



**Kiwi
Cylinder
Heads**

Toyota 1KDFTV Cylinder Head Kit

Part Number 11081208



Kiwi Cylinder Heads Pty Ltd
14 Waler Crescent, Smeaton Grange, NSW, 2567
Call: 1800-786-987, email: info@kch.co.nz
www.cylinderheadsaustralia.com.au

Kiwi Cylinder Heads 12 Month, Unlimited Kilometer, Parts & Labor Warranty

This new cylinder head is subject to a **12 Month** (from date of purchase), **unlimited kilometer, parts & labor warranty**. This means in the rare event this product fails due to either a manufacturing or physical fault the purchaser is covered by this warranty for a period of 12 months from date of purchase, and it includes replacement parts & labor at a fair and reasonable rate to re-instate the vehicle to its pre-failure state. This excludes service items such as but not limited to, oil, coolant, filters etc. as well as any vehicle recovery costs and the cost of any replacement vehicle.

Responsibilities: To maintain this warranty the product is to be professionally installed & serviced in accordance to the vehicle manufacturers guidelines & service intervals. Ensure the vehicle is not used in an inappropriate manner for which it is designed or intended for. To minimize any further unnecessary damage once a fault is suspected or detected in the vehicles operation. To contact the installer or Kiwi Cylinder Heads Ltd at the very earliest opportunity after detecting or suspecting a fault. Proof of Purchase & service records will be requested in an event of a claim. The warranty will be voided if the vehicle to which it is fitted is used in off-road, competition or modified beyond the vehicle manufacturers original design.

How to make a claim: If there is a suspected warranty fault, Kiwi Cylinder Heads Ltd must be contacted before any repair work can commence. (Contact details below) A warranty claim form and claim number will be made available and must be completed & returned to Kiwi Cylinder Heads Ltd, along with any requested related documents and/or parts. The suspected failed parts supplied by Kiwi Cylinder Heads Ltd must be returned to a pre-determined location for inspection and analysis of the suspected failure. The cost of returning parts & documents is the responsibility of the claimant. Failure to adhere to these procedures may void any warranty.

This warranty does not exclude any rights to the claimant under the N.Z Consumer Guarantees Act 1993 or the Australian Consumer Law 2011.

**Kiwi Cylinder Heads Ltd, PO Box 132-189 Sylvia Park, Mt Wellington, Auckland 1644. 0800-549-429, info@kch.co.nz
Kiwi Cylinder Heads (Pty) Ltd, 14 Waler Crescent, Smeaton Grange, NSW 2567. Ph.1800-786-987, Fax 1800-786-535**

IMPORTANT

If this product is being fitted as a replacement for an item, which has failed in service? It is critical that the “real cause” of the failure has been identified and rectified. Failure to do so may result in this product also failing for the same reasons, which will not be covered under any warranty.

If the purchaser chooses to fit parts other than those supplied, this does not invalidate the Kiwi Cylinder Heads warranty other than to the extent that the replacement parts carry no warranty unless purchased from Kiwi Cylinder Heads. Additionally, any consequential damage to Kiwi Cylinder Heads products as a result of using these alternative parts is not covered by the Kiwi Cylinder Heads warranty.

Foreign Material / Debris Removal Procedure

Whilst every attempt is made to remove unwanted machining material, such as aluminum shavings or casting material at time of assembly. It is possible you may encounter some remaining material.

In most cases it can be cleaned by carefully standing the cylinder head on its end and using a compressed air gun and appropriate personal safety equipment, apply compressed air to the galleries to eliminate the foreign material. You may need to move the cylinder head around to assist in the removal. If this is not acceptable please contact us directly.

