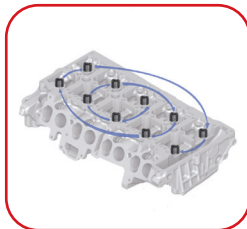
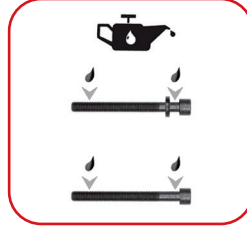
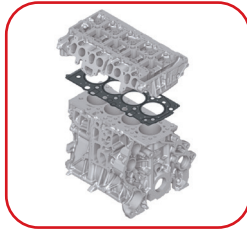
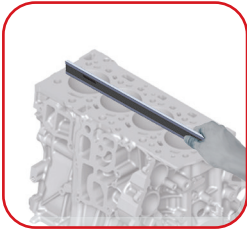
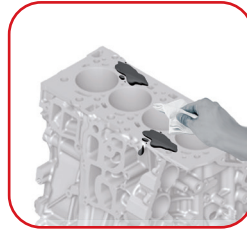
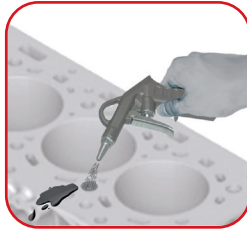
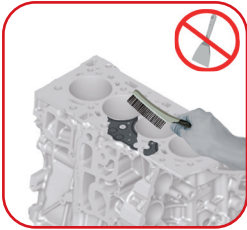




We emphasize that all spare parts must be installed by trained and specialized staff.
Wir weisen ausdrücklich darauf hin dass alle Ersatzteile von geschultem Fachpersonal eingebaut werden müssen.
Toutes les pièces de rechange doivent être montées par du personnel qualifié, formé à cet effet.
Vi ricordiamo che tutte le parti di ricambio devono essere montate da personale specializzato.



Gaskets must be installed according to the engine manufacturer's instructions. These recommendations are issued in conformity with our latest technical data, and excludes all warranties.
Für den Einbau der Dichtungen sind die Vorschriften des Motorenherstellers verbindlich. Die vorliegenden Einbaulinien sind unter Ausschluss jeglicher Gewährleistung nach aktuellem Stand erstellt.
Respecter les instructions de montage indiquées sur cette notice ou le cas échéant par le constructeur. Les présentes instructions de montage ont été établies conformément aux dernières connaissances techniques avec exclusion de garantie.
Per il montaggio sono impegnative le istruzioni del produttore del motore. Le presenti istruzioni di montaggio sono state preparate con le informazioni disponibili in data, con esclusione di ogni garanzia.

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SEALING

VIBRATION
CONTROL

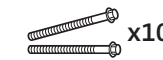
CABIN
AIR FILTER

TIGHTENING NOTICE FOR CYLINDER HEAD BOLTS

MONTAGEANLEITUNG FÜR ZYLINDERKOPFSCHRAUBEN
NOTICE DE SERRAGE DES VIS DE CULASSE
ISTRUZIONI DI SERRAGGIO PER VITI DI TESTATA



49183381



x10 M11 x 125 - L. 97

CHEVROLET	S10 MAX		4G69 - 2,4
FIAT	FULLBACK Pickup		4G64 - 2,4
HYUNDAI	GRANDEUR - H-1 - HIGHWAY VAN - LANTRA II - SANTA FÉ I - SANTAMO - SONATA IV - STELLAR - TRAJET		4G63, G4BP, G4JP - 2,0 4G64, G4JS, G4JS-G - 2,4
KIA	MAGENTIS I - SORENTO I		G4JP - 2,0 G4JS - 2,4

a brand of
 FREUDENBERG

CORTECO®

**ALWAYS FIT NEW CYLINDER HEAD BOLTS
ZYLINDERKOPFSCHRAUBEN IMMER ERNEUERN
TOUJOURS REMPLACER LES VIS DE CULASSE PAR DES NEUVES
SOSTITUIRE SEMPRE LE VITI DELLA TESTA CILINDRI**

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Anzugsrichtlinie & Anzugsreihenfolge | Phases de serrage & Ordre de serrage | Fase di serraggio & Ordine di serraggio

PHASE & ORDER OF TIGHTENING

4G63 (Lancer VII - Outlander I - Space Runner - Space Wagon)
4G63-T (Carisma - Lancer VII - Outlander I)
4G64 (Pajero II - Space Runner - Space Wagon) 4G69 Outlander I

1.  + 78 N.m

2. 

3.  + 20 N.m

4. $\partial + 90^\circ$

5. $\partial + 90^\circ$



4G63 (Eclipse I / II - Galant VIII)
4G63-T (Eclipse II)
4G64 (Galant VIII)

1.  + 78 N.m

2. 

3.  + 20 N.m

4. $\partial + 90^\circ$

5. $\partial + 90^\circ$



G4JP (Santa Fé I - Magentis I)
G4JS (Santa Fé I - Sorento I)

1.  + 64 N.m

2. 

3.  + 20 N.m

4. $\partial + 90^\circ$

5. $\partial + 90^\circ$



Anzugsrichtlinie | Type de serrage | Tipo di serraggio

TYPE OF TIGHTENING

	EN	DE	FR	IT
	Torque Nm	Drehmoment Nm	Couple de serrage Nm	Coppia di serraggio Nm
∂	Angular	Winkel	Angulaire	Angolare
	Angular loosening	Winckliges Lösen	Desserrage angulaire	Allentamento angolare
	Loosen	Lockern	Desserrer	Allentare
	Heat	Hitze	A chaud	Scaldare
	Cool	Kühl	A froid	Raffreddare
(1 - 4)	Headbolt position	Position Zylinderkopf-schrauben	Position des vis de culasse	Posizione delle viti
	Kilometre / Miles	Kilometer / Miles	Kilomètre / Miles	Chilometro / Miles
	Wait	Warten	Attendre	Attesa
	RPM Revolutions per minute	U/M. Umdrehungen pro Minute	TR/MN Tours par minutes	G/M Giri al minuto



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x10



M11 x 125 - L. 97