

More Mazda Bongo tips on our website!

What to check when buying and fitting a new Bongo Cylinder Head.

I helped write a similar post for the Bongo Fury forum. I've added more detail here, as several people struggle to fit a Bongo cylinder head. Or they find the cooling system won't bleed after they've fitted a new cylinder head.

This advice is for general guidance only, to make you aware of some of the checks that may be needed.

When a new cylinder head is supplied as 'fully assembled' or 'ready to fit', do not assume that it is ready to fit. It's advisable to check it first.

Once unpacked, check for hidden packaging debris inside the head.

The head face should be clean and free from grease.

And it should be smooth, free from scratches, nicks or damage. If it's not, you'll have to return it or fix it. Otherwise it will leak and lose compression. You'll struggle to bleed it.

A smooth surface is needed so that it will seal.

To ensure a tight seal, check the deck of the head and block. This YouTube link

<https://www.youtube.com/watch?v=HCuGEIPUsWc> is to a 'How To' video. It shows you how to deck a block DIY, without specialist tools.

It's possible that valves and collets will already be fitted. But you should check to ensure the collets have been fitted correctly.

Check cam caps are tight.

Check all fitted items are tightened to the correct torque, including the rocker caps.

Check valve and tappet clearances.

Check the camshaft oil seal is in place.

Fit injector heat shields.

Ensure the oil gallery plug is tight.

Ensure the dowel pin is fitted correctly and is perfectly aligned.

If the head is supplied with a seal kit, you may not need all the seals - check with the supplier.

Heads are sometimes supplied with a 2 pipe water elbow. This is not standard on the Bongo and you'll struggle to bleed it. Buy a 3 pipe water elbow. The Mazda part number is: WL02-10-2EO.



Bongo water elbow

Some parts are can be transferred from the old head. This will save you money.

But I recommend fitting some new parts:

New head bolts; Old bolts usually stretch and won't tighten fully again. If this happens, the head won't seal.

New exhaust manifold studs; These harden with age and can snap when removing or re-tightening. Number 1 manifold stud, nearest the alternator, is especially prone to snap, possibly to the varying temperature it receives. If you don't replace all the studs, play safe and have a couple to hand, in case they're needed.

A new fan sensor; This is especially important if the previous head has overheated, as excessive heat can damage the switch and the fan won't operate when it should.

A new thermostat; The thermostat helps to regulate the temperature in the cooling system. If it's faulty, the temperature of the coolant will be affected. If the coolant gets too hot, your Bongo could overheat again. The comparatively small cost of a new thermostat is definitely worth paying.

Remember, unless you are doing the job yourself, it is safer to get the garage to supply and fit the new parts.

There's a reason for this advice; If you supply the part and anything should go wrong afterwards, you will have to prove whether the part supplier or the mechanic who fitted it is at fault! You'll be caught between the two.

But if the garage supplies and fits the cylinder head, then the parts and workmanship are their full responsibility. You will only have to seek recompense or repair from them.

Over the past 10 years I estimate we have supplied and successfully fitted more than 100 Mazda Bongo cylinder heads!

We can supply and fit a Mazda Bongo cylinder head for you.

But we don't currently supply the cylinder head for you to fit yourself.

Allan Bugg. LIM1