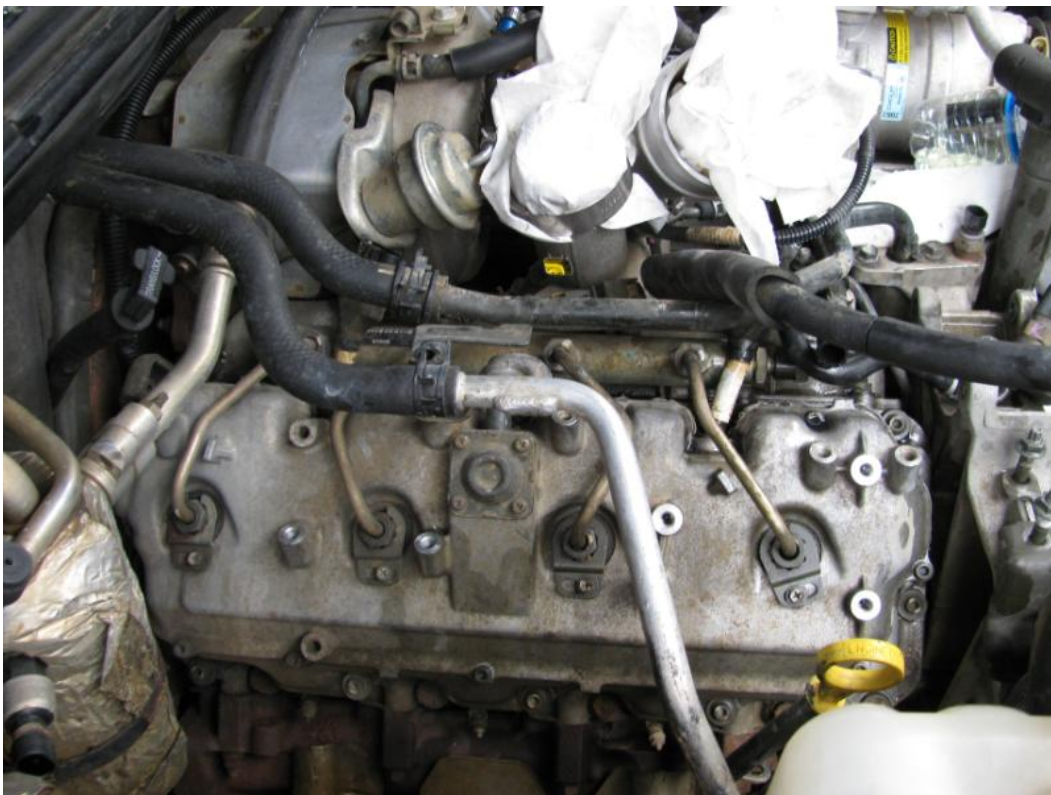
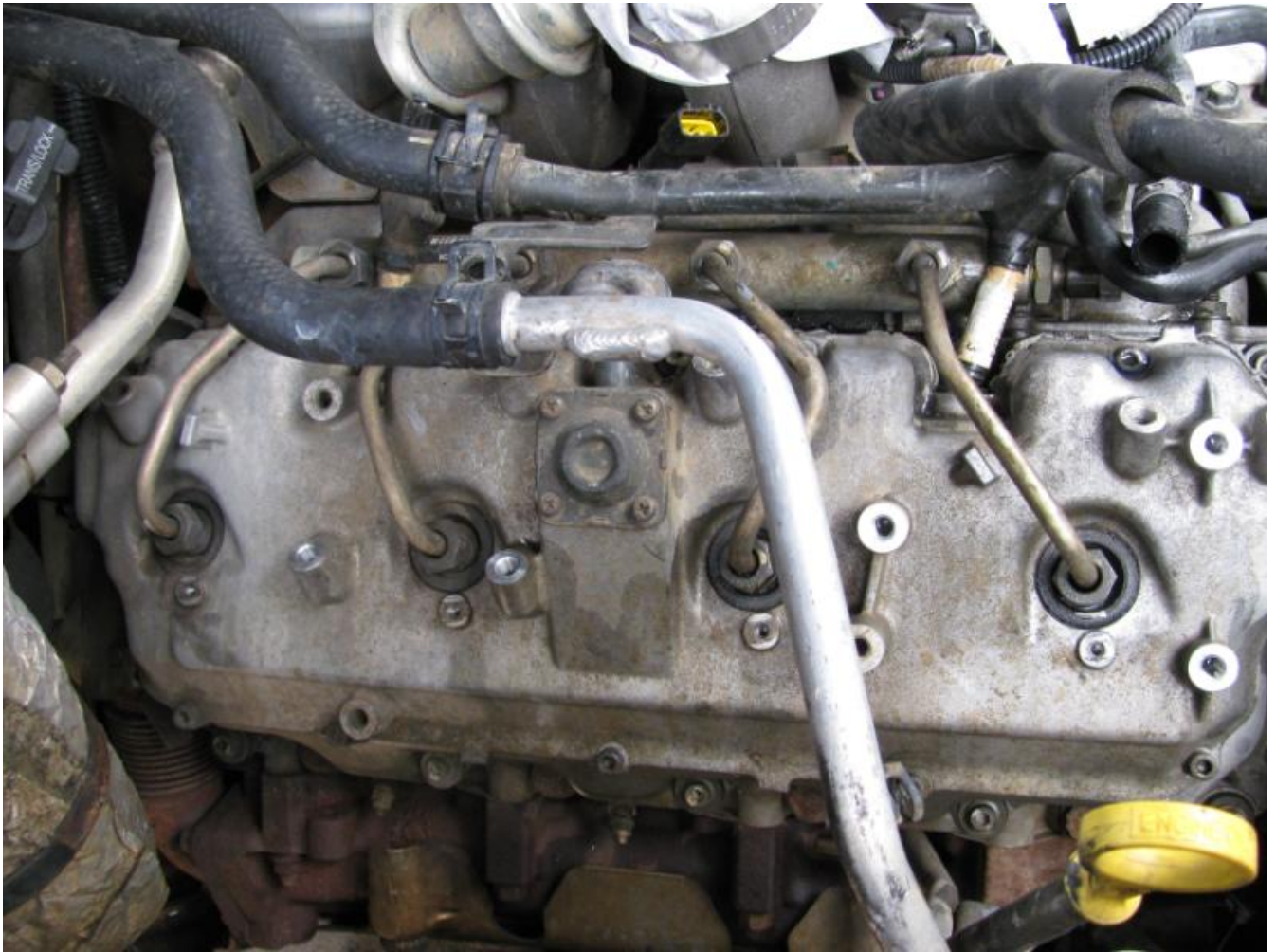




