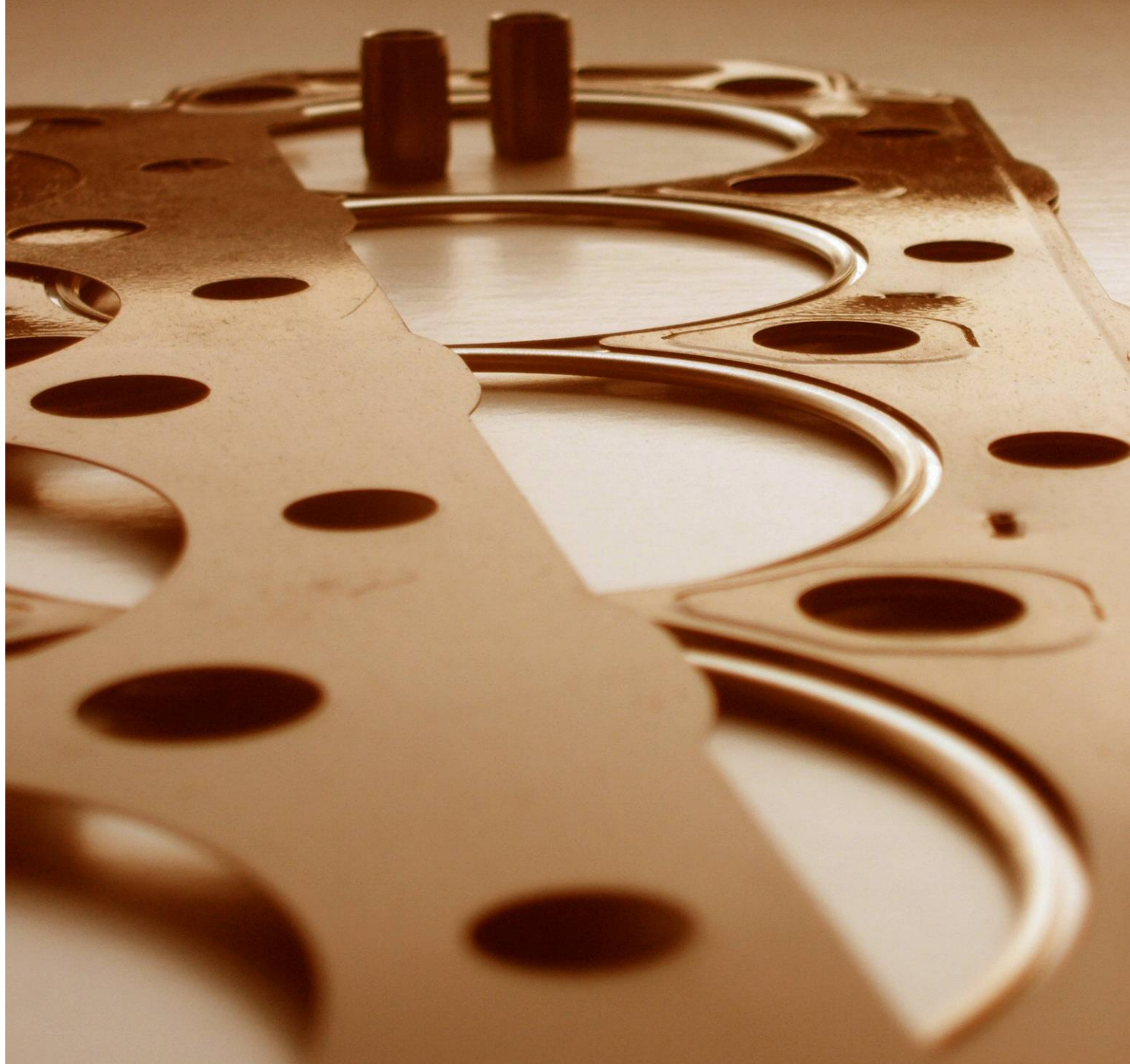


guarnitauto informa

GUARNIZIONE TESTA CILINDRI PER MOTORI ROVER SERIE " K "
CYLINDER HEAD GASKET FOR ROVER 'K' SERIES ENGINES

Maggio / May 2007



New latest version

Latest version of cylinder head gasket for Rover 'K' series engines is of recent development and has been studied for the Land Rover engine 1.8 fitted on models such as Freelander **Photo (7)**.

Car manufacturer, determined to reduce drastically the very high rate of faultiness caused by the cylinder head gasket, has formulated a substantial change that we can identify in three main points:

- 1) New head gasket in Multi Layer Steel (MLS).
- 2) Special steel shim in metal-rubber with a treatment called "Headsaver".
- 3) New oil feed ladder.

