

## Hyundai / Kai 2.0L G4GC Head Gaskets There is a right and a wrong way to fit them.

### Hyundai

2000 - 2011 Elantra

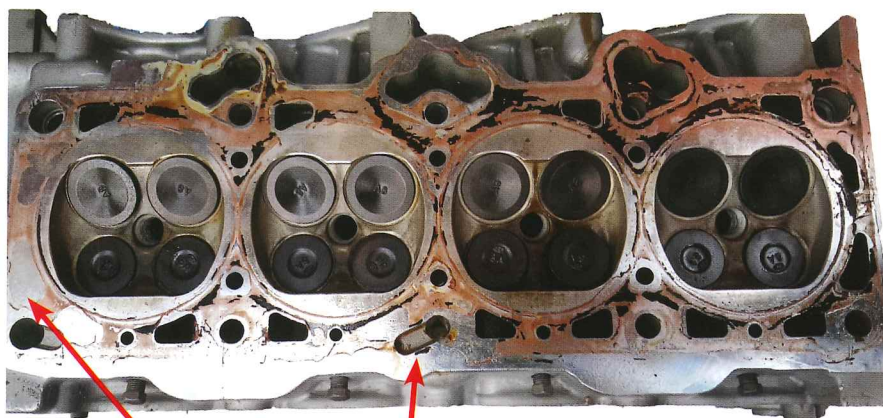
2007 - 2012 i30

2004 - 2010 Tucson

### Kia

2005 - 2015 Sportage

2004 - 2008 Cerato



Recently a customer sent in a cylinder head that had been overheated and warped for repair and a full recondition.

The cylinder head was tested, fully reconditioned and sent back to the customer for fitment.

After the head was fitted the customer rang and stated that the head must be faulty as it is now pumping approximately a litre of engine oil into the radiator every 30 minutes.

He was instructed to remove the head and send it back along with the head gasket for inspection.

The cylinder head and gaskets were inspected and there were two issues found.

Firstly, the cylinder head gasket on these engines can be flipped end to end, and in doing so it exposes the main oil pressure feed hole directly to the coolant passage, while also blocking off the main coolant passages in the back of the cylinder head. The customer had fitted the head gasket the wrong way around!

Secondly, the customer had covered the head gasket in gasket sealant. Multi-Layer Steel head gaskets DO NOT require (unless stipulated by the manufacturer) any sealant



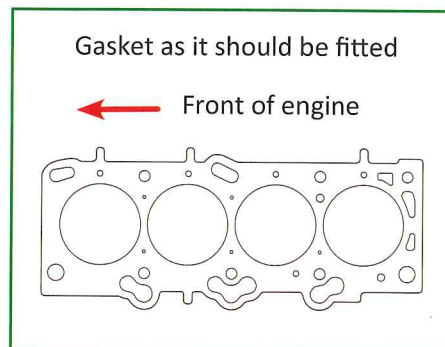
The holes for the coolant passages in the gasket can be seen on the head outlined in sealant.



The hole for the coolant passage in the gasket can be seen joining the oil feed port to the water jacket when fitted the wrong way.

when fitting as they are already coated with sealant from the manufacturer. An additional coating of sealant on these gaskets will result in premature gasket failure!

The cylinder head was cleaned up and refitted with the gasket the correct way and is now running perfectly. ✓



We would like to thank Geoff, from All Head Services, for sharing this practical information and photos