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This video is part of a basic engines course that is taught at Weber State University. The video describes the procedure for checking valve stem to guide cleara...

Cylinder Head Valve Stem To Guide Clearance—YouTube

Inspecting Valve Guides and Valve Stem-to-Guide Clearance. Valves and valve guides are subject to high temperatures and pressures that tend to wear their sides. If they wear much at all, oil can be pulled down the valve stem and burned in the combustion chamber of exhaust. If the wear continues, the valve can move around in the guide so far that the head of the valve does not close properly and catches on the top of the valve seat.

Inspecting Valve Guides and Valve Stem-to-Guide Clearance

Valve Stem-to-Guide Clearance Inspection. Valve Stem-to-Guide Clearance Inspection. 1. Remove the valves. 2. Slide the valve out of its guide about 10 mm, then measure the guide-to-stem clearance with a dial indicator while rocking the stem in the direction of normal thrust (wobble method).

Valve Stem to Guide Clearance Inspection

Troutman says that for a standard wet sump engine that isn't spraying oil in the valvesprings, he normally like to see the valve guide clearance to be between 0.0015 and 0.002 of an inch for standard 11/32 inch valvestems. This is for both iron and aluminum heads. As the valvestems get smaller you can also tighten up the clearances.

Tech: A Quick, Easy Check For Valve Guide And Seat Quality

For example, a bent valve stem will lead to stem seizure. However, this can also be caused by lack of lubrication, too little stem-to-guide clearance, or a damaged stem. A valve stem tends to stick in extreme temperature conditions | due to gumming deposits when it is cold, or carbon packing between the stem and guide when the engine is hot.

Valve Stems and Guide Failures—Put Info

Intake valve stem-to-guide clearance for most passenger cars ranges from .001 to .003 in. Because of extra heat exhaust will be .002 to .004 in. Diesel engines as a rule have looser specs on both intake and exhaust guides than gasoline engines.

Valve Guide Wear—Can Cause Other Major Damage, Besides—

After just so long, this can cause the head to break off the valve stem, damaging piston, cylinder head and cylinder block. A general rule of thumb is that intake guides need guide-to-stem clearance of .001| to .003| and exhaust guides need from .002| to .004| clearance. The type of engine will make a difference.

Taking the Measure of a Valve Job | Goodson Tools & Supplies

I agree that the valve guide and the exhaust guides are in need of replacement. The fact of the matter is that the exhaust stem to guide clearance that the factory calls for "new" is considered wiped-out, in comparison to what tolerances can be held with current materials and honing techniques.

Valve guide/stem clearance—Pelican Parts Forums

Guide clearance can be checked after cleaning the valve stem and guide with solvent and a brush to remove all gum and varnish. Insert the valve into its guide, then hold it at its normal opening height while checking side play with a dial indicator.

Valve Guide Reconditioning—Engine Builder Magazine

6: Determine desired clearance valve to guide. Recommended clearance Shovel Head with cast iron guides Intake .001" - .0015" Exhaust .0015" - .002" (Ampco-45 add .001") 7: Select the correct plug gage by adding the valve stem diameter and clearance desired for the finish diameter.

valve guides

Intake valves should be 5.95 - 5.97 mm Exhaust valves should be 5.94 - 5.95 mm Intake valve clearance should be .03-.05mm (.0012-.002") Exhaust valves clearance should be .05-.06mm (.002-.0024")

Valvortec.com—Valve Guide Clearances—Please help

This is why accurate seat cutting is important as is minimum clearance between valve stem and guide. Kibblewhite recommend 0.0008" - 0.0012" inlet, and 0.0011" - 0.0015" exhaust when using their valves and guides. The disadvantage of too much lapping is a pocketed valve, which reduces gas flow due to turbulence.

Valve guides | Norton Owners Club

A valve stem tends to stick in extreme temperature conditions | due to gumming deposits when it is cold, or carbon packing between the stem and guide when the engine is hot. Either way, the sticking of a valve stem is a symptom of another issue that can lead to bigger problems if the root cause is not identified. Root causes include: Worn guides; Excessive stem-to-guide clearance; Wrong lubricating oil grade; Overloaded engine; Too much cold running under a light load

Troubleshooting Valve Stem and Guide Failures | FFS—

If a valve replacement is required, the clearance between valve stem and inner guide diameter must not exceed the specified values. If the clearance is too large or the valve guides are worn out-of-rue, conical or flared, they must be replaced.

Valve guides—Technipedia—Motorservice

This tight fit is sufficient to keep the guide securely located in its correct position in the cylinder head. Once the guides are installed the inner bore is usually reamed to an exact size to produce, in the case of the exhaust valve, a clearance of around 0.0015 to 0.003| between the valve stem and the guide.

Bronze Guides in Cast Iron Cylinder Heads | Michael—

This may ream out the valve guide leading to the second cause, excessive oil from too great a clearance carbonising on the stem to cause sticking. Remedy: Ensure the valve stem to guide clearance is to specification. Ensure the correct valve stem seals have been used. Replace worn components where necessary.

Engine Valves, Guides, Shims, Seat Inserts, Springs

The valve guide clearance is too large due to excessive wear of the valve guides or due to excessive reaming during repair.

Valve damage and causes—Technipedia—Motorservice

Valve guide to stem clearance Factory reparaturanleitung specifies for /6, .05 -.08 mm, with a max. of .15 mm clearance. Question: what does the max. clearance mean? I don't git it.