

D-Motor International bvba

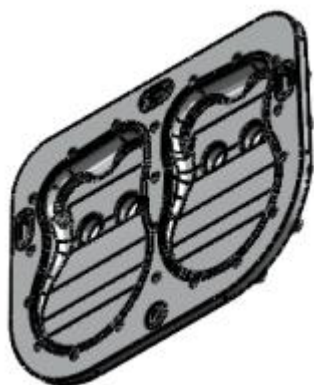
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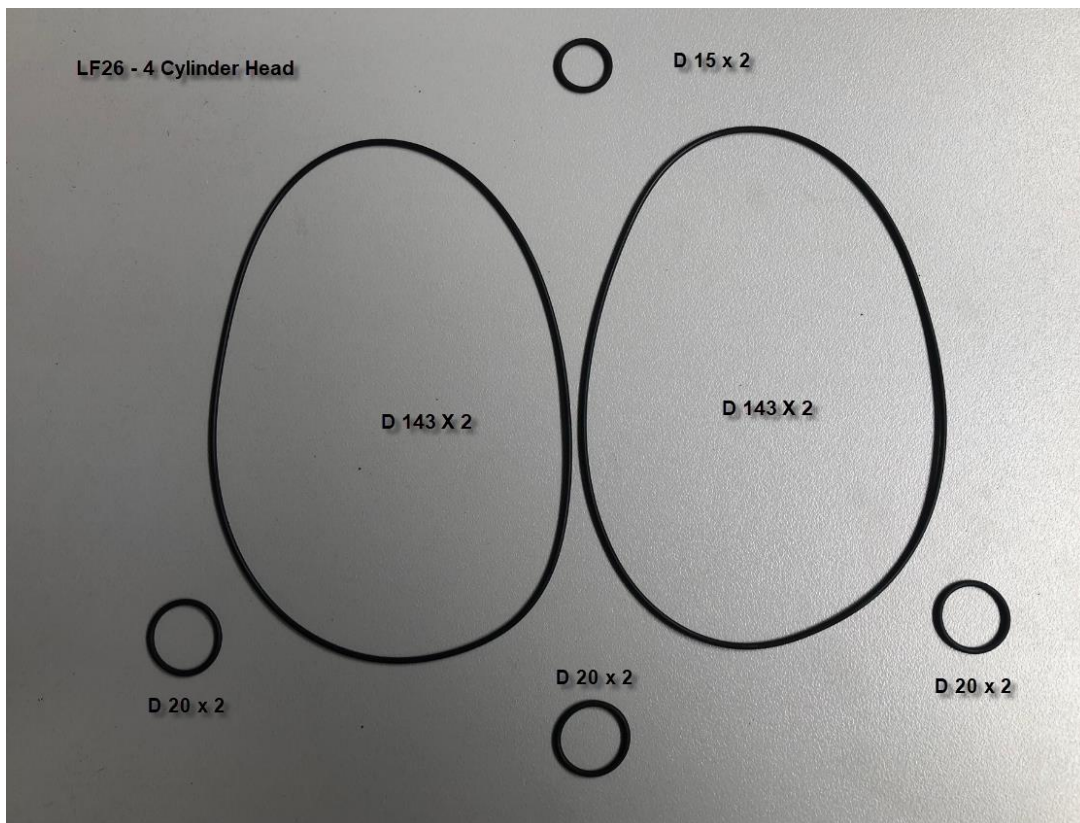
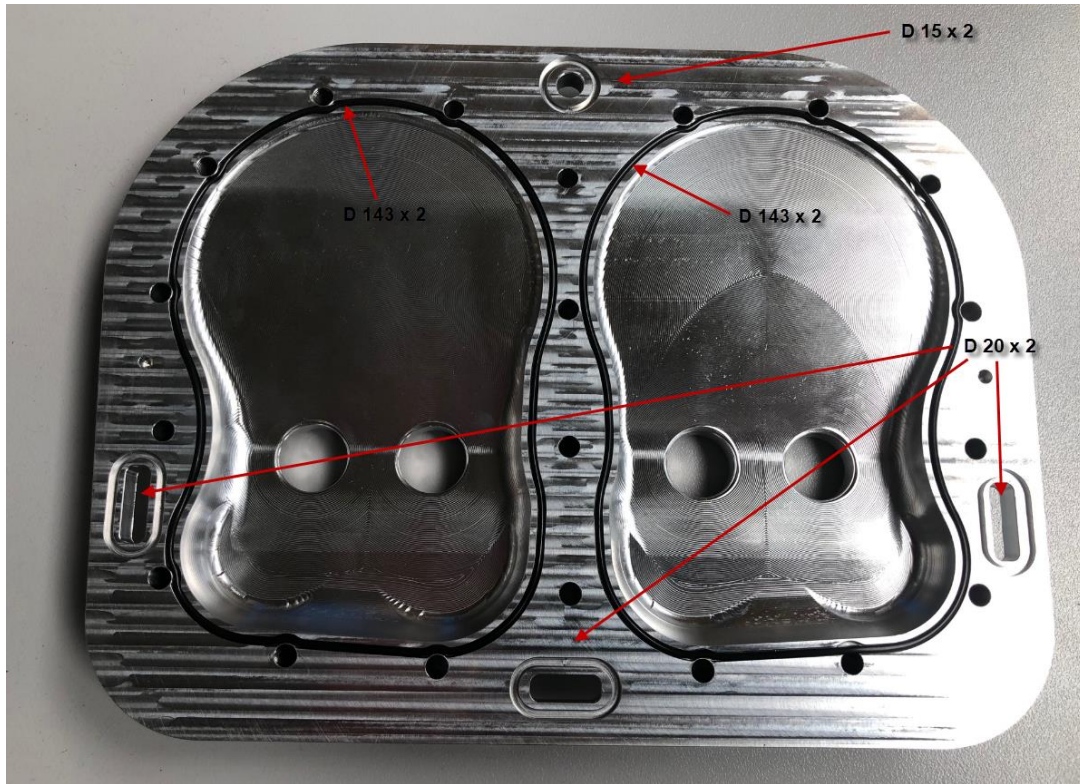
Info@d-motor.eu**Information BULLETIN D-MOTOR**

