

Technical product information

Topic	V8T-Oil leak between engine and gearbox
Market area	Bentley: worldwide (2WBE),Hongkong-Macau (5HK)
Brand	Bentley
Transaction No.	2042494/2
Level	EH
Status	Approval
Release date	

New customer code

Object of complaint	Complaint type	Position
engine -> lubrication system -> oil sump	leaks -> oil leak	

New workshop code

Object of complaint	Complaint type	Position
engine -> housing for crankshaft -> torque converter drive plate	soiling -> soiled w. oil	

Vehicle data

New Continental and Flying Spur equipped with V8T engine

Sales types

Type	MY	Brand	Designation	Engine code	Gearbox code	Final drive code
3932*	2013	E		*	*	*
3932*	2014	E		*	*	*
3932*	2015	E		*	*	*
3932*	2016	E		*	*	*
3932*	2017	E		*	*	*
3942*	2013	E		*	*	*
3942*	2014	E		*	*	*
3942*	2015	E		*	*	*
3942*	2016	E		*	*	*
3942*	2017	E		*	*	*
4W22*	2014	E		*	*	*
4W22*	2015	E		*	*	*
4W22*	2016	E		*	*	*
4W22*	2017	E		*	*	*

Chassis numbers

Manufacturer	Filler	Type	Filler	MY	Factory	From	To	Prod from	Prod to
SCB	***	**	*	*	*	078510	097155		
SCB	***	**	*	*	*	040000	064589		

Documents

Document name
master.xml
crank_bolt_gue_location.jpg
master.doc

Customer statement / workshop findings

Oil loss/drips on underbody, engine oil loss between engine and gearbox

Technical background

Oil loss via thread of fasteners in crankshaft used to attach torque convertor drive plate/flywheel. New bolt specified with thread sealer pre applied, part number WHT005487A.

Production change

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Measure

Oil is evident at interface between the engine and gearbox (see Figure 1)



Figure 1

Identify precisely the source of the oil leak. If necessary photograph the area then, clean the engine and reassess the vehicle after a test drive (see Figure 1)

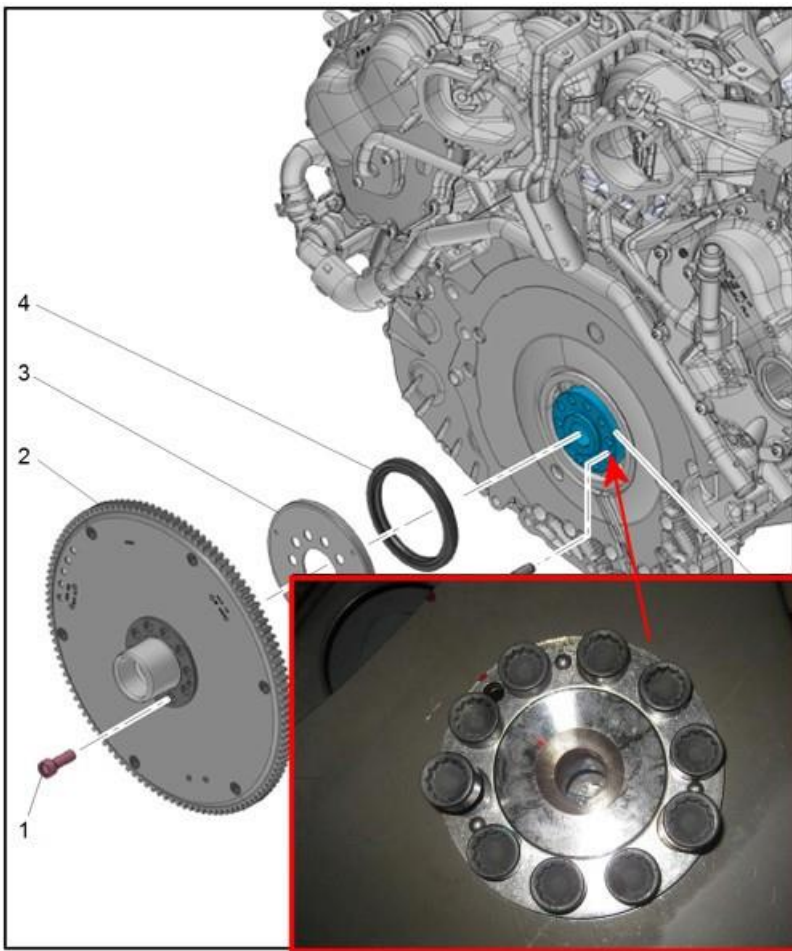


Figure 2

This TPI is to be used to remedy oil found to be leaking through the threads of the fasteners (1) securing the flywheel/flex plate (2) to the rear of the engine crankshaft (see Figure 2)

1. Once it is identified that the oil is originating from inside the bell housing then remove the engine and gearbox and flywheel/flex plate Ref workshop manual Rep.Gr13 – Flywheel – To remove and fit.



Figure 3

2. Clean the threads of the 10 tapped holes in the crankshaft flange so that they are completely free of oil (ideally use Loctite 7061 which is commercially available) (see Figure 3)



Figure 4

3. Refit the flywheel using 10 new bolts (part number WHT005487A) (see Figure 4)
4. Complete the bolt connection with the correct torque according to the workshop manual Ref workshop manual Rep. Gr13 – Flywheel – To remove and fit

Note: The bolts must be tightened with a ratchet wrench, as the speed of a pneumatic or electric screwdriver is too high and the sealant would not correctly get into the thread

Any future replacement of these bolts should be carried out in accordance with the workshop manual

Warranty accounting instructions

Warranty Type 110 or 910
 Labour Operation Code 1363 19 20
 Damage Service Number 1363
 Damage Code 00 50
 Time 1630 TU for Continental GT & Flying Spur
 1670 TU for Continental GT Convertible

Parts information

Description	Part number	Quantity
M10x57 fastener	WHT005487A	10
Loctite degreaser	Loctite 7061	1 source locally