NZ- 0800-549-429

AUST- 1800-786-987

info@kch.co.nz



Seven Steps to Success

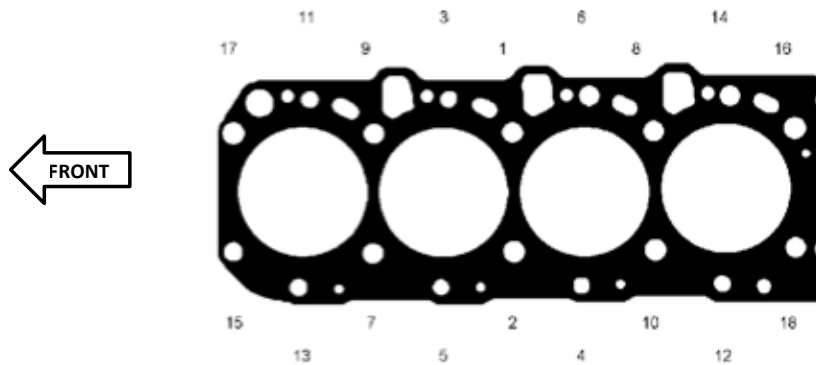
- 1. Ensure both mating surfaces are **CLEAN** and **FREE OF DIRT AND OIL**.
- 2. **DO NOT** clean block threads with a thread **TAP**. Best use an old head bolt with “cleaning” grooves cut the length of the thread to “chase” the block threads.
- 3. Ensure **NEW** head bolts are used where applicable
- 4. Ensure the correct torque settings and sequence are employed.
- 5. For engines that use a **MLS (Multi Layer Steel)** Head gasket, flush block of any remaining “anti freeze”. When fitment is completed only use water (preferably distilled water) for the first 600kms. This is to insure the head gasket has the best possible chance to seal correctly.
- 6. **FUEL INJECTORS** must always be checked and /or serviced to be sure of correct operation.
- 7. If this is a “Fully Assembled” head kit which includes new camshafts? Then the correct “Start-up Procedure” **MUST** be followed. Otherwise premature camshaft wear **WILL** occur and will **NOT** be covered by warranty.

Start-Up Procedure

- **Diesel Cam Shaft.** With rocker cover & glow plugs removed & fuel solenoid de-activated. Apply the “Z Paste” to the camshaft lobes. Using the starter motor, crank the engine until oil is present from ALL oil galleries & across the entire cam shaft and valve train area. This may take several minutes. It is now safe to complete the assembly and start the engine.
- **Petrol Cam Shaft.** With the rocker cover & spark plugs removed & the ignition dis-connected. Apply “Z Paste” to the camshaft lobes. Using the starter motor, crank the engine until oil is present at ALL oil galleries & across the entire cam shaft & valve train area. This may take several minutes. It is now safe to complete the assembly. Ensure the ignition timing is as close as possible to correct setting before firing the engine. Also ensure there is adequate cooling for the engine, air flow & ventilation. DO NOT let the engine idle, run engine at approx. 1800RPM for 15 - 20 minutes. ANY unusual noises shut down & inspect.
- **Failure to follow this exact procedure can & will lead to premature camshaft wear which will NOT be covered by KCH Warranty.**

Toyota 1KD-FTV Torque Sequence

- HEAD BOLT P/N QUANTITIES: HEAD BOLT TIGHTENING SEQUENCE.
- STEP ONE: 35Nm
- STEP TWO: 55Nm
- STEP THREE: 85Nm
- STEP FOUR: +90 Degrees
- STEP FIVE: +90 Degrees
- IMPORTANT: ALL BOLT THREADS, BOLTHEADS AND WASHERS MUST BE LIGHTLY OILED.
- USING AN OLD HEADBOLT WITH GROOVE CUT DOWN THREAD, CLEAN THE BLOCK HEADBOLT THREADS.



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IMPORTANT NOTE

Installing MLS (Multi-Layer Steel) Head Gaskets

NEVER employ any abrasive cleaning methods to the engine block or cylinder head mating surfaces. Such as sandpapering, scouring discs etc.

Use ONLY proper gasket scrapers and appropriate solvents. The surface finish of the mating surfaces is absolutely critical to the successful sealing of the MLS head gaskets.