Information Bulletin NO. 2019-014 (01/08/2019)

SUBJECT : Changing Sealing rings on Cylinder head (Culasse)**MODELS** : LF26 (4 cylinder engines)***The cylinder head (bottom) :***

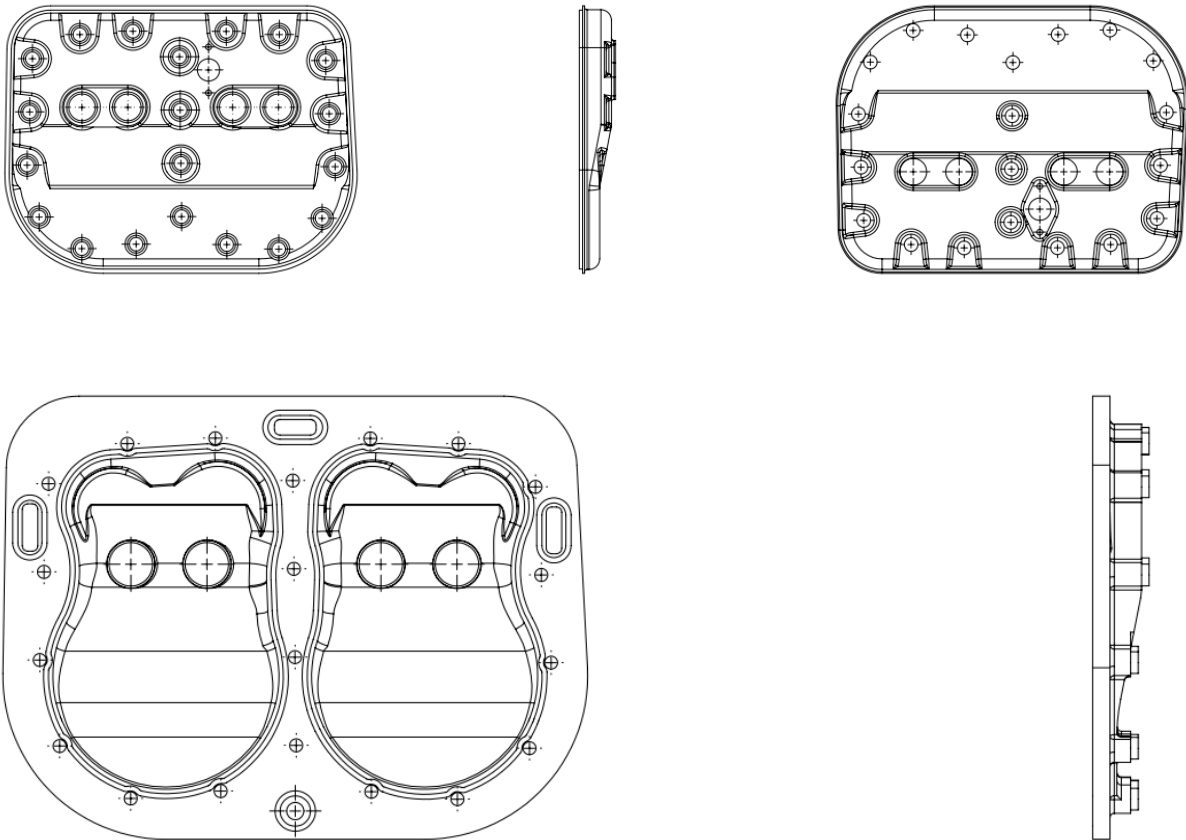
- O rings covering the cylinder shafts : D 143 x 2
- O ring on top : D 15 x 2
- O ring lower section : D 20 x 2 (3 pieces)

