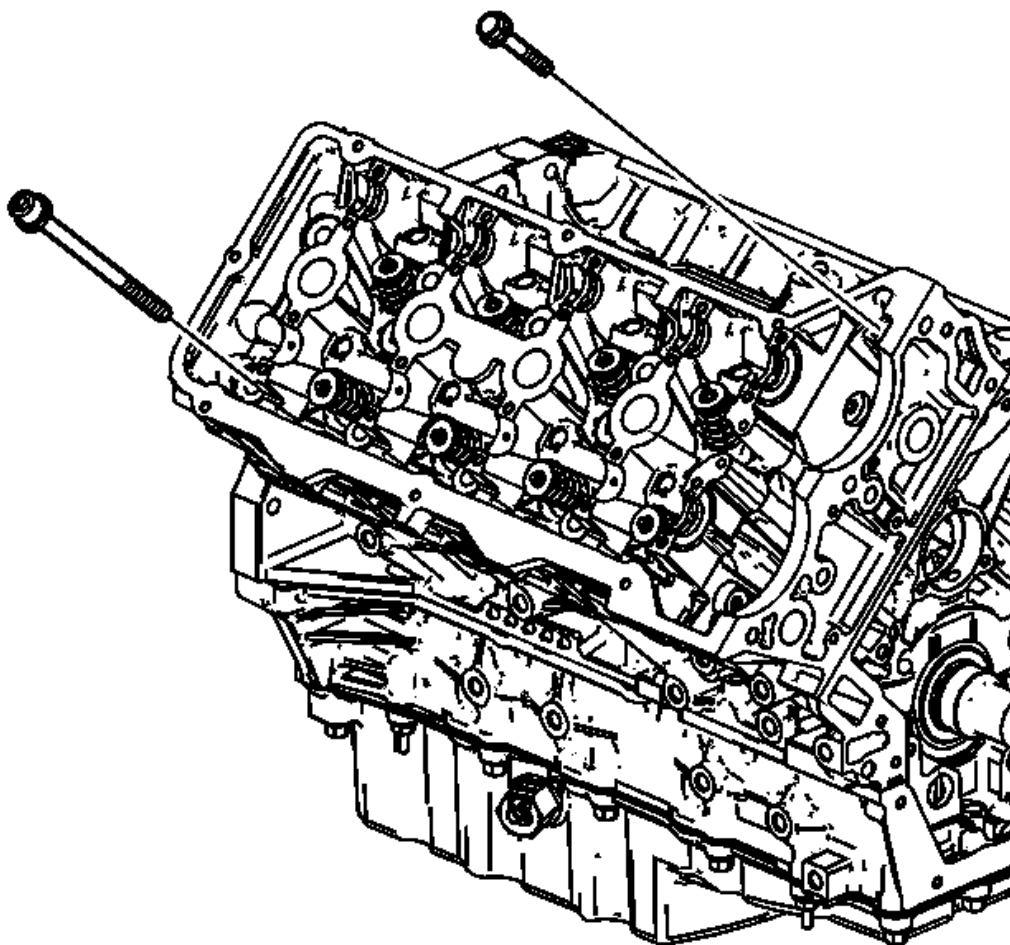


Fig. 2: View Of Right Cylinder Head Bolts

Courtesy of GENERAL MOTORS CORP.

1. Remove the 3 M6 external drive bolts from the front portion of the cylinder head.

IMPORTANT: DO NOT reuse the M11 cylinder head bolts.

