

CYLINDER HEAD INSPECTION

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1. Inspect the cylinder head surface for cracks and other damage using a red dye penetrant.
 - If there is a malfunction, replace the cylinder head.
2. Measure the combustion chamber side of the cylinder head for distortion in six directions as shown in the figure using a straight edge and feeler gauge.
 - If the distortion exceeds the maximum specification, replace the cylinder head.

Note

- Polishing and grinding for repair cannot be performed on the combustion chamber side.

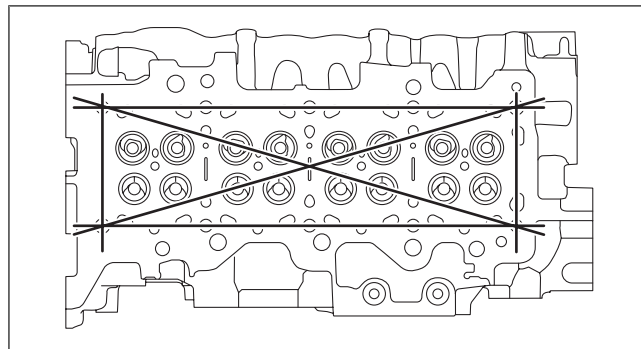
Maximum distortion, head gasket side of the cylinder head
0.06 mm {0.002 in}

3. Inspect the distortion of the intake manifold and turbocharger installation surfaces using a straight edge and feeler gauge. Perform the inspection at each of the three locations as shown in the figure.
 - If the distortion of the intake manifold and turbocharger surface is more than the maximum specification, replace the cylinder head.

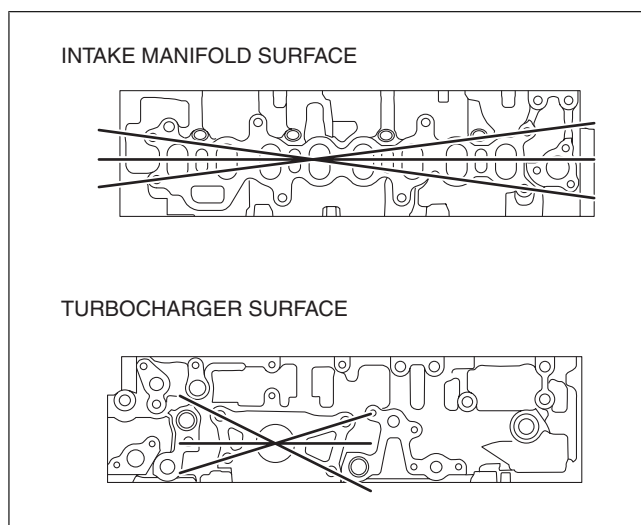
Note

- Polishing and grinding for repair cannot be performed on the intake manifold and turbocharger surface.

Maximum distortion of intake manifold and turbocharger installation surface
Intake manifold installation surface: 0.05 mm {0.002 in}
Turbocharger installation surface: 0.05 mm {0.002 in}



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