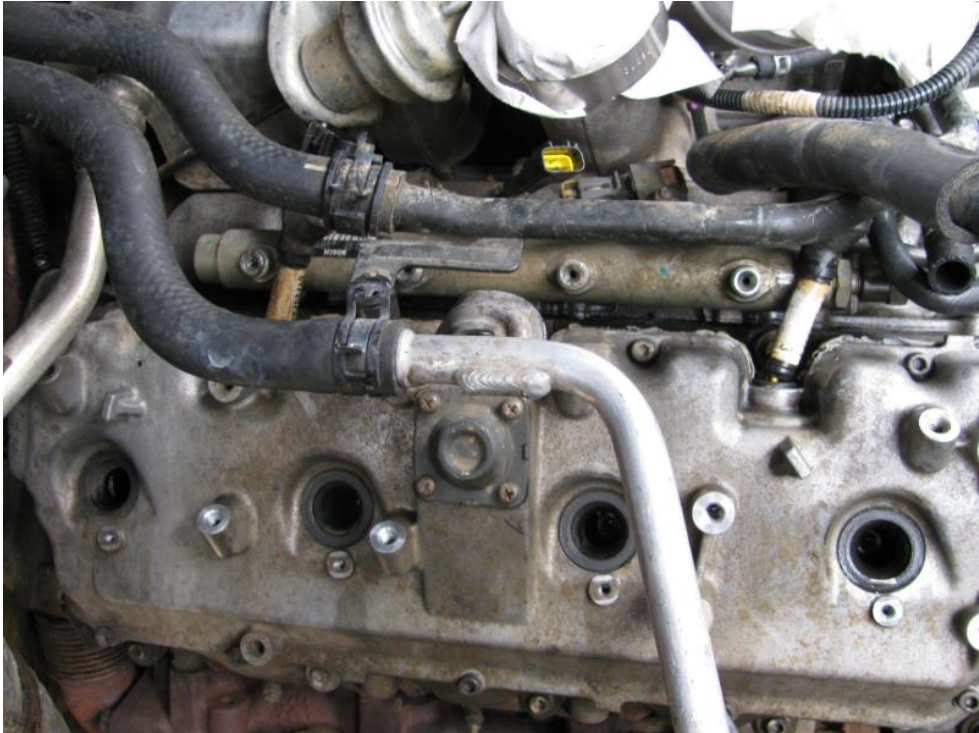
Remove the Keepers on the injector lines with a 8mm socket.





