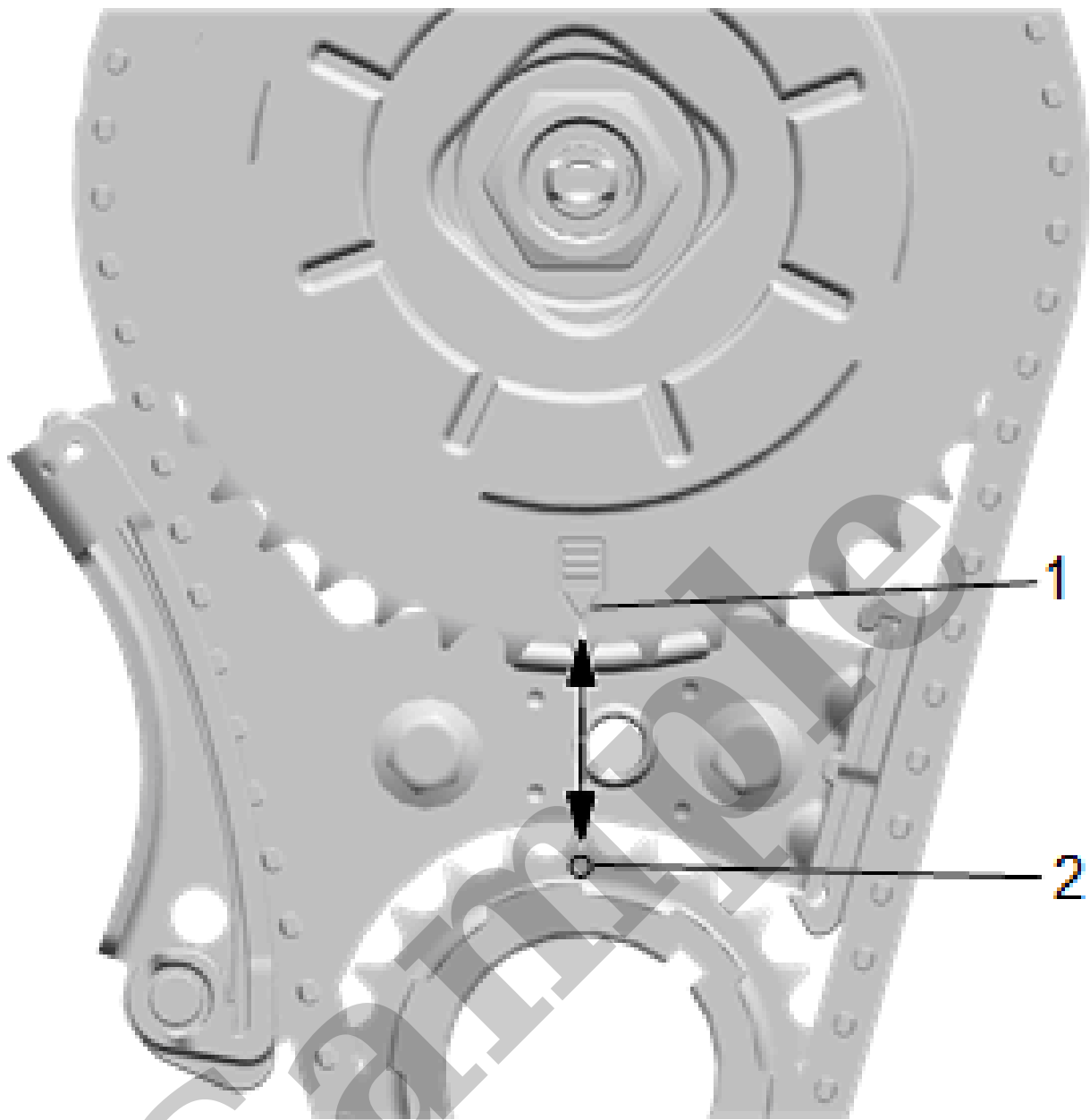


# Your Ultimate Source for OEM Repair Manuals

FactoryManuals.net is a great resource for anyone who wants to save money on repairs by doing their own work. The manuals provide detailed instructions and diagrams that make it easy to understand how to fix a vehicle.

