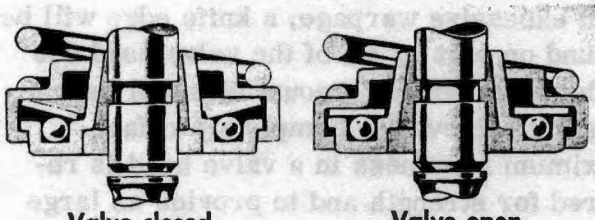
Valve Guides

Clean the bores of the valve guides, using a wire rifle brush and solvent. Blow out all carbon with compressed air. Position a light at the bottom of the guide bore, and examine the walls for burning, cracking and signs of excessive wear. Check the inside diameter of the guide bore at several points around its circumference and along its length. Replace any guides considered unserviceable or that appear close to a serviceable borderline.



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NOTE: All valve reconditioning equipment requires the installation of a pilot in the valve guide to produce a seat concentric with the guide bore. For this reason the guides must be clean and meet the engine specifications before the valve seats can be reconditioned.

Valve Seats

Remove all carbon and any remaining gasket material from the crankcase surface. Inspect all valve seats for cracks. Remove the carbon from the valve seat recesses or counterbores.

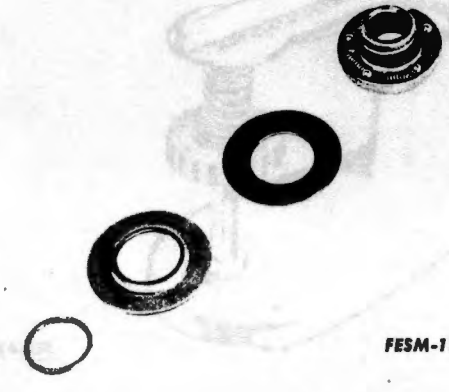
Rotocap

When the Rotocap is in operation, the valve spring is compressed (valve opened), the bellville washer is brought to bear on the steel balls. This causes the balls to roll down the ramp in the retainer thus rotating the valve.

Testing Rotators

Use any valve spring tester and a steel ball placed on an inner sleeve, then rapidly oscillate the load.

You should perform this oscillation up to the test load indicated in "Specifications". Be sure the rotator is lubricated internally. The rotators should be cleaned, checked and reinstalled at each overhaul period.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