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I bought my first MB in 1998 for \$2000. A 1981 Teal Blue Wagon...

I immediately ordered \$240 worth of FSM's from MB.... plus the Haynes manual for \$10.. it takes both in a lot of instances to figure out what MB wants done to fix something.





■ 09-30-2009, 06:50 PM

<u>bpjenks</u> 💿 Registered Use

Join Date: Oct 2008 Location: Atlanta, GA Posts: 19

#34

Seals

Quote:

Originally Posted by tedd [2]

THIS IS WRONG. Green is for intake and black is for exhaust!

the green seal is made out of rubber only. The black has metal case around it. My old seals were brown and black. The brown were rubber only and were on the intake valves, the black were with metal case and were on the exhaust. I guess if you reverse them and put the green on the exhaust they will cook in no time and will become hard as plastic.

Maybe someone has done your valve seals before you, Don, and got them all wrong and that's why you had cracked and burned seals. I did mine and there were no cracked or loose seals. My car has 303k miles I don't know if they have been done before. I can't report any results because I just did it today and have not even got the car started yet. Need to put the glow plugs back in. My car burns 1qt per 300-350 miles. I am hoping that this will decrease it at least a little bit, but I was actually expecting them to be alot worse so maybe there won't be any difference 😫 Other then that great write-up - I did it just as you have described it.

how did things turn out with the seals and oil consumption and smoking?







#35

■ 11-08-2009, 04:56 PM





I did this today and all of my idle oil smoke is gone! I found that the old seals were orange / black and backwards! All of the black ones one the exhausts were super brittle and very hard to remove. Re the initial post, think of black as cold and green as warm. I did not need to use prybar in most cases, the difficult ones I used my bent wrenches. I also found the bent wrenches were perfect for removing the old seals. Only 10-15lb max is needed to put these on. Making sure the cylinders are at TDC is probably the most time consuming thing. I should have removed all the rocker arms first and then tested each cylinder as the lobes came up and out.I think it was around 2pm when I finally got started on this and it is now 8pm with test drive and cleanup. My back is shot.



1987 300D Sturmmachine 1991 300D Nearly Perfect

1994 E320 Cabriolet

1995 E320 Touring

2001 Eurovan FOR SALE

1985 300D car, sold and missed.

OBK #42





■ 11-08-2009, 05:17 PM



Join Date: Mar 2008 Location: Florida Posts: 4.128

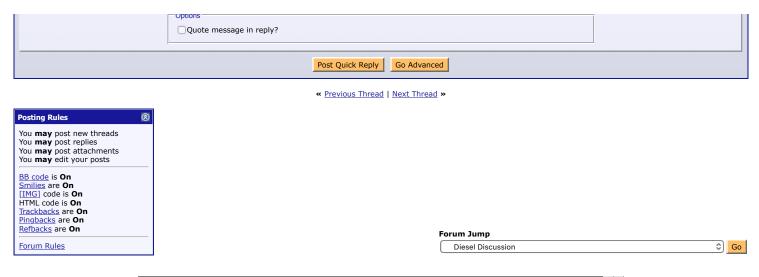
I need to do this to my 76 300D, I get a good bit of blue smoke all the time. My car had been sitting for about 5 year before I got it so im sure the seals are dried up. Though the blue smoke could be caused by injectors.

I use a quart per 1300 miles, if my rings were worn then i'd be using a lot more.

1985 300TD Turbo Euro-wagon 1979 280CE 225,200 miles 1985 300D Turbo 264,000 miles 1976 240D 190,000 miles 1979 300TD 220,000

GONE but not forgotten 1976 300D 195,300 miles 1983 300D Turbo 175,000 miles







All times are GMT -7. The time now is 09:33 AM.

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