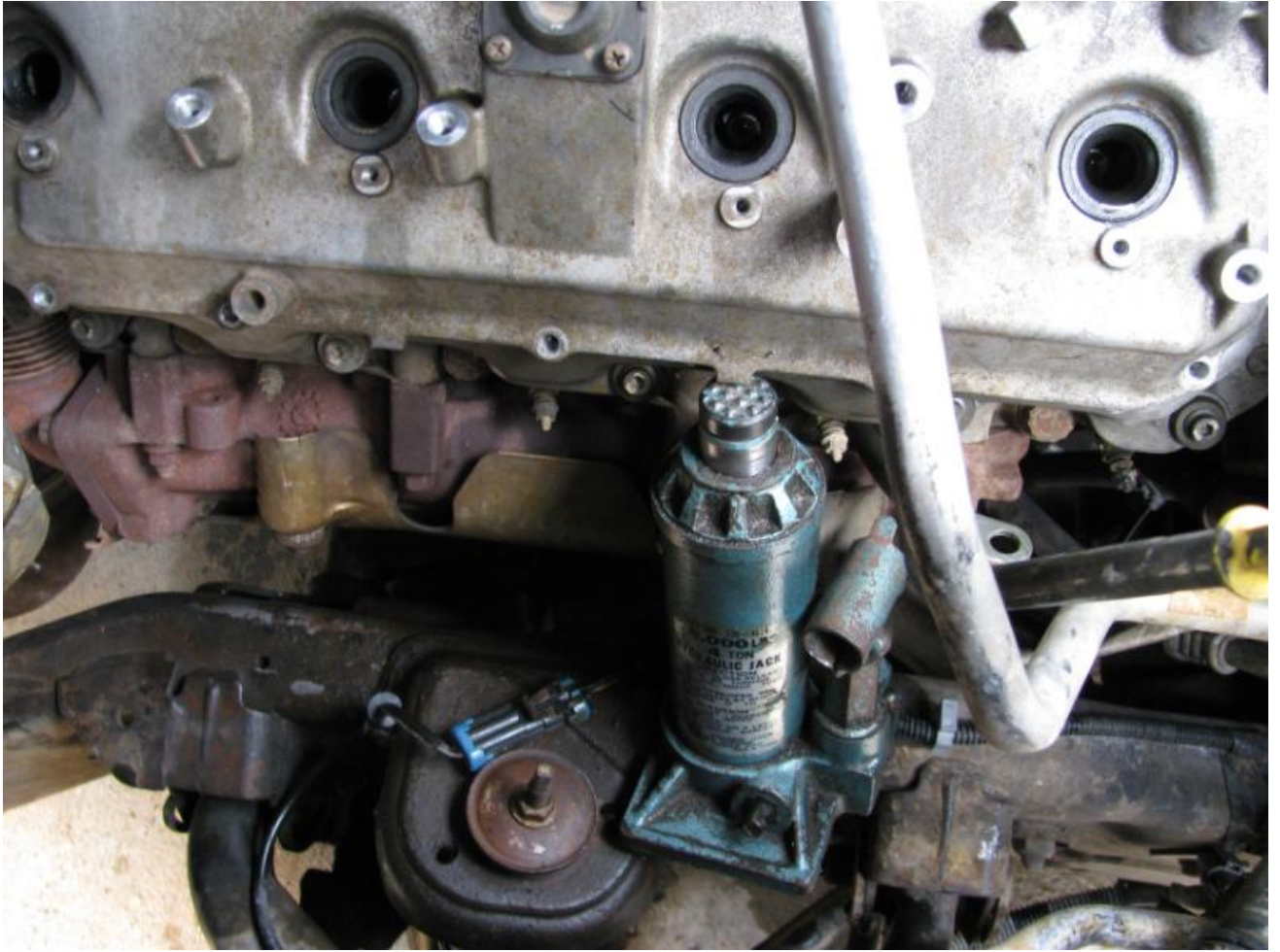
Then remove the injector lines with a [19mm wrench](#). If you plan on keeping some of the same injectors and injector lines then you should have a look at this post for more information on the corrosion buildup on the injector lines and injectors.

