

2014 - 2015 Corvette: GM TechLink: How to Remove Stuck Lifters

Subject: How to Remove Stuck Lifters

Model and Year: Some 2014-2015 Corvette, Silverado 1500, Sierra 1500; 2015 Tahoe, Suburban, Yukon models and Escalade models equipped with the 5.3L or 6.2L V8 (RPOs L83 L86 LT1 LT4 LV3)

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If a lifter has collapsed and is stuck in the lifter bore when completing Bulletin #15-06-01-002A (Engine Misfire) on some 2014-2015 Corvette, Silverado 1500, Sierra 1500; 2015 Tahoe, Suburban, Yukon models and Escalade models equipped with the 5.3L or 6.2L V8 (RPOs L83 L86 LT1 LT4 LV3), there are two approved processes for removing the stuck lifter.

The engine misfire condition may be the result of an Active Fuel Management (AFM) lifter that is mechanically collapsed and/or stuck. The lifter may be stuck because of internal locking pin damage due to oil aeration. Inspect the valve operation. If a valve is not moving, replace the valve lifter oil manifold and the affected bank of lifters.

If the lifter is stuck in the bore:

1. Use vice grips with a slide hammer. (Fig. 11)

Fig. 11

2. Use vice grips with a small pry bar. (Fig. 12)

Fig. 12

Be sure not to pry on the sealing surface of the block.

One of the approved processes should remove the lifter that is stuck in the bore. If not, the engine will need to be replaced.

With the lifter removed, inspect the bore for any damage. In most cases, the lifter bores will show no signs of damage.

- *Thanks to Richard Renshaw*

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