

# TECHNICAL BULLETIN



**MODEL/DERIVATIVE:**  
220/420, 620 Turbo, 820

**Bull. No:** 0016  
**CDS. ref:** R6580bu  
**Issue:** 1  
**Date:** 21.02.96

**AFFECTED RANGE:**  
From engine number 128817

**PROBLEM:**  
CYLINDER HEAD GASKET - CHANGE TO TYPE FITTED

**CAUSE:**  
Not applicable

**ACTION:**  
A new multi layer steel gasket manufactured by 'Klinger' has been introduced on production along with cylinder heads and cylinder blocks with more tightly controlled surface finish on mating surfaces.

**Current Factory Fit Status:**

Klinger steel gasket now fitted 100% to all 'T' Series (normally aspirated and turbo charged). Single gasket part number now fitted to both engine types. Introduction of Klinger gasket is from engine number 128817 (applies to all engine number prefixes).

**Service Application:**

For vehicles with engine number 128817 onwards the Klinger gasket should always be fitted providing the cylinder head mating face is in good condition, see 'Procedure'.

For vehicles prior to engine change point the gasket part number remains unchanged, however it is possible to fit the Klinger gasket to any 'T16' or 'M16' engine providing that the condition of the cylinder head mating face qualifies, see 'procedure'. If it does not qualify then the previous type of gasket should be used. Failure to follow procedure guidelines may result in additional oil / coolant loss.

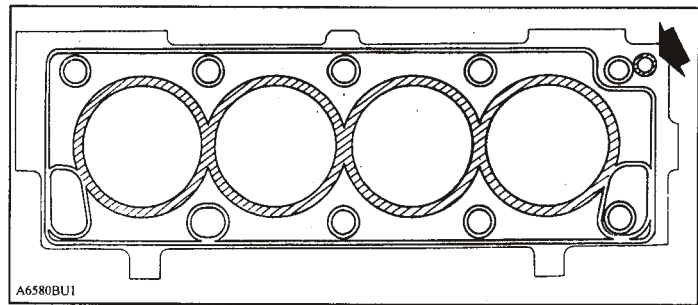
**Procedure:**

The following caution applies to all post change point vehicles and pre change point vehicles as an option.

- Clean cylinder head and cylinder block mating face thoroughly to remove any traces of old gasket and carbon.

- Inspect mating face for dents or significant scratches (i.e. scratches that may be felt with finger nail) which traverse the shaded areas shown in the illustration (areas include cylinder fire rings and oil gallery). A critical area requiring close inspection is the 4mm wide area which circles the high pressure oil feed in the head (arrowed on illustration).

If any point within the shaded areas cause concern as to its condition, it is likely that the new steel gasket will not seal effectively. If this is so, the pre change point gasket should be fitted (see parts fiche).



**Note:** This may also be required for engines post the introduction engine number if cylinder head face becomes damaged for any reason (see further Note below).

If fire face condition is satisfactory, the new steel gasket may be fitted after first removing the cylinder block restrictor (if fitted) located in the cylinder block high pressure oil feed.

Torque procedure etc. is unchanged (refer to overhaul manual for details).

**Note:** If for reasons detailed above the decision is to fit the pre change point gasket to a post change point engine then a cylinder block restrictor must be fitted, part number UAM5038, fit into the oil gallery counterbore flush with top of block face.

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*PARTS INFORMATION:*

**GUG 702580HG - Cylinder head gasket - Klinger (post change point)**

**GUG 2523HG - Cylinder head gasket - Non Turbo (pre change point)**

**GUG 2534HG - Cylinder head gasket - Turbo (pre change point)**

**UAM 5038 - Oil feed restrictor**

For cylinder head gasket sets (old and new) refer to parts fiche.

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*WARRANTY CLAIMS:*

**Not Applicable**