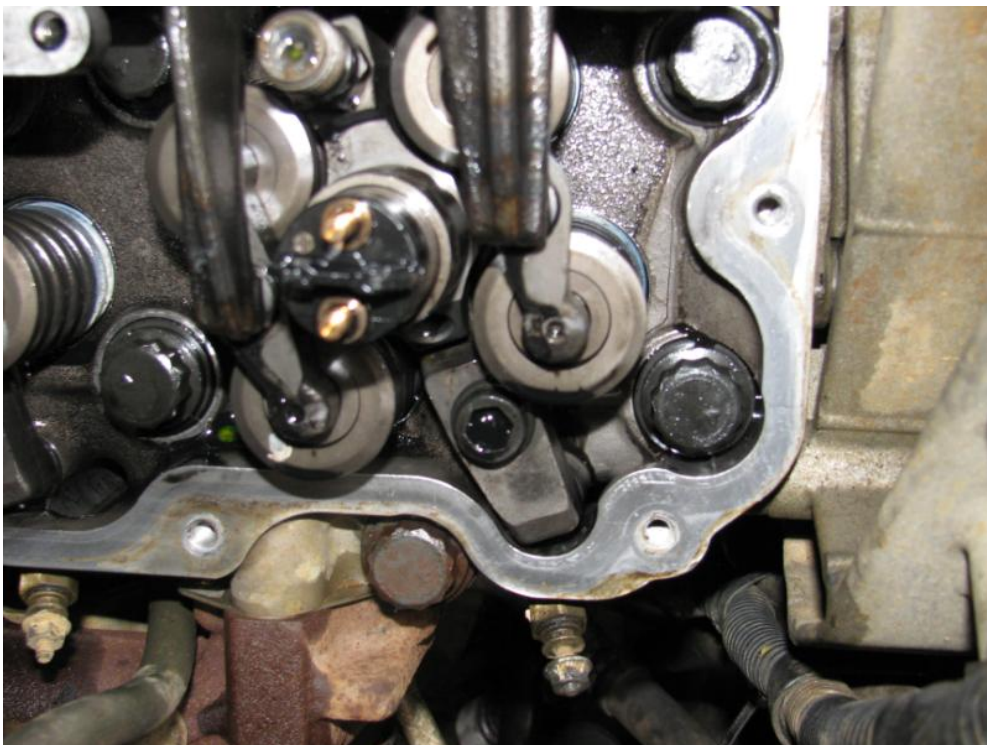
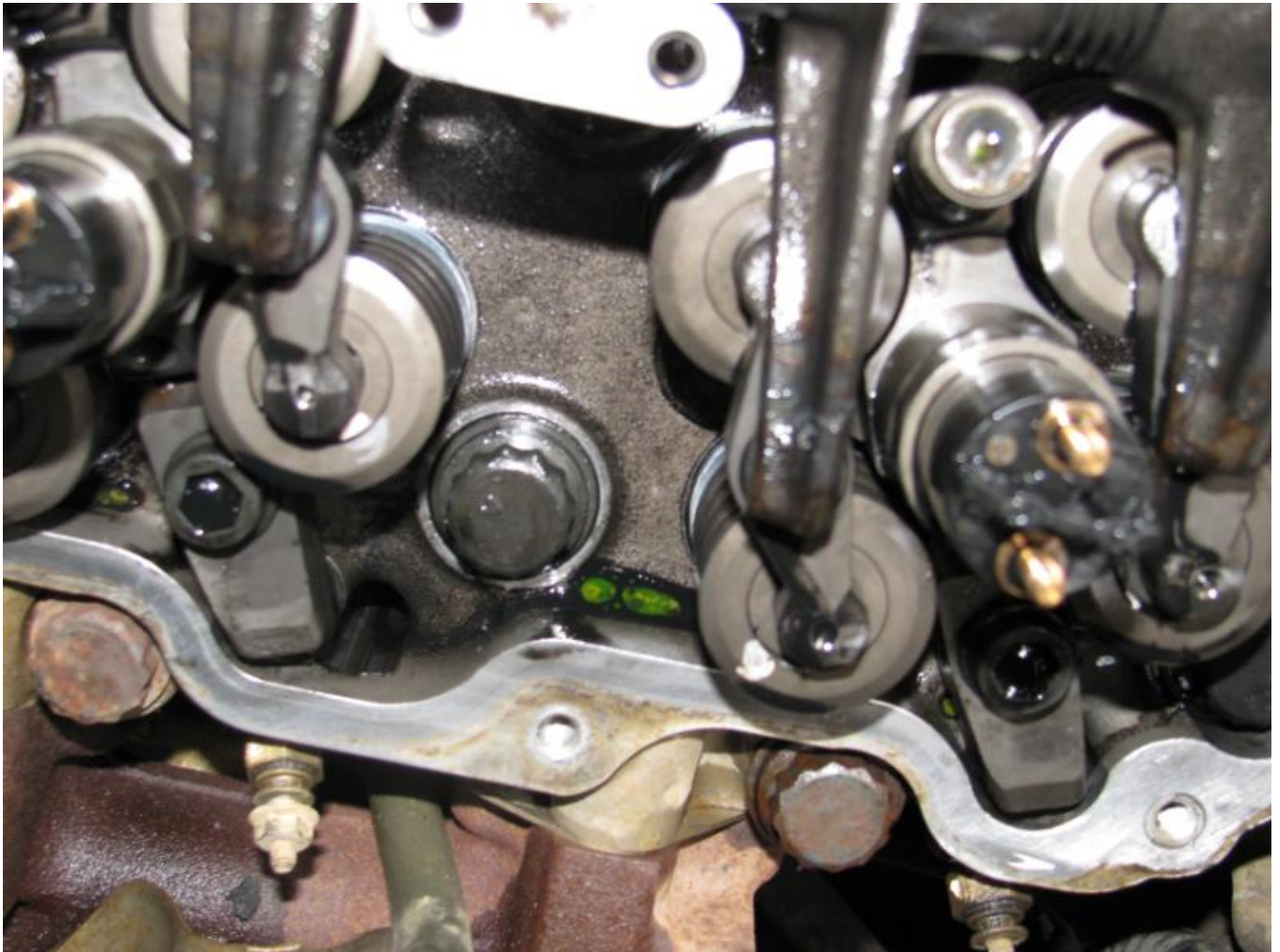


