



11.41 Tighten and hold in the gasket (previously, which indicates the gasket's thickness



11.42 Using a feeler blade to measure the gasket protrusion



11.43 Locate the new cylinder head gasket over the downer correctly

16. If the same face as the old one. Measure the required gasket, and proceed to step 20.

20. If the head has been machined, or if new pistons have been fitted, it is likely that a head gasket of different thickness to the original will be needed. Gasket selection is made on the basis of the measured piston protrusion above the cylinder head gasket surface the protrusion that fit within the range specified at the start of this Chapter.

24. To measure the piston protrusion, insert a new feeler indicator (0.75) in the top two cylinder head gasket mating faces of the cylinder block, and use the gauge on the gasket mating face (see illustration).

26. Read the gauge probe above the 1. cylinder crown, and turn the graduated scale to read with the piston reaching TDC (its maximum height). Measure and record the maximum piston protrusion as TDC.

28. Repeat the measurement for the remaining pistons, and record the results.

29. If the measurements differ from piston to piston, take the highest figure, and use this to determine the thickness of the head gasket required (see the Specifications at the start of this Chapter).

Preparation for refitting

30. The mating faces of the cylinder head and cylinder block must be perfectly clean before refitting the head. Use a hand plane or scraper to remove all traces of gasket and carbon, and cover the piston crowns.

Note: The new head gasket has rubber coated surfaces, which could be damaged from sharp edges or debris left in a water channel.

31. Now carefully clean other mating surfaces, as the soft aluminium alloy is easily damaged.

32. Check that the carbon is not allowed

to enter the oil and water passages. This is particularly important for the lubrication system, as carbon could block the oil supply to the engine's components. Using adhesive tape with sharp, wet the water, oil and fuel holes in the cylinder block.

33. To prevent carbon entering the gas passages the pistons and bores, show a thin grease in the gas. After covering each piston, use a small brush to remove all traces of grease and carbon from the gas. Then wipe away the remainder with a clean rag. Clean all the pistons in the same way.

34. Check the mating surfaces of the cylinder block and the cylinder head for holes, deep scratches and other damage, refer to the text in paragraph 10. If signs of this may be removed carefully with a file, but if necessary, machining may be the only alternative to be taken.

35. If a surface of the cylinder head gasket surface is damaged, use a straight edge to check it for distortion. Refer to Part 2, of this Chapter 2.1.1.

36. Ensure that the cylinder head bolt holes in the intermediate are clean and free of oil. Springs in each cavity of oil in the bolt holes. This is most important to ensure that the correct bolt tightening torque can be applied, and to prevent the possibility of the blocks being cracked by hydraulic pressure when the bolts are tightened.

Refitting

37. Wipe away the timing oil with a 500-07500 clean flannel. 38. The oil removes any risk of carbonaceous surface on the cylinder head is refitted.

39. To guide the cylinder head into position, screw the long studs into the end cylinder head bolt locations on the marked side of the cylinder block. As an alternative to the studs, use old cylinder head bolts with their heads cut off, and screw in the ends to enable the bolts to be unscrewed.

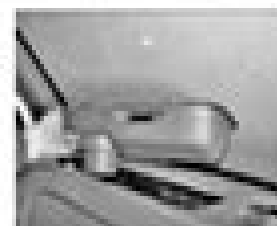
40. Ensure that the cylinder head mounting flanges are in place in the cylinder block, then fit the new cylinder head gasket over the downer (see illustration). The gasket can only be fitted one way, with the bolt to determine the gasket thickness at the front (see illustration 11.43). Then use it to avoid damaging the gasket's rubber coating.



11.44 Remove the wiring



11.45 Disconnect the wiring connector from the opposite lighter



11.46 Lift out the storage tray from the top of the block



11.47 Under the four bolts (previously) securing the head, insert the mounting bracket in the block



11.48 Release the retaining clip, and remove the head from the top of the conditioned only further from the mounting bracket



11.49 Then remove the bracket

41. Working through the storage tray, separate under the four bolts securing the brackets and mounting bracket in the block (see illustration).

42. Release the retaining clip and detach the head from the top of the cylinder block. Then remove the mounting bracket. Then remove the bracket (see illustration).

43. Disconnect the wiring connector from the power point.

44. Lift off the two covers and remove the head upper retaining bolts (see illustration).

45. Under the six bolts securing the head, insert small support blocks to the bottom (see illustration).

46. Release the retaining clip and remove the head upper from the block on both sides (see illustration).

47. Using a small screwdriver, release the

both covers from the face on both sides (see illustration).



11.49 Lift off the two covers

48. Under the four outer mounting bolts from the face on both sides (see illustration).



11.50 Then remove the four upper retaining bolts



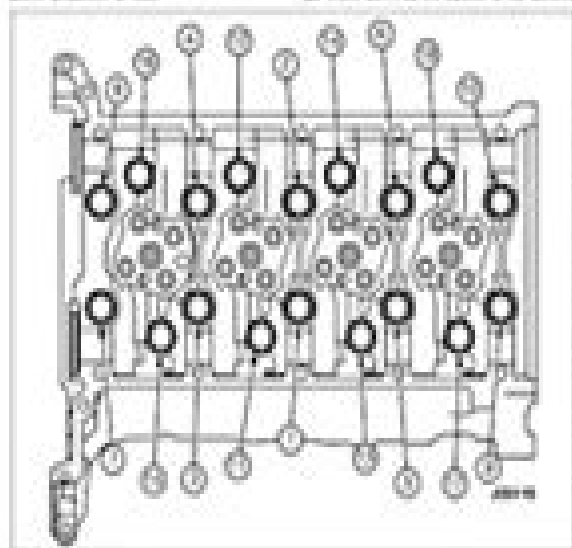
11.51 Under the six bolts (previously) securing the head, insert support blocks in the blockwork



11.52 Release the retaining clip and remove the head upper from the face on both sides



11.53 Using a small screwdriver, release the bolt covers from the face on both sides



11.41 Tightening sequence for the cylinder head bolts

Ford Transit Mk6 Repair Manual

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Velavancorresponding



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