[Duramax Diesel Fuel System - Fuel Injector Service](#)





Next step is to remove the upper valve cover. There are tabs sticking out the upper valve cover you can use as pry points. The factory [sealant](#) is crazy strong. I tried using a floor jack and it would t budge it kept on picking up the engine.

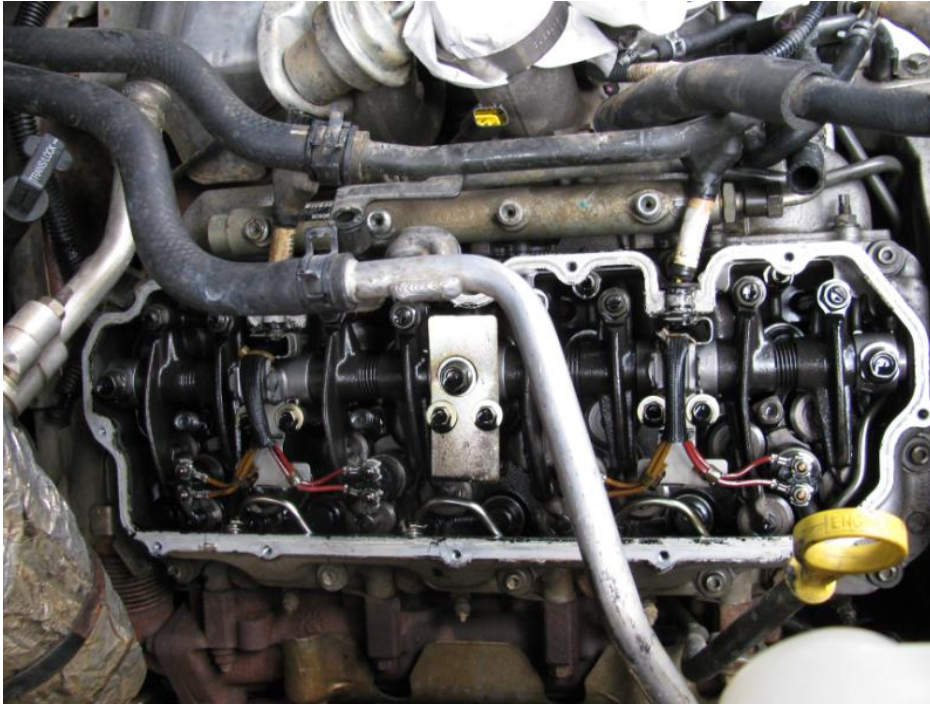


You can pull the alternator off and use the bracket for it as a fulcrum for more leverage against the [valve cover](#).