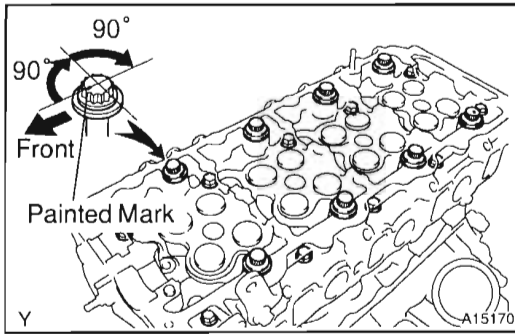
Importance of Testing Diesel Fuel Injectors

“Improper Fuel Delivery” is a leading cause of Diesel Cylinder Head failure.

Faulty fuel injectors can & do cause serious engine damage! Never assume they are “ok”, always have them tested, serviced or replaced. They are critical to a healthy diesel engine.

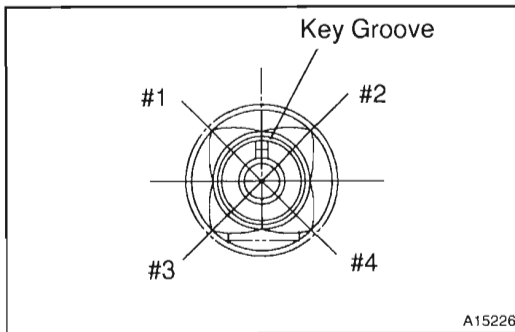
Only use Genuine Toyota 1KDFTV Injector Seals





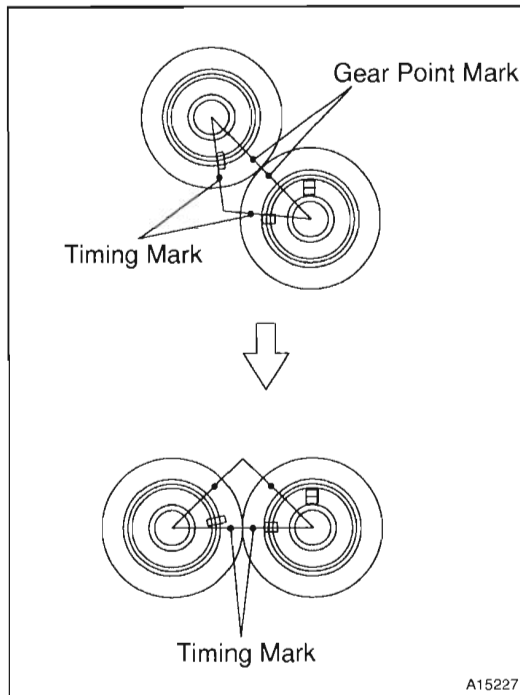
- (c) Mark the front of the cylinder head bolt with paint.
- (d) Retighten the cylinder head bolts 90° in the numerical order shown.
- (e) Retighten cylinder head bolts by an additional 90°.
- (f) Check that the painted mark is now facing rearward.

5. INSTALL GLOW PLUG AND GLOW PLUG CONNECTOR (See page ST-4)

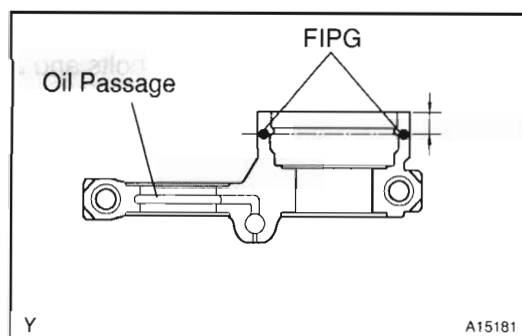


6. INSTALL CAMSHAFT

- (a) Rotate the crankshaft about 90° counterclockwise from the TDC position to lower the piston.
- (b) Place the camshaft No. 1 with its camlobes #3 and #4 facing downward on the cylinder head as shown in the illustration.