All the injectors have a bracket holding them in place, un screw them, they are pretty tight so make sure not to strip them with a 8mm allen bit.





To pop them out once the injector is loose give them a little twist first to make sure aren't stuck to the cup and then use a small pry bar to pop them out from the top using the bottom of the high pressure supply line on the injector as a pry point and the [head](#) bolt as your fulcrum. They should pop right out pretty easily. make sure to remove the copper washer from the bottom of the cup if it doesn't come out with the injector. be sure not to lose the [steel button](#) that rests under the bracket that holds down the injector, it usually stays in place, but make sure it doesn't go anywhere.



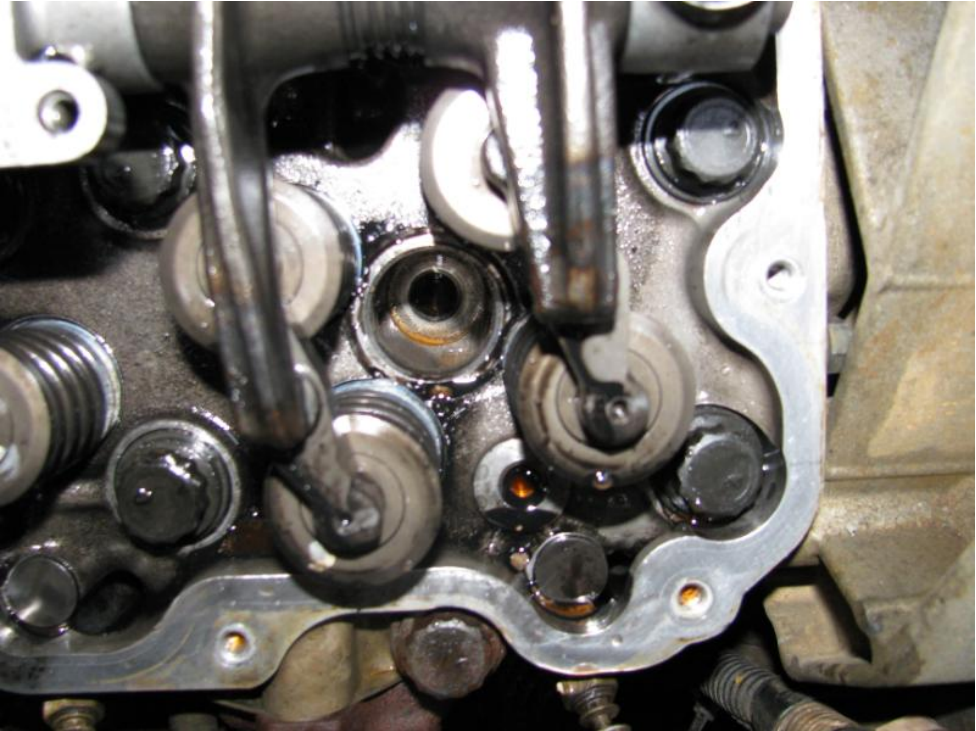
If the injector comes out with the cup, the coolant from the head will **drain** into the cylinder if you didn't drain the coolant first.



