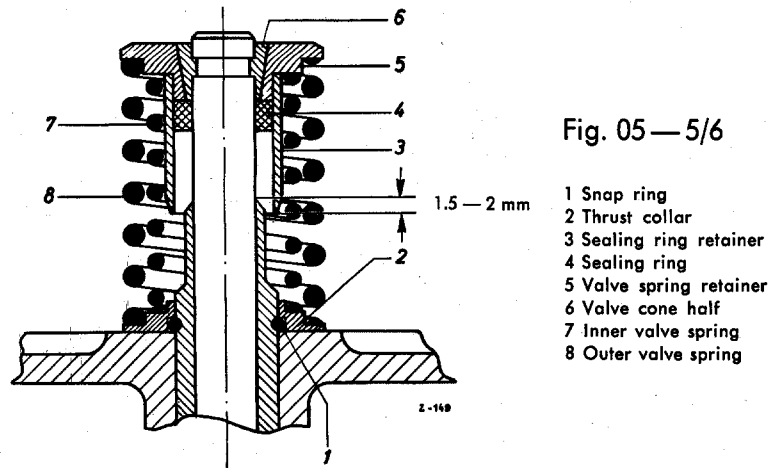


C. Sealing Valve Stem



The inlet and exhaust valves have a valve stem sealing system in which a sealing ring retainer (3), which is soldered to the valve spring retainer (5), covers the valve guide. Furthermore, a sealing ring (4) is incorporated between the sealing ring retainer and the valve stem (Fig. 05 — 5/6).

When checking the valvestem sealing system because of excessive oil consumption, the valve guides should at the same time be checked for tightness in the cylinder head (see Job No. 01 — 5, Section D).

When installing the valve stem sealing system, the following points should be noted:

- a) The groove for the valve cone halves must be free of burrs so that when the valve spring retainer is pushed on, together with sealing ring retainer and sealing ring, the latter will not be damaged.
- b) The sealing ring retainer must not cover more than 1.5—2 mm of the valve guide with the valve closed. The check should be carried out with the springs removed, marking the valve guide sleeves.

If the sealing ring retainer covers more than 1.5—2 mm of the valve guide, there is a danger of oil being sucked up through the dome.

If the valve seats or the halves have been reconditioned, the specified overlap of the sealing ring retainer in respect of the valve guide (1.5—2 mm) cannot always be obtained. In such cases, valve spring retainers with a 1 mm longer sealing ring retainer may be used (Part No. 180 050 06 23).

- c) The valve cone halves must only bear on the shaft at points above and below the groove and not on the bed of the groove.
- d) The gap between the two valve cone halves must be the same on each side.
- e) When fitting, care must be taken to ensure that the sealing ring retainer does not foul the inner valve spring.