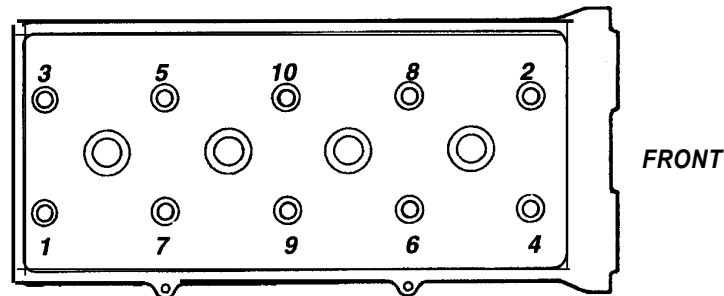




4. Release the injector housing complete with injectors and fuel rail:
  - Release the two screws securing the fuel rail to the cylinder head;
  - Remove the 10 M8 bolts securing the injector housing to the cylinder head;
  - Withdraw the housing and lay aside.
5. Remove the turbo compressor discharge ducts:
  - Remove the bolt securing the duct to the rear face of the cylinder head;
  - Release the duct to throttle body hose;
  - Release the duct to compressor housing hose.
8. Release the turbocharger oil and water hoses:
  - Disconnect the coolant feed from the outside of the cylinder block.
  - Release the coolant return hose from the outlet port (outboard) on the turbocharger.
  - Release the oil drain hose between the turbocharger and sump.
7. Release the vacuum and air supply hoses to the AIR valve on the back of the LH head, and disconnect the pipe between the valve and the RH head.
8. Progressively release the ten cylinder head bolts in a diagonal pattern, starting with the **endmost** fixings and working towards the centre. See diagrammatic sequence below:

#### **Cylinder Head Bolt Releasing Sequence**



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9. Lift the head, complete with exhaust manifold and turbocharger, from the block, and do NOT rest the head face downwards, or damage to the valves and/or joint face may be caused.
10. If necessary;
  - remove the exhaust manifold and turbocharger after releasing the turbo oil feed hose, and the 9 M8 nuts securing the manifold to the head.
  - remove the camshafts (refer to Sub-Section ED.6).
  - remove the hydraulic tappets (refer to Sub-Section ED.9).
  - replace the valves, valve guides and seats (refer to Sub-Section ED.9).
11. Carefully clean the head joint face, taking great care not to scratch or mark the surface, especially the critical combustion sealing area mating against the top of the cylinder liner. If damaged, the cylinder head must be machined or replaced.

#### **Inspection**

- Use a feeler gauge and straight edge or surface plate to check the head to block, and manifold joint faces for flatness. Remove the minimum amount of metal necessary to correct, or replace the head as required.  
Cylinder head joint face flatness tolerance: 0.1 mm (0.004 in)
- Thoroughly inspect for cracks in the combustion chambers or water jacket.
- Check for corrosion in the water jacket and around the water jacket apertures.