You can see the gunk built up on the injector that caused it to stick to the cup.



The Injector bore with out the cup in there



Make sure you get all the coolant out the cylinder by bumping the engine over a few times, itl make a huge mess but you gotta get it out somehow. To reinstall the cup clean up the locktite on the bottom of the cup and clean the insides real good and replace the [o rings](#) if you can. then prep the cup by using putting red locktite on the bottom of the cup where it begins to taper because that's where it seals with the head. and lube up the o rings with some [vasoline](#) or oil. Also clean the mating surface in the head where the cup contacts, need to get it very clean.

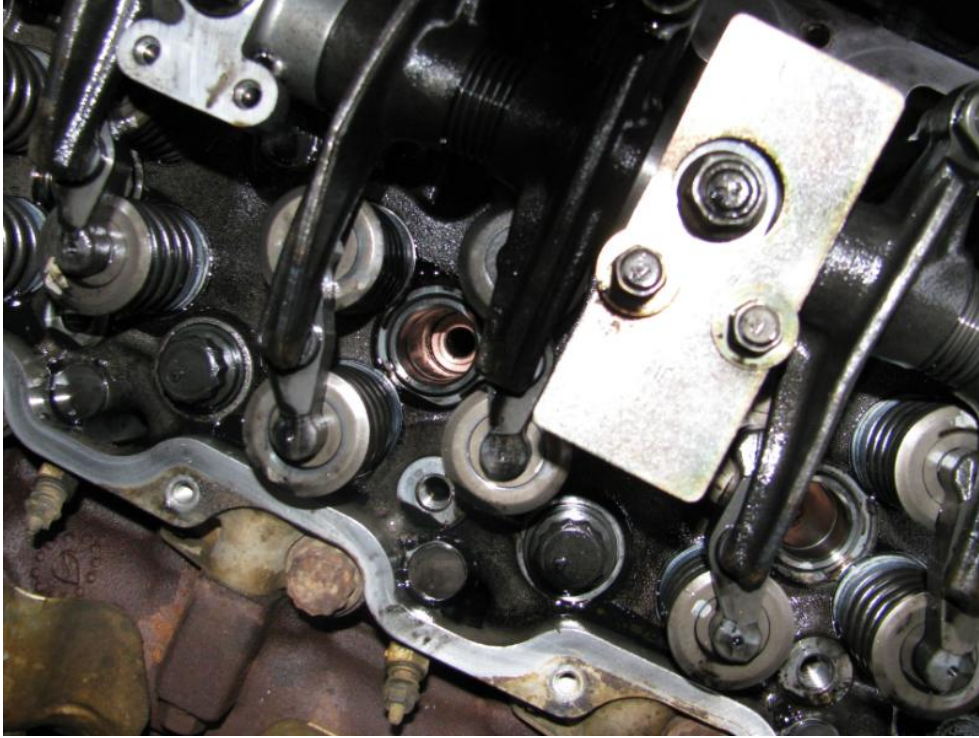
Be very careful when re installing it and make sure it goes in straight, you can put your finger in the cup and slide it into the bore ad make sure its lined up and completely straight. slide the cup in until the first o ring goes in and check to see if the cup is still going straight down the bore and push it in a little more. GM says to use a brass drift to drive the cup into the bore the rest of the way, you can use a 24mm socket put onto an extension backwards. The extension barely fits in between the valves and since its backwards on the socket it gives it a large flat even surface to drive the cup in. drive it in until its flush with the bore.

