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TECHNICAL REPORT

Oil pan assembly gasket
REF: 14067000 in engines
G8T-G9T-G9U



PURPOSE

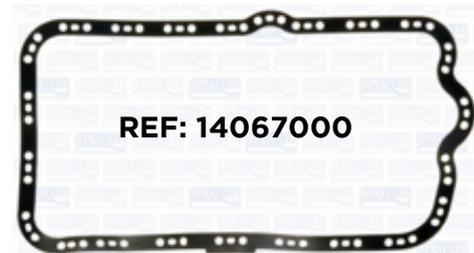
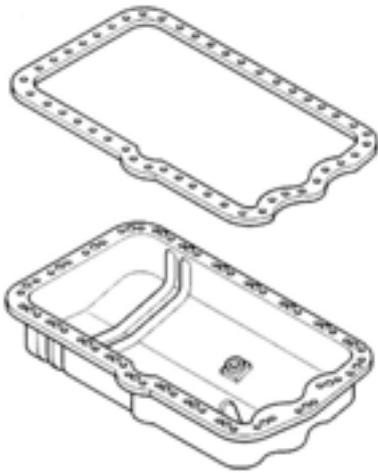
Describe recommendations / advices for the **replacement of the oil pan gasket** ref: 14067000 in G8T/ G9T / G9U engines of Renault, Nissan, Opel and Vauxhall.

DESCRIPTION

The gasket **must ensure the sealing by themselves without applying** any sealing products, however, there are **cases** in which **the manufacturers recommend applying sealant** (Ajusil in our case) in different areas to complement and ensure sealing, as is the case of this TIP.

The function of our gasket ref: 14067000, is to ensure the sealing between the engine crankcase with the oil pan. Below, the different types of engine with this application.

BRAND	MODEL	CYLINDER CAPACITY	ENGINE TYPE
NISSAN	INTERSTAR DCI 16V, INTERSTAR D 16V	2188	G9T - 720 / G9T - 722 / G9T - 750
	PRIMASTAR D 16V, PRIMASTAR DCI 16V, INTERSTAR DCI 16	2463	G9U - 632 / G9U - 650 / G9U - 730
OPEL	MOVANO DTI 16V	2188	G9T - 720 / G9T - 722 / G9T - 750
	MOVANO DTI 16V, MOVANO CDTI 16V, VIVARO DTI 16V		G9U - 630 / G9U - 632 / G9U - 650 G9U - 720 / G9U - 724 / G9U - 730 G9U - 750 / G9U - 754
RENAULT	LAGUNA, AVANTIME TD, AVANTIME DCI, SAFRANTE TD, GRAND ESPACE TD, ESPACE III TD, ESPACE III DCI, ESPACE IV, LAGUNA II DCI, VEL SATIS DCI, MASTER II	2188	G8T - 706 / G8T - 714 / G8T - 716 G8T - 740 / G8T - 752 / G8T - 760 68T - 790 / G8T - 792 / G8T - 794 G9T - 600 / G9T - 605 / G9T - 606 G9T - 607 / G9T - 642 / G9T - 645 G9T - 700 / G9T - 702 / G9T - 703 G9T - 706 / G9T - 707 / G9T - 710 G9T - 712 / G9T - 720 / G9T - 722 G9T - 742 / G9T - 743 / G9T - 750
	MASTER, MASTER II TRAFIC, TRAFIC II	2464	G9U - 630 / G9U - 632 / G9U - 650 G9U - 720 / G9U - 724 / G9U - 730 G9U - 750 / G9U - 754

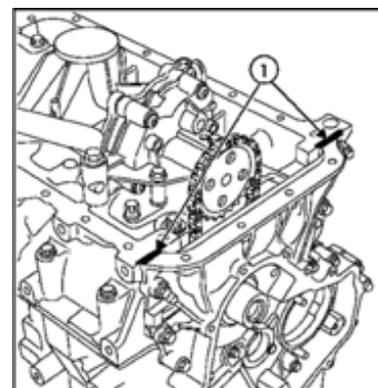


In the **tightening procedure** of this gasket, it must be taken **extremely care** because is a thin gasket and if it's not done in a proper way the elastic limits of the elastomer will be exceeded and it will end up cracking, **leading to possible losses of oil**, as it can be appreciated in the following pictures:



ASSEMBLY RECOMMENDATIONS

- Before installing the new gasket, **clean the surface contact**.
- **Apply sealant in the marked area (1)**. It's a union between the distribution case and the block, where the sealing between both components must be reinforced.



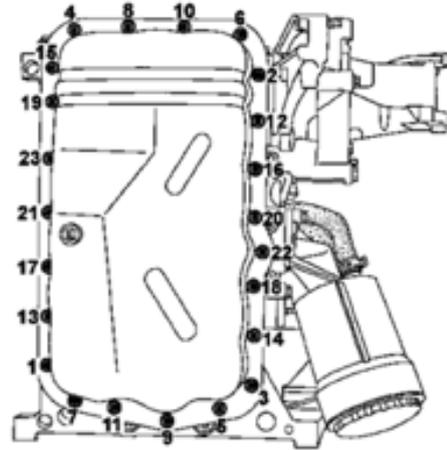
IMPORTANT

It should be applied a small amount of sealant. Excess sealant could be squeezed out when the parts are tightened. The excess could go into the crankcase with the possibility of obstructing the oil holes.

- ▶ Tighten the bolts in the following order and with the following tightening torque:

IMPORTANT

The torque indicated in the workshop manual is very low, so if the customer does not use a torque wrench to get the torque, it would lead to the elastomer crack, resulting the inevitable leakage of oil.



- 1) Initial torque 0.5 Kpm (5 Nm)
- 2) Final torque 0.9 Kpm (9Nm)