

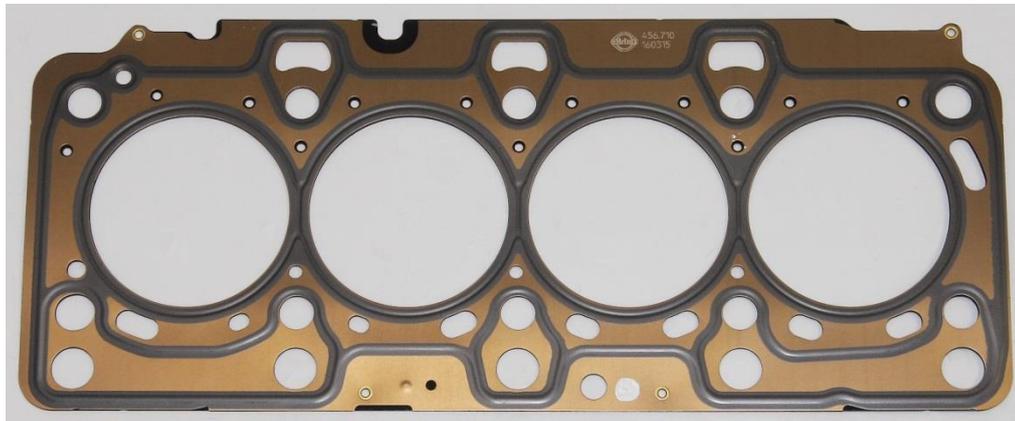


05 / 16



Das Original

NEW: Gasket, cylinder-head for Engine Repair **Dacia | Nissan | Renault | Suzuki** **K9K**

456.710 |  0,9 mm (+ 0,2 mm)

After a certain period of time, or as a result of damage, the engine may become severely impaired so that repairs are necessary. Extensive technical knowledge is necessary in order to restore the complex functionality of the engine as intended by the manufacturer. For example, the condition of the sealing surfaces of the engine block and cylinder-head has to be carefully checked before carrying out each step. In many cases they can only be restored to optimum condition through precise, mechanical working of the sealing surfaces. This process must be carried out by a specialized firm with the appropriate machinery and expertise. The constructional design of the valve control with spur gears in the cylinder-head and the engine block (see images) make it necessary for the material removed as a result of the mechanical working of the sealing surfaces to be compensated by means of a correspondingly thicker cylinder-head gasket. The standard cylinder-head gasket (thickness of 0.7 mm; Elring  688.422) is not intended for this purpose. Elring has developed a 0.2 mm thicker cylinder-head gasket for carrying out long-term, environmentally friendly repairs on the engine. It compensates the removal of the material.

Important: It is extremely important to check the engine components that are affected by this modification (e.g. injection nozzle as a result of an excessive protrusion).

Recommendations from the automotive manufacturers:

- Always fit new cylinder-head bolts  373.280
- Follow the tightening sequence indicated in the manufacturer's instructions

We should like to expressly state that we assume no liability for the correct technical execution of the engine repair. This is the responsibility of the firm carrying out the repair work. Always observe installation and manufacturer information.