

DD13 GHG 17 long block dressed as a...



Dan Burns 21 posts since Sep 8, 2015

DD13 GHG 17 long block dressed as a GHG14 Feb 1, 2021 11:42 PM

What we have is a R23565008 " GHG17 DD13 long block. Dressed as a GHG14 DD13. VIN HD5098 GHG14 parts installed Injectors/ Two filter system/ Fuel Pump/ Complete Exhaust side. trans and cooling package are together slung into the truck.

The proper engine replacement R235395572 is 30 plus days out. Can we make the cosmetic changes to the engine and have it run correctly or is it necessary to remove the engine and order and wait for the correct engine?

Differences found EGR Venturi / EGR coolant connection because of the oil filter module connections are different. The outer diameter of the fuel rail/ Part numbers of the intake and exhaust cams, pistons are different and don't supersede.



Chaz Trimble 1,370 posts since Feb 2, 2015

Re: DD13 GHG 17 long block dressed as a GHG14 Feb 1, 2021 11:54 PM

I would go with the proper replacement. There are several differences between the GHG17 and GHG14. Using the incorrect replacement will lead to several issues and possible unintended operation/safety issues.



Dan Burns 21 posts since Sep 8, 2015

Re: DD13 GHG 17 long block dressed as a GHG14 Feb 2, 2021 3:31 PM

Yes, If the correct replacement wasn't 30 days out.

We have used engines from Recon that have mixed the 10/ 14 blocks. Where the fuel pump mounting was a different diameter without issue. Corrected by installing the correct pump in the corresponding gen block. Do you have any direct experience with the incompatibility? It looks like a new Oil/ Coolant Module will correct the issue. Along with the correct fuel rail.



Theo Juairé 2 posts since Jun 29, 2015

Re: DD13 GHG 17 long block dressed as a GHG14 Feb 3, 2021 1:51 PM

I think it could work, although I do not recommend it. The Gen 2 fuel system on the GHG 17 runs higher fuel pressures than the Gen 1 fuel system on the GHG 14. So to be safe I would change over the entire fuel system from the GHG 14 to the new block. If you use the entire fuel system from the GHG 14 you will also have to change the cam housing as the diameters of the fuel rail are different. I did also see in the service manual that there has been a change made to the cam shaft gears, not sure how this would affect it.

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Dan Burns 21 posts since Sep 8, 2015

Re: DD13 GHG 17 long block dressed as a GHG14 Feb 3, 2021 4:12 PM

Yes, the entire fuel system has been swapped over. The GHG 17 fuel rail was used because of the difference in diameter. The Cams for the GHG 17 are still in it. That are a different part number. Which most likely explained by the a change made to the cam shaft gears as you mentioned. As long as the profile of the cams are the same should not be an issue.



Theo Juairé 2 posts since Jun 29, 2015

Re: DD13 GHG 17 long block dressed as a GHG14 Feb 3, 2021 6:48 PM

The fuel rail on the Gen 2 Has the fuel pressure relief valve that opens at 1550 and on the Gen 1 fuel rail the relief valve opens at 1380, and I don't believe that you can change the valves, so I would be hesitant about using the Gen 2 rail with the rest of the Gen 1 fuel system.

If you use the internals of the GHG 17 such as pistons, cams, head, rockers and block. Then swap over all the external parts from the GHG 14, such as EGR cooler, EGR valve, venture pipe exhaust manifold, ITV, engine harness, MCM, oil filter housing, flywheel, etc. you should be ok.



Dan Burns 21 posts since Sep 8, 2015

Re: DD13 GHG 17 long block dressed as a GHG14 Feb 3, 2021 7:39 PM

Thanks, thats is a good point with the Rail pressure relief valve.