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2004 CHEVROLET Colorado Double Cab OEM Service and Repair Workshop Manual

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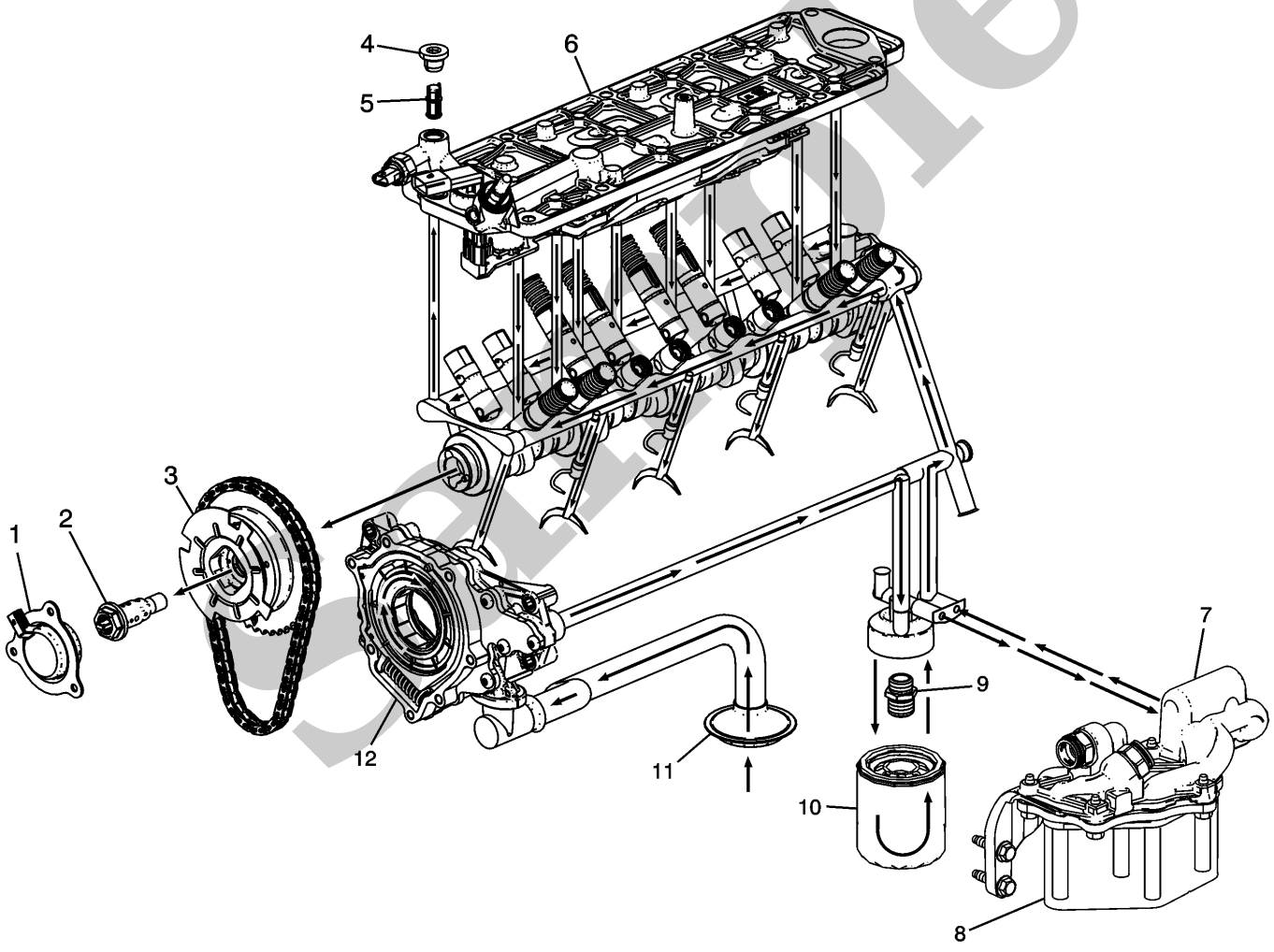
Engine lubrication is supplied by a two-stage oil pump assembly. The oil pump assembly consists of a primary vane-type variable displacement pump and a secondary geroter-style pump. The primary pump contains a pressure relief valve that protects the oil pan mounted oil filter from over pressurization during cold engine start up. If system pressure exceeds 600 kPa (87 psi), the pressure relief valve will open and exhaust oil back into the oil pan. The front or forward gear set is the secondary pump (22). The rear or rearward housing contains the primary pump (20). Refer to Oil Pump Assembly in Disassembled Views. The pump assembly is

YOUR CURRENT VEHICLE

Lubrication Description

Lubrication Description (LT1)



Engine lubrication is supplied by a variable displacement two-stage vane-type oil pump assembly (12). An oil control solenoid valve , controlled by the engine control module (ECM), mounted to the oil pump provi o stage functionality. The oil pump is mounted on the front of the engine block and driven directly by th

YOUR CURRENT VEHICLE

New Product Information

New Product Information (LT1)

The purpose of New Product Information is to highlight, or indicate, important product changes from the previous model year.

Changes may include 1 or more of the following items:

- Torque values and/or fastener tightening strategies
- Changed engine specifications
- New sealants and/or adhesives
- Disassembly and assembly procedure revisions
- Engine mechanical diagnostic procedure revisions
- New special tools required
- A component comparison from the previous year

Changed Engine Specifications

A variety of specifications have been revised based on the new design of the LT1 engine. Refer to Engine Mechanical Specifications.

Torque Values and/or Fastener Tightening Strategies

- All fasteners and threaded holes on the LT1 engine utilize metric threads.
- Cylinder head, connecting rod, crankshaft balancer, camshaft sprocket, and main bearing cap bolts still apply a torque and angle tightening strategy.
- Certain fasteners should not be used again. Bolts, studs, or other fasteners that must be replaced are called out in the specific service procedure.

YOUR CURRENT VEHICLE

New Product Information

New Product Information (LT4)

The purpose of New Product Information is to highlight, or indicate, important product changes from the previous model year.

Changes may include 1 or more of the following items:

- Torque values and/or fastener tightening strategies
- Changed engine specifications
- New sealants and/or adhesives
- Disassembly and assembly procedure revisions
- Engine mechanical diagnostic procedure revisions
- New special tools required
- A component comparison from the previous year

Changed Engine Specifications

A variety of specifications have been revised based on the new design of the LT4 engine. Refer to Engine Mechanical Specifications.

Torque Values and/or Fastener Tightening Strategies

- All fasteners and threaded holes on the LT4 engine utilize metric threads.
- Cylinder head, connecting rod, crankshaft balancer, camshaft sprocket, and main bearing cap bolts still apply a torque and angle tightening strategy.
- Certain fasteners should not be used again. Bolts, studs, or other fasteners that must be replaced are called out in the specific service procedure.