before putting the injectors back in you need to put on two new o rings

in the picture im pointing where the o rings should be

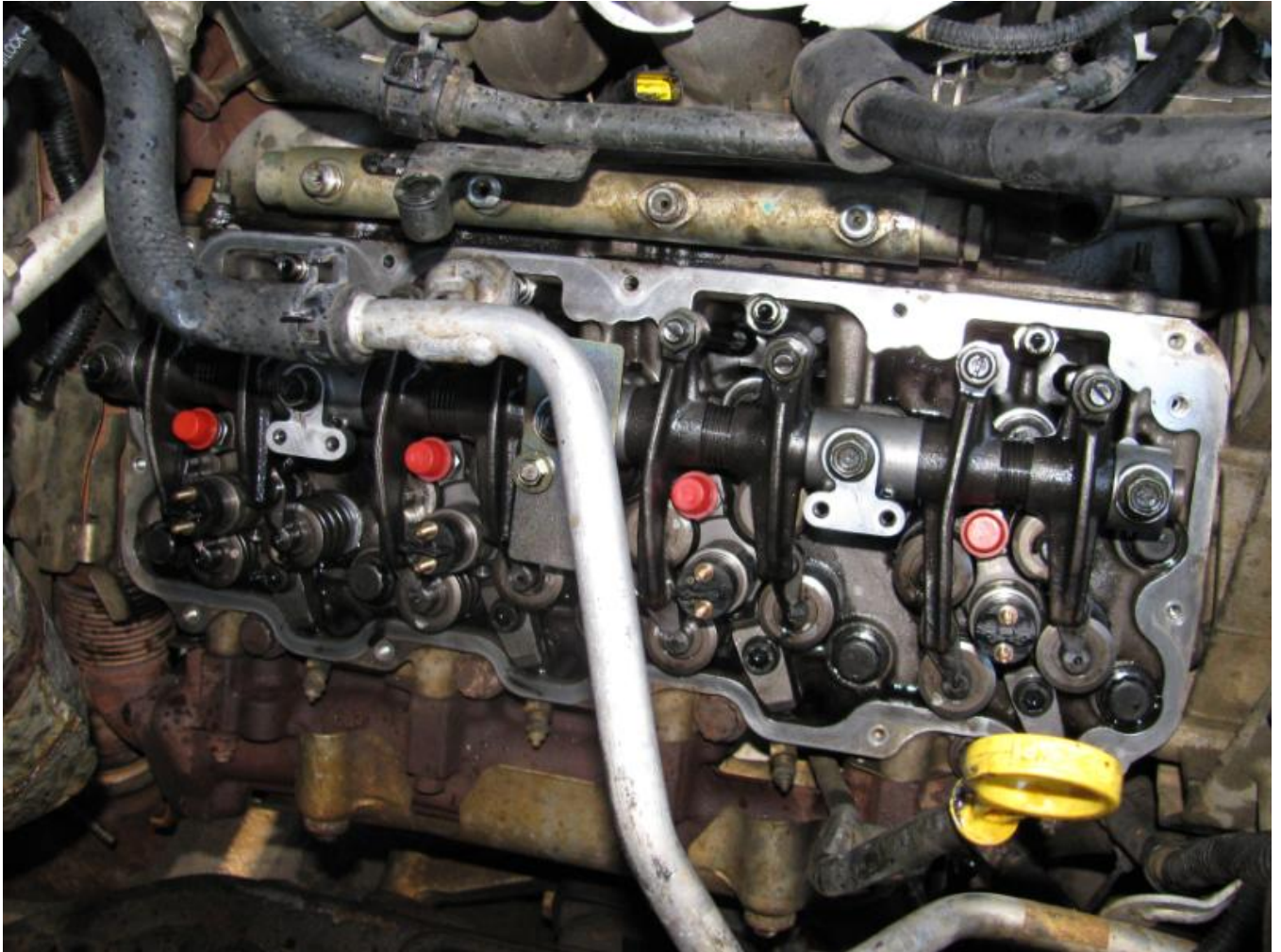


Re [install](#) a new copper washer at the bottom of the injector cup.

