

#00-06-01-026J: Intake Manifold Inspection/Replacement After Severe Internal Engine Damage - (Aug 31, 2017)

This Bulletin has been revised to add the 2018 Model Year. Please discard Corporate Bulletin Number 00-06-01-026I.

[General Information](#)

- When replacing an engine due to internal damage, extreme care should be taken when transferring the intake manifold to the new Genuine GM Part service engine long block. The internal engine damage may have resulted in the potential discharge of internal engine component debris into the intake manifold via broken pistons and/or bent, broken, or missing intake valves.
- After removing the intake manifold from the engine, the technician **MUST** carefully inspect all of the cylinder head intake ports to see if the valve heads are still present and not bent. Usually when the valve heads are missing or sufficiently bent, internal engine component debris will be present to varying degrees in the intake port of the cylinder head. If this debris is present in **ANY** of the cylinder head intake ports, the intake manifold should be replaced.
- This replacement is required due to the complex inlet runner and plenum configuration of most of the intake manifolds, making thorough and complete component cleaning difficult and nearly impossible to verify the complete removal of debris. Reinstallation of an intake manifold removed from an engine with deposits of internal engine component debris may result in the ingestion of any remaining debris into the new Genuine GM Part service engine. This will cause damage or potential failure of the new Genuine GM Part service engine long block.

[Broken Valves, Broken Pistons and Piston to Cylinder Head Damage — Catalytic Converter Failures](#)

Broken Valves, Broken Pistons and Piston to Cylinder Head Damage

Broken valves, broken pistons and piston to cylinder head damage all create material debris that scatters throughout the induction system.

- ⇒ If **ANY** of the above were to occur, the intake manifold **MUST** be replaced or subsequent severe engine damage will occur. This replacement is required due to the complex inlet runner and plenum configuration of most of the intake manifolds, making thorough and complete component cleaning difficult and impossible to verify the complete removal of all debris.

Catalytic Converter Failures

When catalytic converter failures occur and the inner brick becomes plugged and breaks apart, the catalytic converter material can be sucked back into the engine during valve overlap and transfer throughout the intake manifold and into the cylinder. Any such material transfer can cause heavy wear to piston rings and cylinder walls. Misfires and oil consumption are the by products of ingested catalytic converter material into the combustion chamber and cylinder bores.