## 2004 CHEVROLET Uplander OEM Service and Repair Workshop Manual

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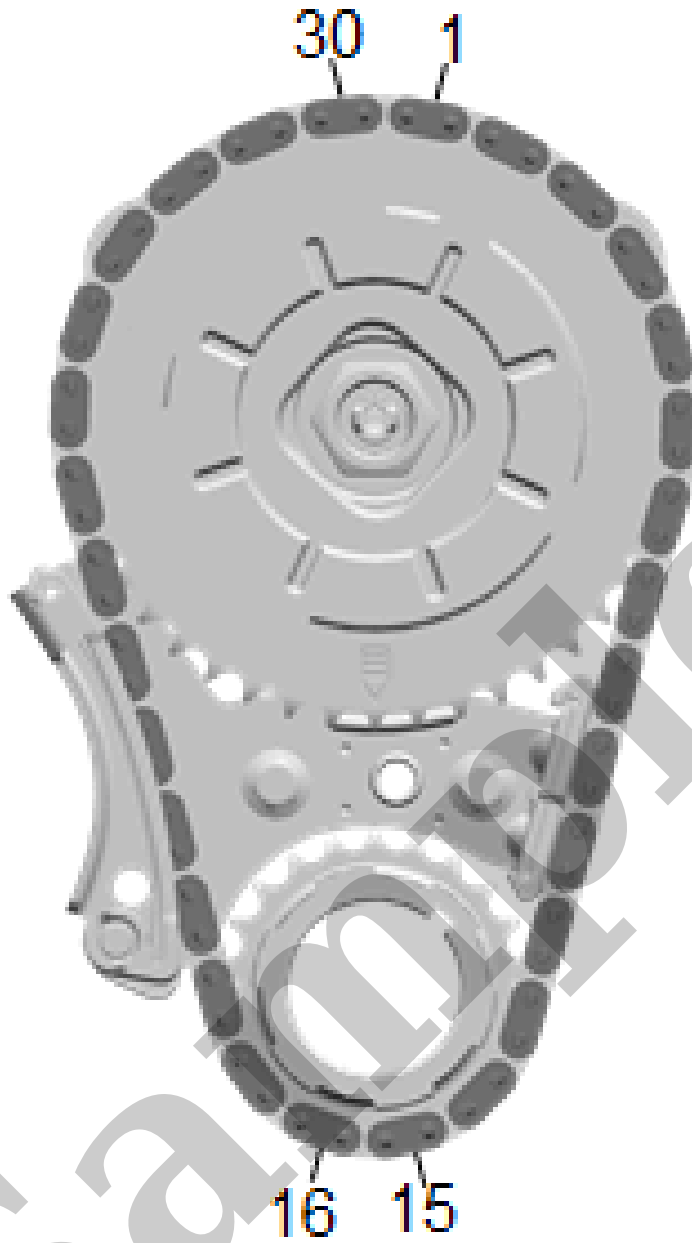
6.

#### NOTE

##### Note

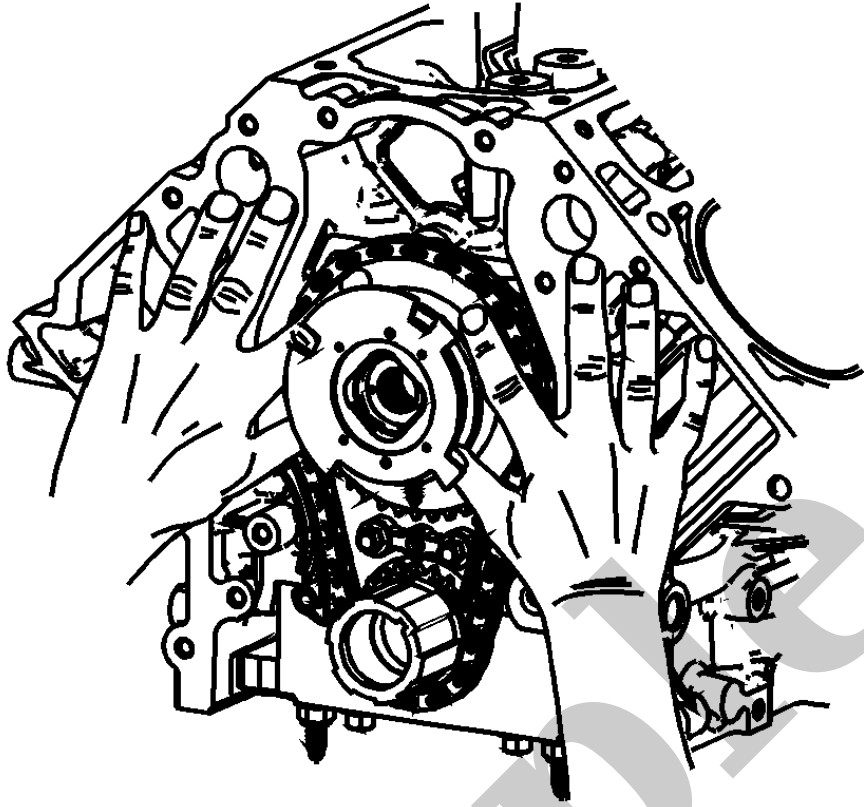
The alignment mark on the CMP actuator and the alignment mark on the crankshaft sprocket are off-center from the oil pump feed hole gasket on the timing chain tensioner. The alignment marks need to be lined up with one another, but NOT with the oil feed hole.

