

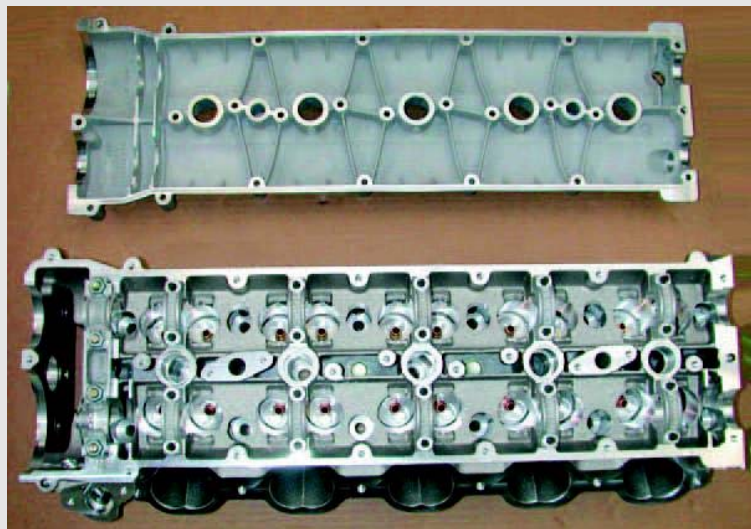
Carrera GT

Cylinder head

The cylinder head of the Carrera GT is a single-piece gravity casting of aluminium alloy (G-AlCu5Ni1). The cup tappet guides and the camshaft bearings are cast into the cylinder head.

In the gear wheel chamber of the cylinder head are the bearings for the intermediate gear wheel for the camshaft drive.

The bearing bridge of the first camshaft bearing forms a labyrinth with two cast-on ribs in the cylinder head cover. This ensures that the oil thrown off by the camshaft timing gears remains outwith the camshaft casing. The reason for this is to avoid adulteration of the oil and to ensure crankcase breathing through the camshaft casing.



1_80_04

Gas exchange is performed by two inlet and two outlet valves per cylinder. The valves are mounted in pairs in a pitch-roofed combustion chamber, at a total angle of 21.4° to each other.

Valve actuation is performed by cup tappets without hydraulic valve clearance adjusters. Within the upper spring disc there is a ground valve adjustment plate. Every 40,000 km the valve clearances must be checked and adjusted as necessary.

For valve clearance adjustment the drive unit must be removed. For this reason valve clearance adjustment is included within the scope of work for Service Level 2.

The air channels for secondary air injection behind the outlet valves in the outlet channel are cast into the cylinder head. The air feed is provided from a central air channel in the cylinder head cover.



The scope of work for valve clearance adjustment can be found in the relevant sections of the Technical Manual.