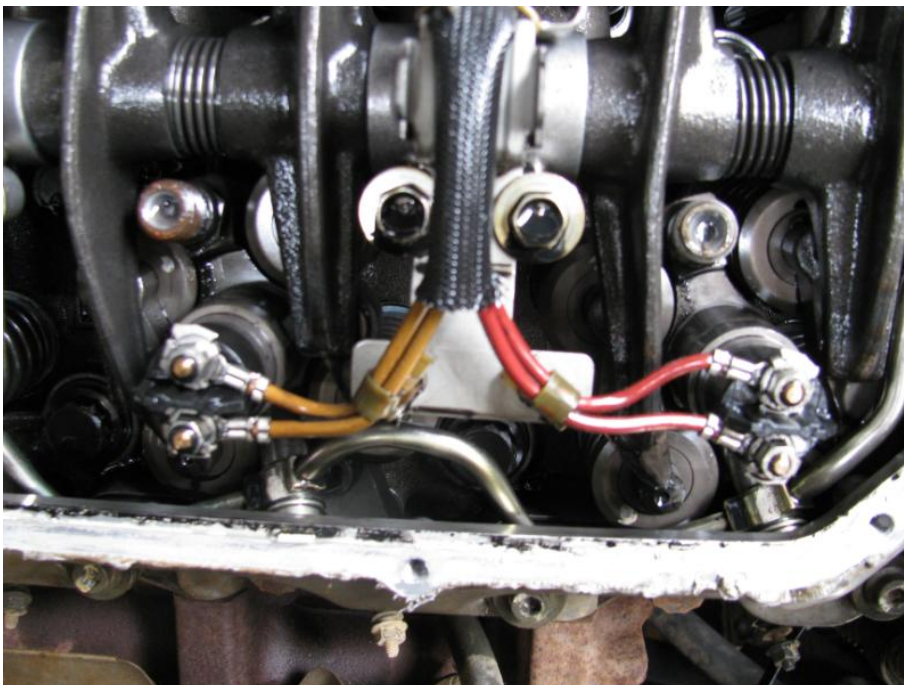




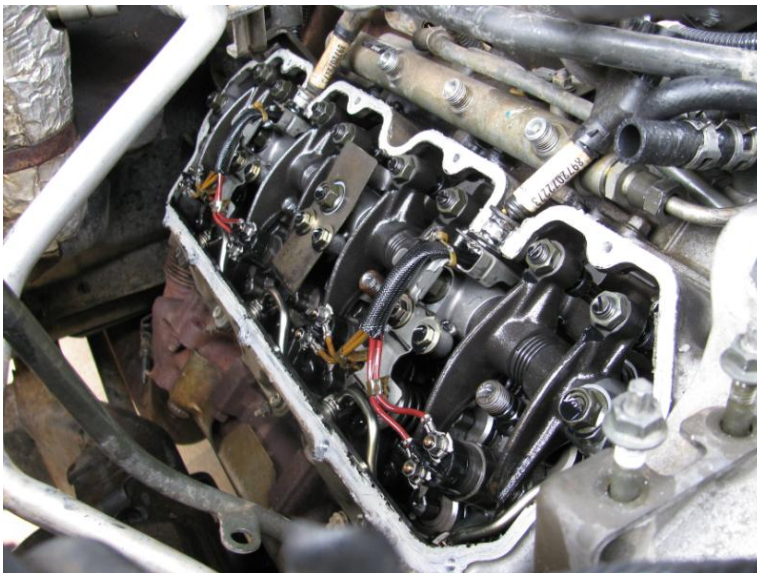
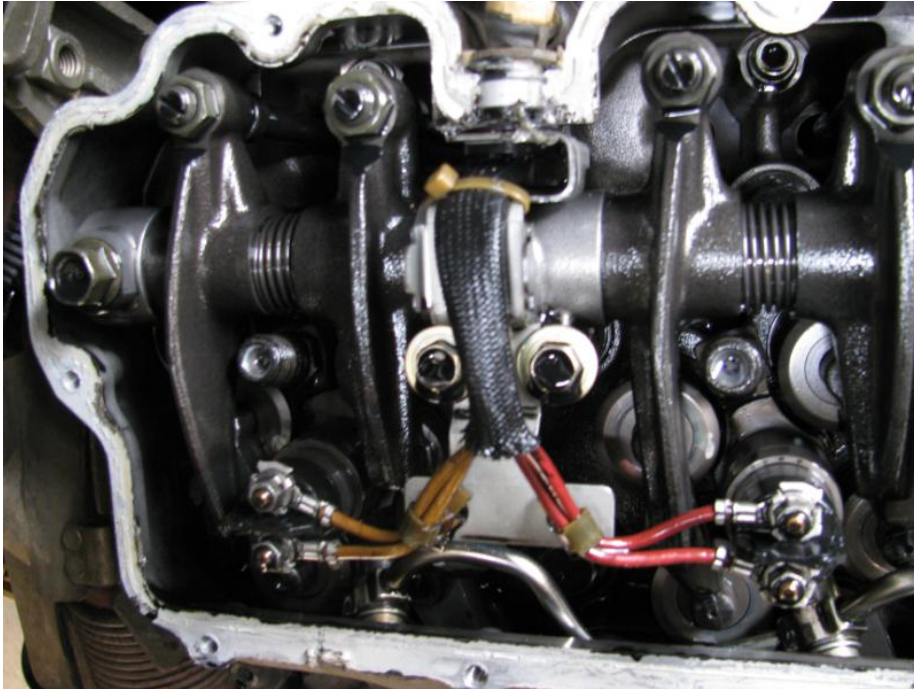
Upper valve cover off



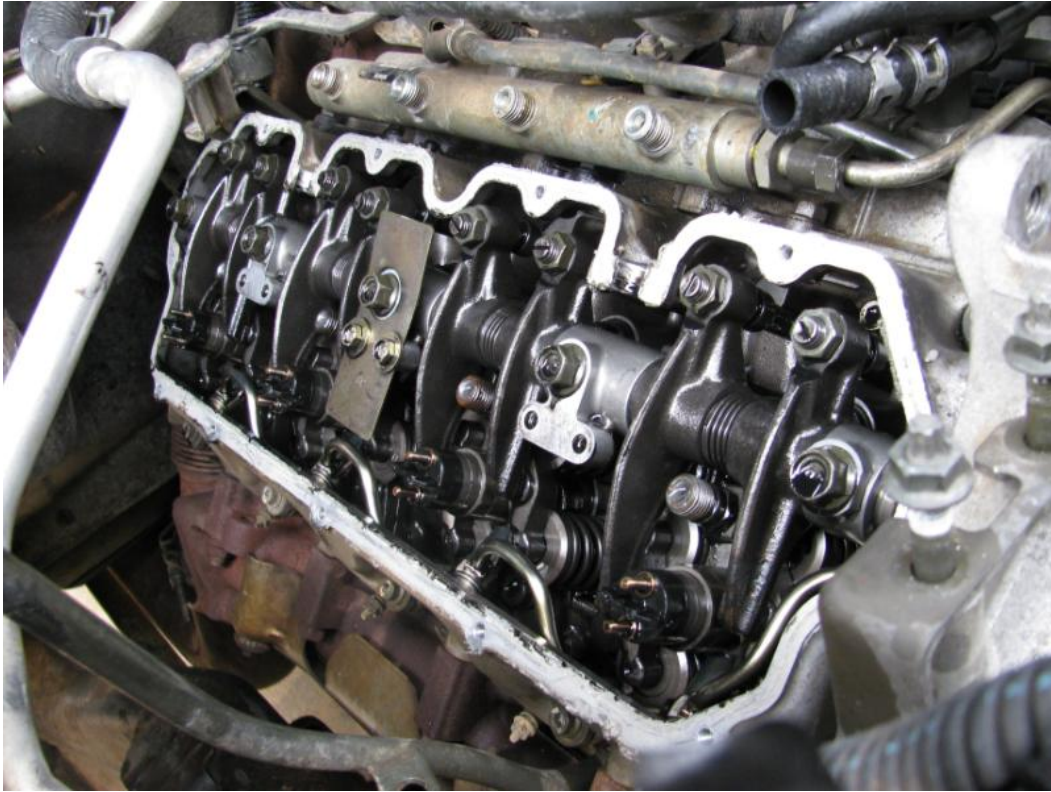
To get the [lower valve cover](#) off you gotta disconnect and remove the injector wire harness. Its held down to two injectors with four 7mm nuts and two gold 10mm bolts. The 7mm nuts are permanently fixed to the harness so u don't have to worry about loosing them, just the 10mm ones u need to hold on to.



