



ISO/TS 16949  
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Certification

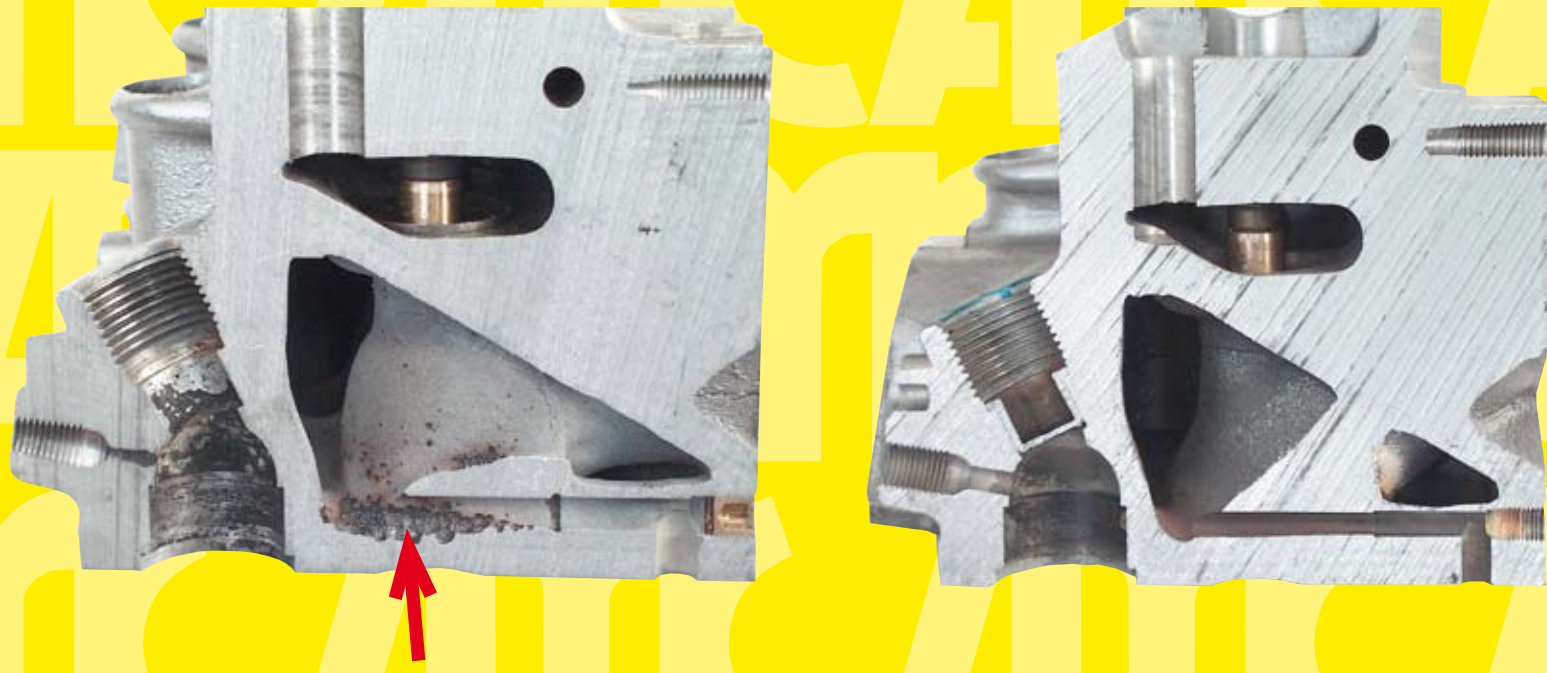


ISO 9001  
BUREAU VERITAS  
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# CYLINDER HEADS: MAIN BREAKDOWN CAUSES

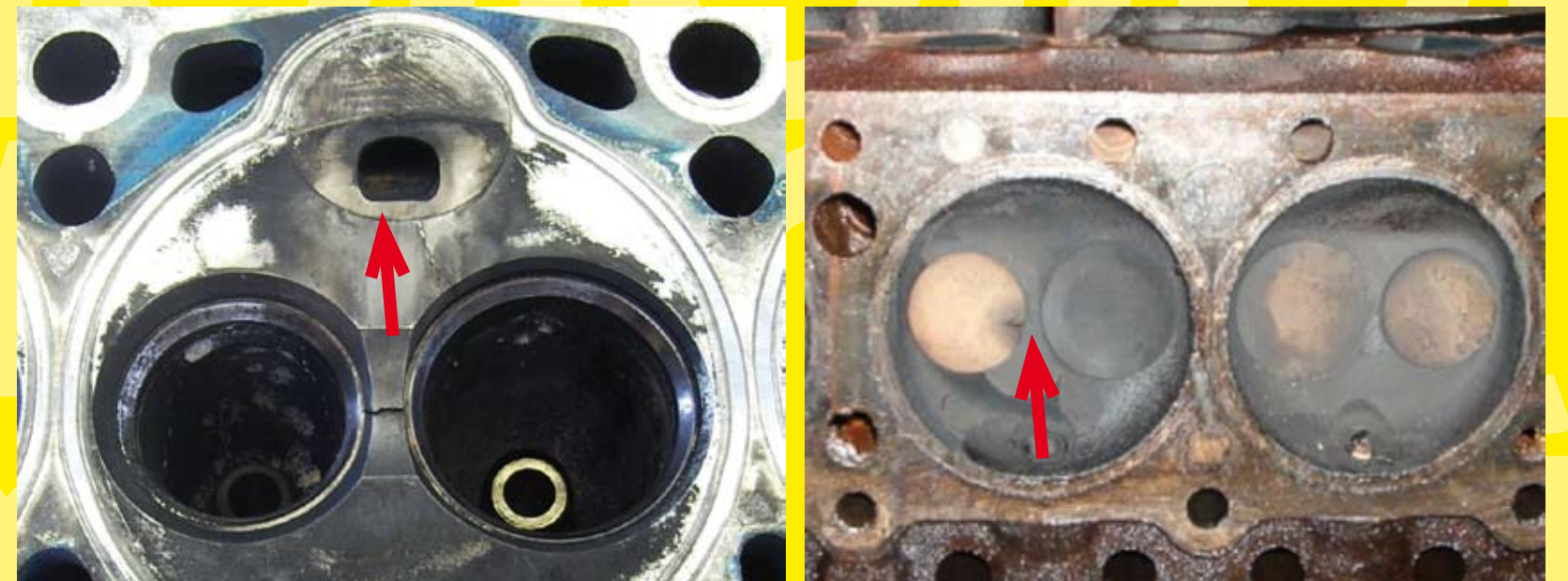
## 1. Aluminium Corrosion/Cavitation



Use of poor coolants or simple water leads to aluminium corrosion.