2. Remove and discard the 10 M11 internal drive cylinder head bolts.

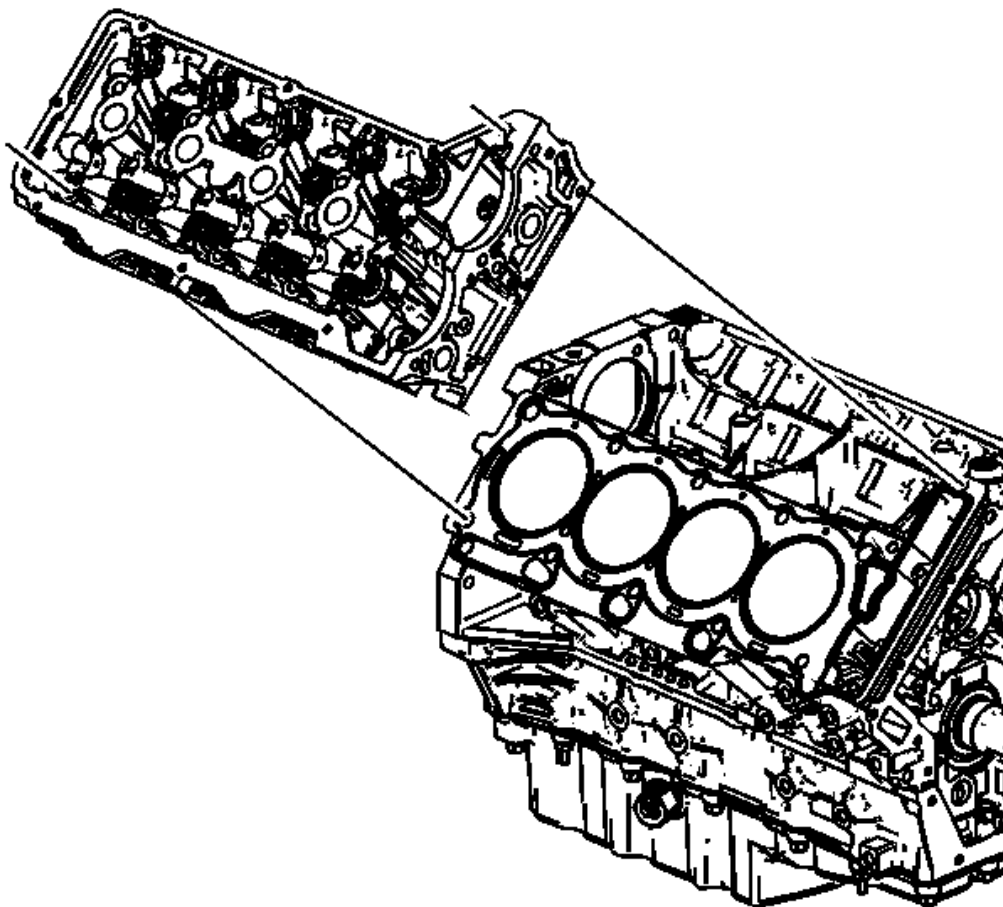


Fig. 3: View Of Right Cylinder Head
Courtesy of GENERAL MOTORS CORP.

3. Remove the right cylinder head. Ensure that no dowel guide pins are stuck in the cylinder head.

IMPORTANT: You must clean the thread sealant material from the cylinder head bolt

holes in the cylinder block. Failure to do so could cause false torque readings during reassembly.

4. After removing the cylinder head, remove any remaining bolt thread sealant material from the threaded cylinder block holes.