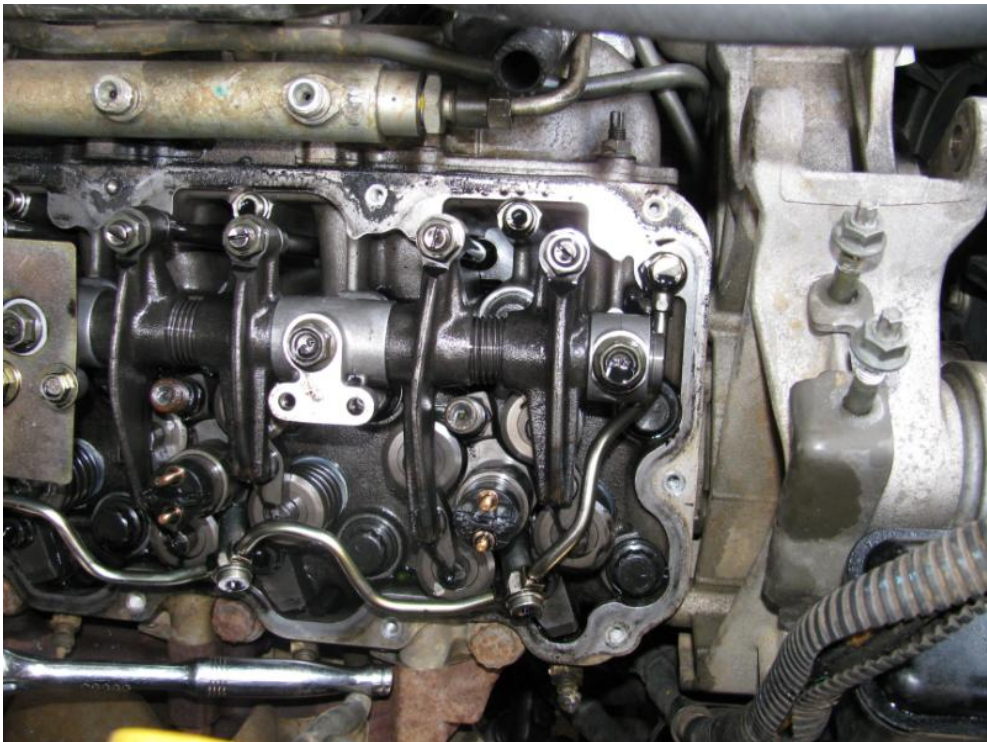
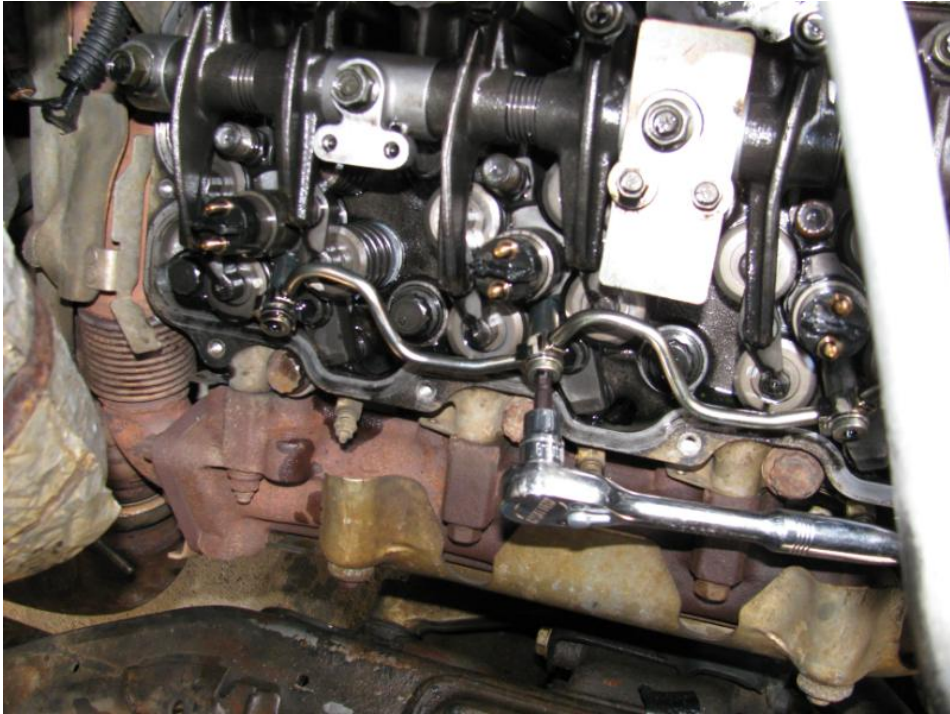


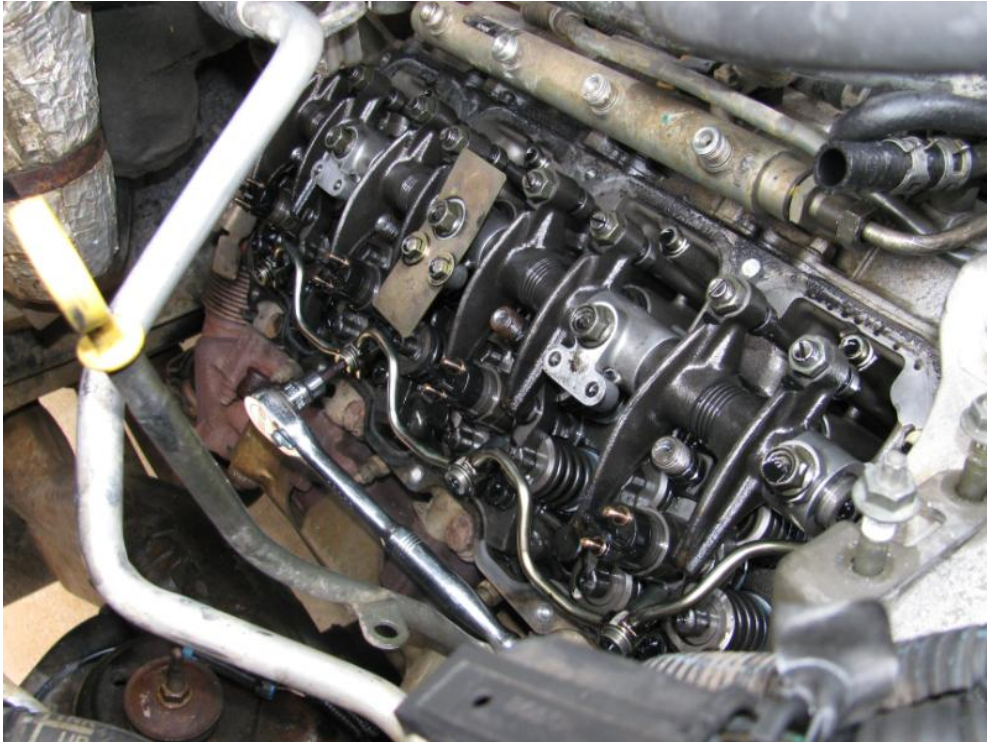


After Removing them You are now ready to pull the lower valve cover off. using a 5mm ball end allen bit really helps out, also having a variety of extensions helps to when you get close to the fire wall. Pulling the fender liner really helps out when trying to get the ones in the back on the [driver side](#). The bolts aint tight, in fact some of mine were finger loose...



With the [lower valve cover](#) off you can remove the injector return line. Be careful with these, try to use a regular 5mm allen bit and tap it in there the best you can because these bolts strip easily. I messed up two of them and i had to use channel locks to remove them.





Picture with the return lines removed.