Same head, but the customer used a quality coolant. No corrosion occurred.

## 2. Overheating



Damages caused by cooling system malfunctions.

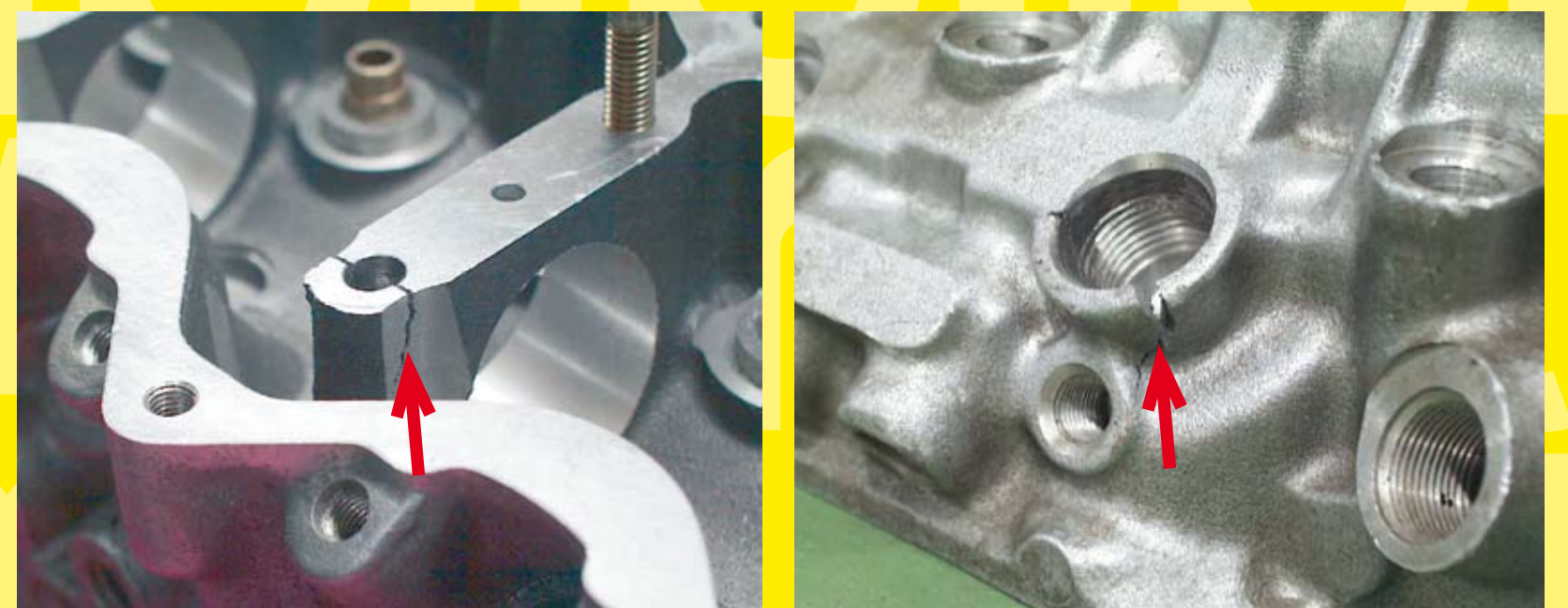
## 3. Injection Failure



Faults in the injectors flow (incorrect adjustment, dirty hoses, etc.) can cause fuel leaks in the piston chamber.