- (c) Mesh the gear point marks of the camshaft No. 1 and No. 2.
- (d) Rotate the camshaft No. 2 with its gear in mesh to place it on the journal of exhaust side cylinder head as shown in the illustration.
- (e) Remove any old packing (FIPG) material and be careful not to drop any oil on the contact surfaces of the bearing cap No. 1 and cylinder head.
 - Using a razor blade and gasket scraper, remove all the old packing (FIPG) material from the gasket surfaces and sealing groove.
 - Thoroughly clean all components to remove all the loose material.
 - Using a non-residue solvent, clean both sealing surfaces.



- (f) Apply seal packing to the camshaft bearing cap No. 1 as shown in the illustration.

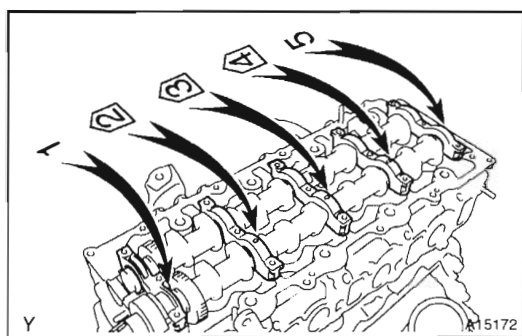
Seal packing: Part No. 08826-00080 or equivalent

Thickness: 0.5 mm (0.020 in.)

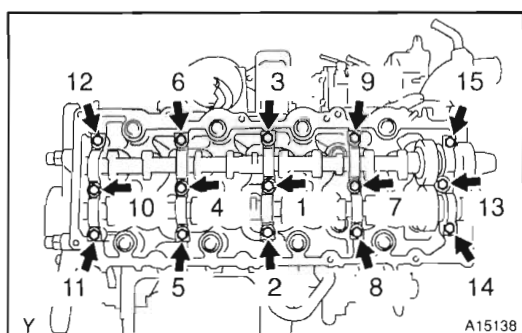
- Install a nozzle that has been cut to a 4 mm (0.16 in.) opening.
- Parts must be assembled within 5 minutes of application. Otherwise the material must be removed and reapplied.
- Immediately remove nozzle from the tube and reinstall cap.

NOTICE:

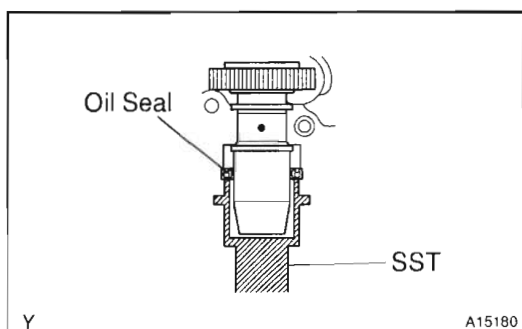
Prevent FIPG from being stuck to the oil passage of the bearing cap No. 1.



- (g) Install the 5 bearing caps in their proper locations.



- (h) Install and uniformly tighten the 10 bearing cap bolts in several passes in the sequence shown.



7. INSTALL CAMSHAFT OIL SEAL

Using SST and hammer, install the camshaft oil seal.

SST 09223-50010

8. INSTALL COMMON RAIL (See page FU-22)

9. INSTALL GLOW PLUG (See page ST-1)

Do you have ANY questions?

Please feel free to contact Kiwi Cylinder Heads if you have any questions or comments regarding any of our quality componants.

New Zealand

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Other Products Available from Kiwi Cylinder Heads

- ☒ Head Gaskets
- ☒ Head Sets (VRS)
- ☒ Head Bolt Sets
- ☒ Rocker Cover Sets
- ☒ Manifold Sets
- ☒ Bottom Sets
- ☒ Timing Belt Kits
- ☒ Timing Chain Sets

- ☒ Water Pumps
- ☒ Thermostats
- ☒ EGR Coolers
- ☒ Engine Valves
- ☒ Cam Shafts
- ☒ Valve Shims
- ☒ Valve Train Components
- ☒ Hydraulic Lifters