

Enginetech Inc
Tech Assistance 800-410-3664 ext. 340 or 237

TECHNICAL BULLETIN	
	March 2003 TB 2057
Mfg:	GM
Model:	C-SERIES
Liter:	6.0L
V I N:	U
Year:	99-06

Engine Knock/Lifter Noise On
2000-2003 GM 4.8, 5.3, 5.7, 6.0L Engines

The AERA Technical Committee offers the following information regarding an engine knock noise or lifter noise on 2000-2003 GM 4.8, 5.3, 5.7, 6.0L engines. Customers may complain of this noise since the vehicle is new and is noticeable within the first 100-200 miles.

This noise is often diagnosed as a collapsed lifter. The noise can also be present at cold start up and appear to diminish and return as the engine warms up to operating temperature. This noise is different than other noises that may begin to occur at 2000-3000 miles.

Causing this noise in the engine is the O-ring seal between the oil pump screen and the oil pump, which may be cut or distorted. This condition with the O-ring could cause the oiling system to become aerated (air entering the oiling system).

To cure this problem GM suggests inspecting the O-ring seal and replacing it if necessary. There are two different O-ring seals that can be used depending on the type of vehicle that the engine is in. For F & Y type cars, use O-ring seal Part #12557752 and for C/K Trucks, use O-ring seal Part #12563963 or 12584922.

The AERA Technical Committee

Portions of materials contained herein have been reprinted with permission of General Motors Corporation, Service Operations. This information is provided from the best available sources. However, AERA does not assume responsibility for data accuracy or consequences of its application. Members and others are not authorized to reproduce or distribute this material in any form, or issue it to their branches, divisions, or subsidiaries, etc. at a different location, without written permission.

© Copyright AERA 2006



Reference:	
-------------------	--