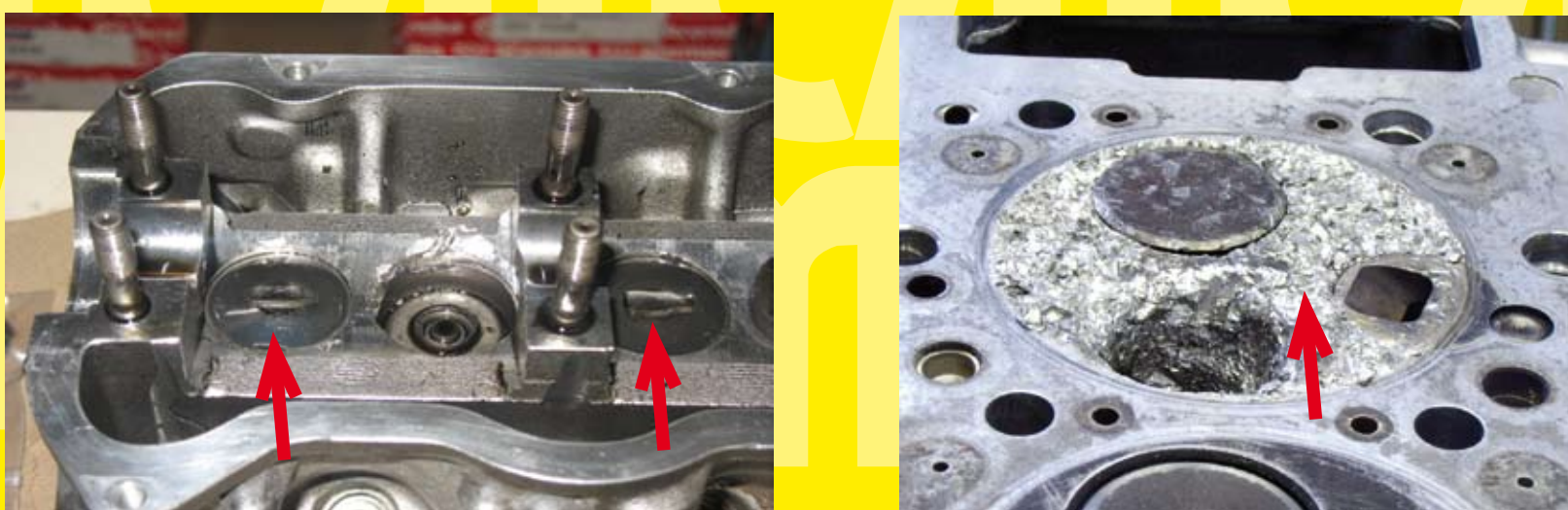
The cyclic blast of these fuel deposits can burn and erode the aluminium of the cylinder head main face.

## 4. Overtorque (on caps or injectors)



The proper torque given by the OE manufacturer must always be respected. If not, cracks and breakings can affect caps or injector lodgings.

## 5. Installation Failure



The correct timing belt positioning and distribution adjustment must be carefully respected when repairing an engine.

## 6. Use of old bolts.



REFERENCIA	MODELO	OPERACIONES Y NÚMERO DE TORQUE EN NÚMERO DE TORQUE (N)
H	1000	1000
V	1000	1000
U	1000	1000
D	1000	1000
A	1000	1000

(1) OPERACIONES Y NÚMERO DE TORQUE EN NÚMERO DE TORQUE (N)  
 (2) OPERACIONES Y NÚMERO DE TORQUE EN NÚMERO DE TORQUE (N)  
 (3) OPERACIONES Y NÚMERO DE TORQUE EN NÚMERO DE TORQUE (N)  
 (4) OPERACIONES Y NÚMERO DE TORQUE EN NÚMERO DE TORQUE (N)  
 (5) OPERACIONES Y NÚMERO DE TORQUE EN NÚMERO DE TORQUE (N)

• Old, lengthened bolts can prevent the achievement of the proper torque. **New bolts** must be used at all times and especially in **new cylinder heads**, to ensure a satisfactory repair.

• It is also very important to carefully follow the bolts torque sequence. Those information are always included in our bolts sets.