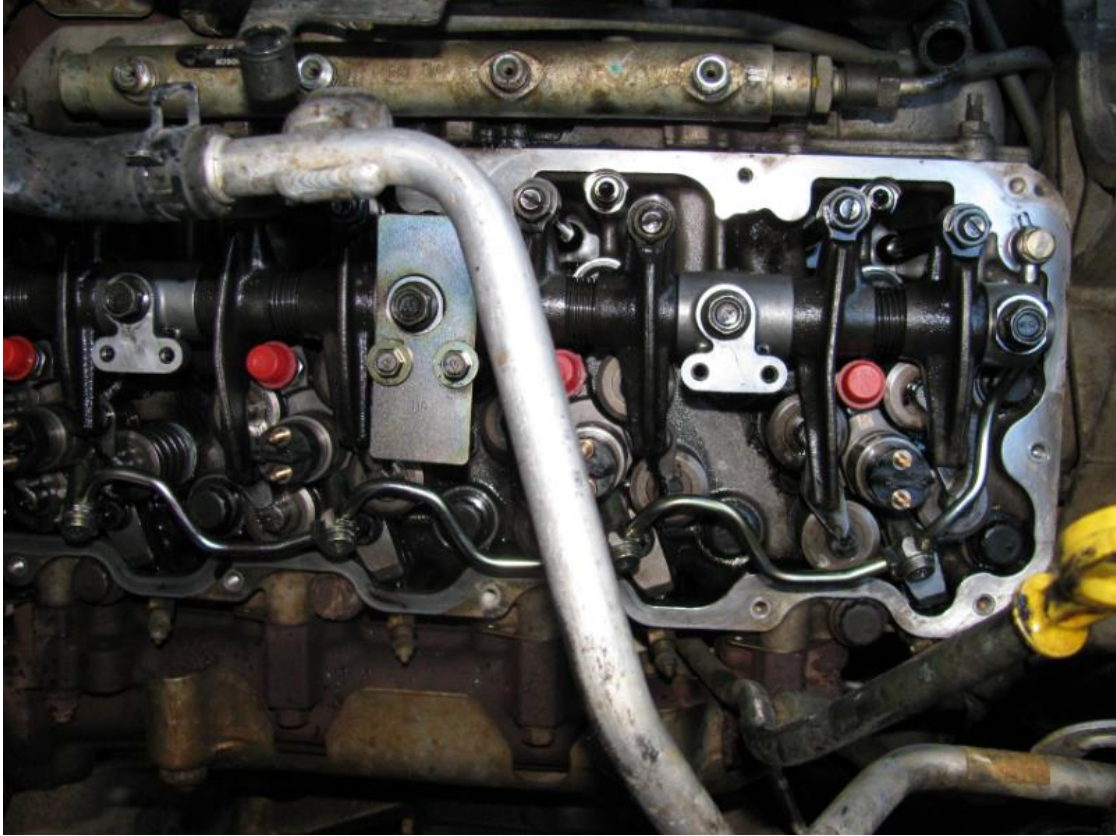


and install the injector with the clamp and torque it down to 37 ft lbs

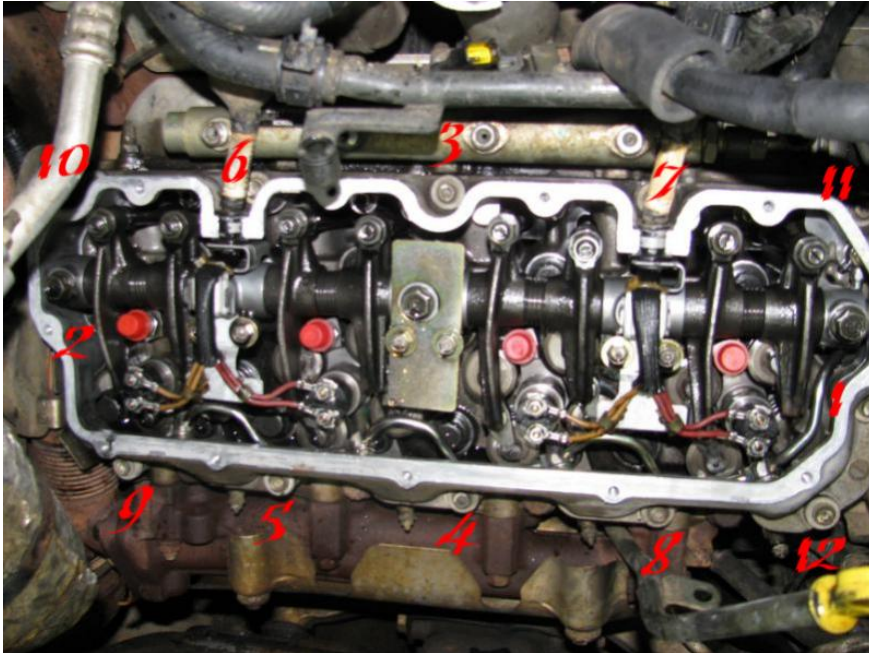




Re install the return lines with new seals. Tighten the banjo bolts to 12 Nm or 106 lbin. Tighten the 12mm banjo bolt that goes into the head to 11 lb ft



Install the [lower valve cover](#) and tighten bolts in sequence to 10Nm 89 lbin twice



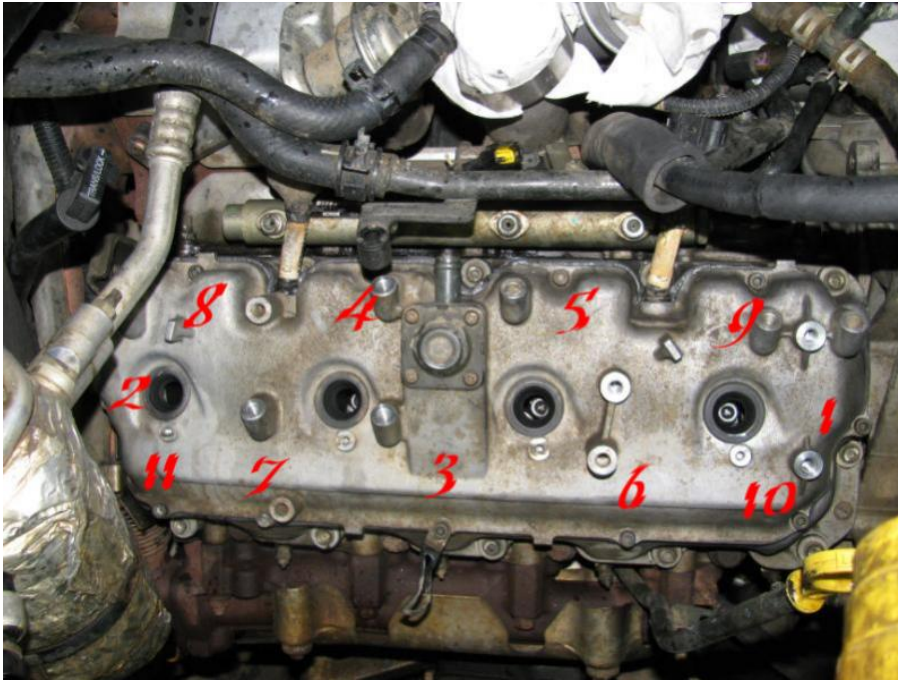
Install the injector harness and tighten the bracket bolts to 9 Nm or 80 lbin  
7mm connectors to 2Nm or 18 lbin



Put a bead of sealant to the bottom of the [upper valve cover](#) about 2-3mm wide and 1mm high and install the upper valve cover.



Tighten bolts to 8 Nm or 71 lbin in this sequence



Install injector lines and keepers



Now put the the FF and FICM back on and ur ready to do the driver side

Thanks to mytmousemalibu (chris) for for giving me tips and hints on replacing the injectors

<http://www.duramaxdiesels.com/forum/...ead.php?t=4824>