The camshaft and the crankshaft sprocket alignment marks MUST be aligned properly.



8.

The timing chain has 30 links. Place links (1) and (30) on either side of the mark made on the CMP actuator and place links (15) and (16) on either side of the mark made on the crankshaft sprocket. This will ensure that the factory alignment marks are in the correct position and that the engine is properly timed.

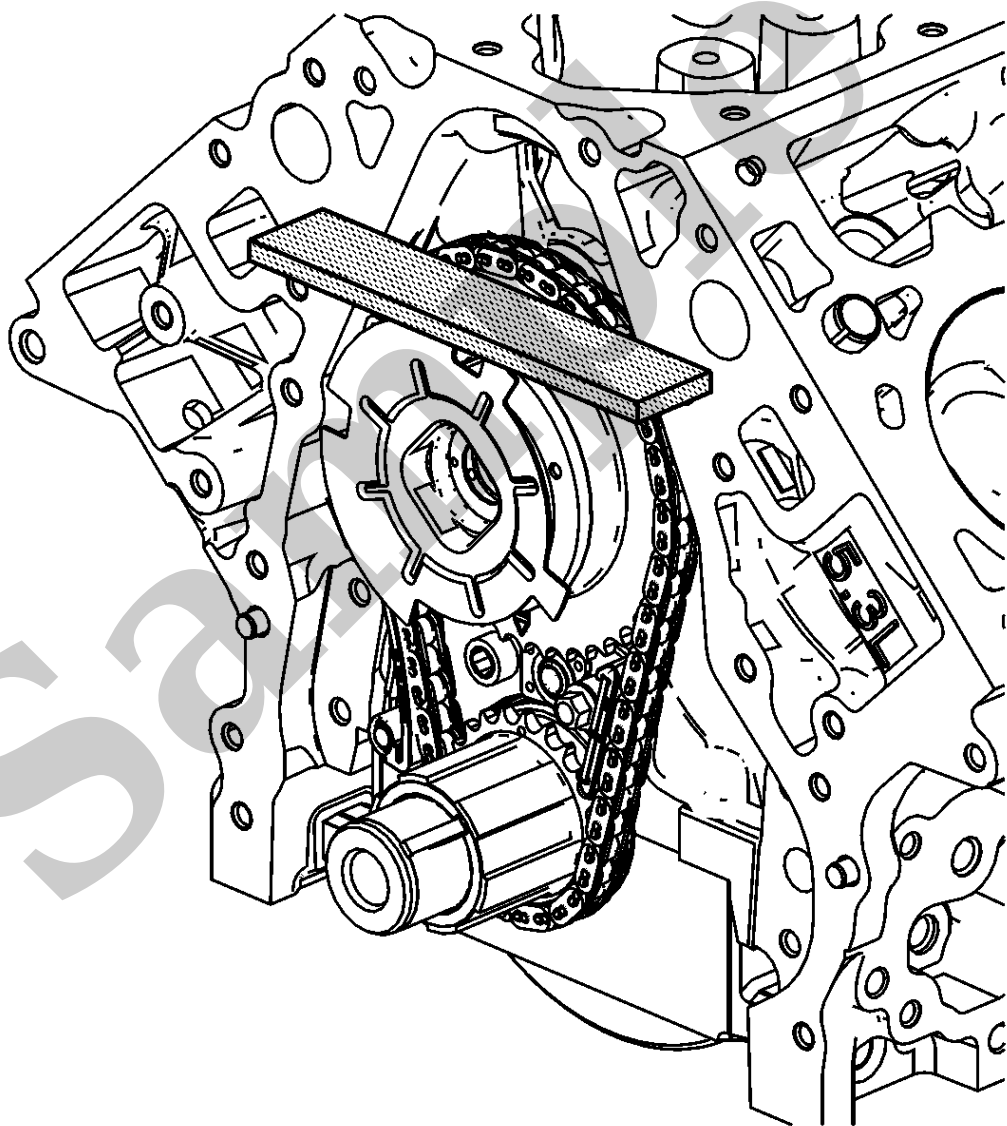




This vehicle is equipped with torque-to-yield or single use fasteners. Install a NEW torque-to-yield or single use fastener when installing this component. Failure to replace the torque-to-yield or single use fastener could cause damage to the vehicle or component.

Install a NEW CMP actuator solenoid valve (1). With the CMP actuator properly positioned onto the camshaft, the CMP actuator solenoid valve can be threaded completely into the camshaft using light hand pressure. Tighten by hand until snug.

1. Tighten a first pass to **65 N·m (48 lb ft)** .
2. Tighten a final pass an additional **90 degrees** using **EN-45059 angle meter** .



12.

#### NOTE

**Note**