Guarnitauto provides also this new version that proves to be identical to the original above all as regards dimensions and structure. Only ameliorative difference in steel dowels that, as explained previously, have intentionally a different bore compared to original ones. Reference number is **103823-5250**, while the original one is **LVB 500190**.

Let's go now more in details of characteristics of this new gasket..

The structure is like a classic Multi Layer Steel head gasket formed by 5 layers with coating in Viton elastomer..

Only one difference from other MLS gaskets consists in moving fire rings that partially look like the old version.

So called "Headsaver" is a metallic shim with elastomer external coating

on one face only, the black glossy one that must be fitted facing the head and between the head gasket and the cylinder head. **Photo (8)**.

The main and essential function of this steel shim is to protect the cylinder head from dangerous grooves caused by fire rings once that the head gasket has been tightened.



Photo (7) 103823-5250

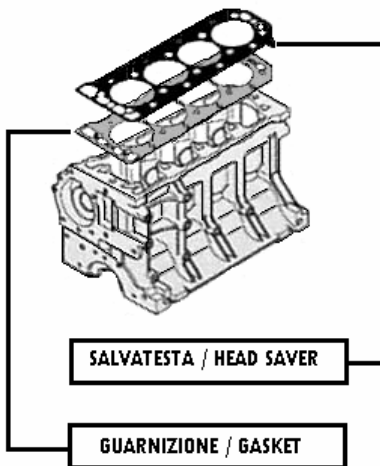


Photo (8)
 'Headsaver' steel shim position."
 Place the black face towards the head..

Steel shim must be put between the head gasket and the cylinder head.

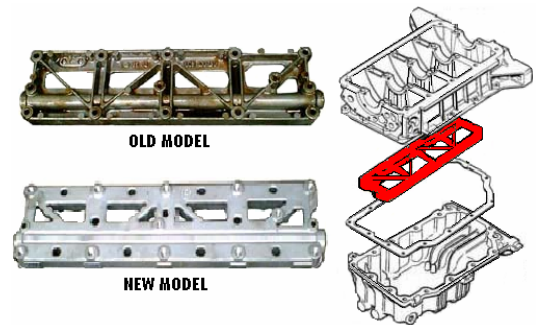


Photo (9)
 Position of new reinforced oil feed ladder.

Finally let's verify the new oil feed ladder. **Photo (9)**.

Last model has been produced in a different alloy and presents better mechanical characteristics compared with old version. New version is harder than the previous one: its weight is 20% higher due to additional reinforcements.

Cylinder head bolts are the same and must be tightened with the same procedure and the same values as previously.

We remind that steel dowels used by us have an internal bore larger than the original one in order to improve the oil flow.

CONCLUSIONS

Various ameliorative modifications introduced during last years, have reduced in sensible way problems of "K" series engines.

We are therefore convinced that new versions of cylinder head gaskets reference 103815-3851 e 103823-5250 are the ones that better solve the sealing problems of Rover "K" series engines..

Latest version, metallic, multi layer, MLS , (Our ref. 103823-5250), born for Land Rover Freelander 1.8 engine, can be used on all the previous versions of Rover " K " series engines.

We remind you that in case this version is used , in order to follow dispositions of Carmaker is recommendable that together with the gasket has to be replaced also the oil feed ladder using the new reinforced model (**Original Ref. LCN000140L**).

In order to grant the longest duration of the head gasket we recommend to follow these indications:

- Cooling system must be thoroughly flushed.
- Check the radiator flow rate.
- Check that thermostat and fan are working well..
- Fill cooling circuit with a 50/50 mix antifreeze.
- Check if fuel injectors are working well and verify the ignition timing.
- Verify that water pump has not corrosion and replace if necessary.
- Verify that all water hoses are water tight.
- After checking we recommend the replacement of Lambda sensor.
- **Replace absolutely cylinder head bolts. Use Head Bolts Kit reference 703801-1010.**
- Replace the steel dowels, above all when you find the plastic ones, with the one supplied in gasket kits. Fit the new dowels with a protrusion of 10 – 11 mm.
- **Check the fitting instructions sheet present in our gasket kits, where you can find useful recommendations for head gaskets fitting..**

ISTRUZIONI SERRAGGIO TESTA CILINDRI | TIGHTENING INSTRUCTIONS FOR CYLINDER HEAD

SEQUENZA SERRAGGIO <i>TIGHTENING SEQUENCE</i>		SERRAGGIO 1° Fase: Torsione a 20 Nm (2 Kpm) 2° Fase: Torsione angolare a 180° (2 x 90°) 3° Fase: Torsione angolare a 180° (2 x 90°)	TIGHTENING 1 st: Step torque 20 Nm (2 Kpm) 2nd: Step torque angle 180° (2 x 90°) 3 rd: Step torque angle 180° (2 x 90°)
---	--	---	---