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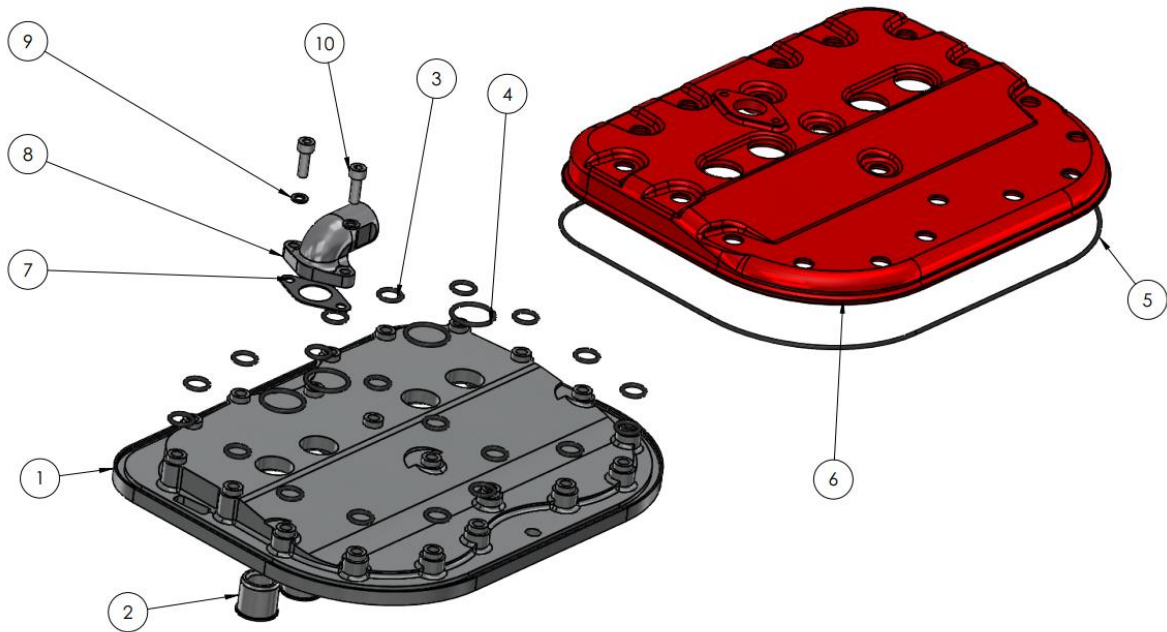
Upper part (Cylinder head cover – cylinder head) :



The cylinder head cover (top) has the following sealing rings :

(The elbow is sealed with a paper gasket)

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| ITEM NO. | PART NUMBER | DESCRIPTION | BOM version/QTY. |
|----------|---|--------------------------|------------------|
| 1 | 26_CYL_CHE_01 | LF26 cylinder head | 1 |
| 2 | STD_CYL_SIN_01 | sparkplug insert | 4 |
| 3 | STD_ORI_10X2 | o ring 10x2 | 20 |
| 4 | STD_OR20X2 | O ring 20X2 | 4 |
| 5 | STD_ORI_256X2 | O ring D256x2 | 1 |
| 6 | 26_CYL_CCO_01 | LF26 cylinder cover | 1 |
| 7 | STD_GAS_FEL_01 | fixed elbow paper gasket | 1 |
| 8 | STD_WPA_FCE_01 | fixed cylinder Elbow | 1 |
| 9 | STD_WASHER | WASHER_M5VZ_050.001 | 2 |
| 10 | Hexagon socket head cap screw DIN 912 Steel 8.8 | Hex socket bolt m5x16 | 2 |

Inventory of O-Rings

| | | |
|------|-----------|--------|
| Ring | D 10 x 2 | 20 pcs |
| Ring | D 20 x 2 | 4 pcs |
| Ring | D 256 x 2 | 1 pc |

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General mounting recommendations :

The O – Rings are type Viton (-30° to + 120°)

Please press firmly without damaging the O – Ring.

When mounting, be aware not damaging the O – Ring.



ALWAYS do pressure test (1.2 Bar) and wait for 2 hours. Clean the cylinder cover and cylinder head (outside) before. No water should be on the surface after the pressure test.

Before you mount the set – please do clean the surfaces !

There are two types of bolts 30 and 35 (enclosed in the set) and special washers (DO NOT USE A FLAT WASHER). The washers are curbed ! mount them with the curbed head against the bolts.

Tension : 12 Nm



Final procedure

Start engine and warm it up !

Stop engine again and lose bolts 45 degrees, and put tension again 12 Nm !

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