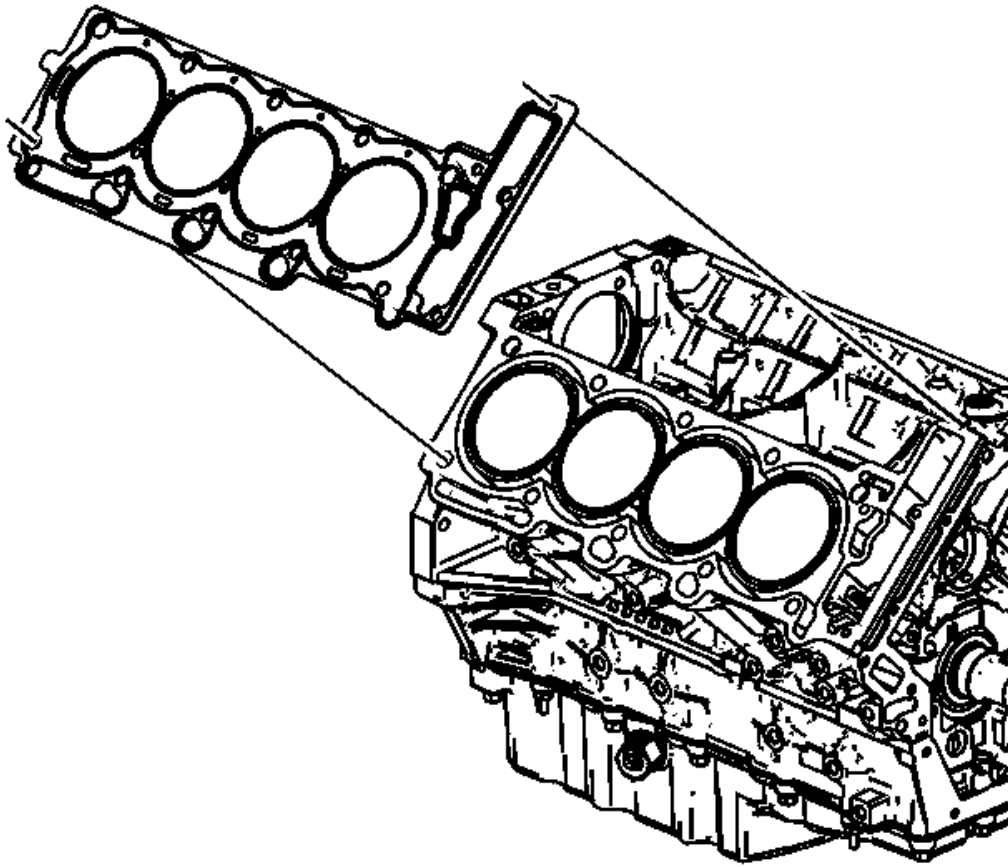


Fig. 4: View Of Right Cylinder Head Gasket
Courtesy of GENERAL MOTORS CORP.

IMPORTANT: DO NOT reuse the cylinder head gasket.

5. Remove the right cylinder head gasket.
6. Remove all remaining gasket material from the cylinder head and cylinder block using the **J 28410**.

OIL PAN REMOVAL

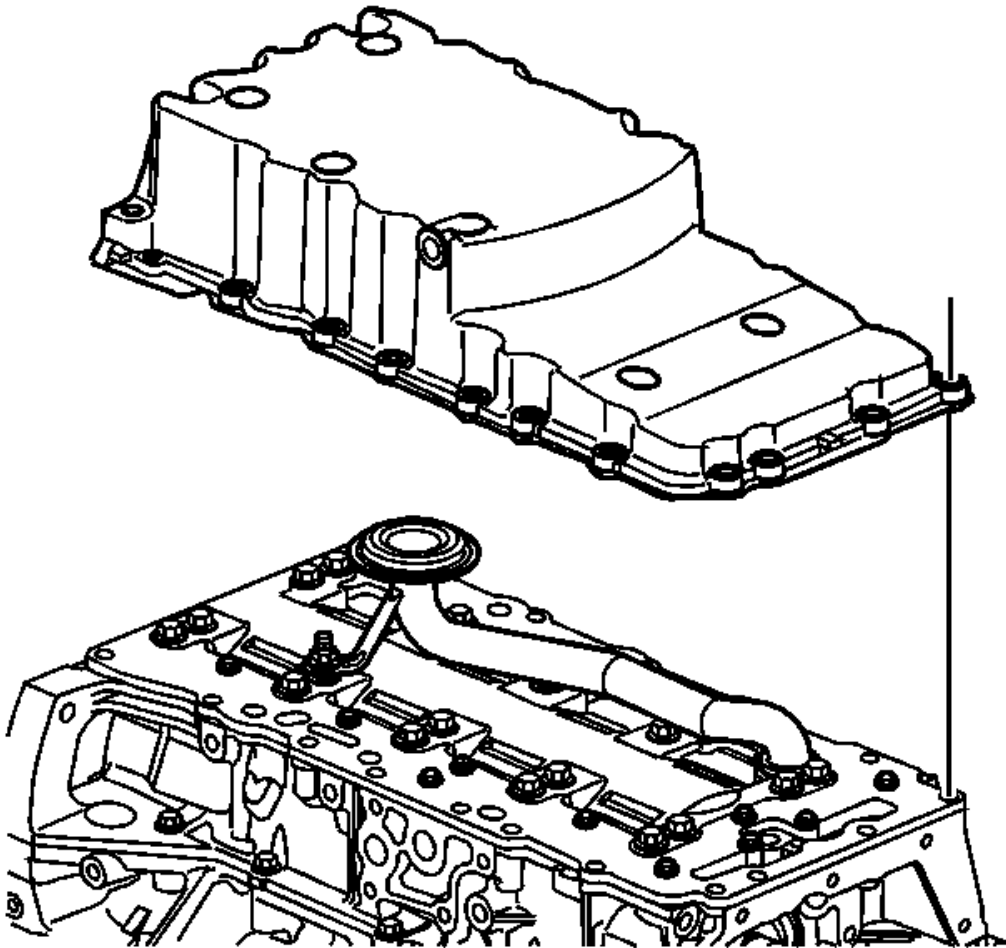


Fig. 5: View Of Oil Pan

Courtesy of GENERAL MOTORS CORP.

1. Loosen the oil pan bolts.
2. Remove the oil pan.

OIL PUMP SUCTION PIPE AND SCREEN ASSEMBLY REMOVAL