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03-11-2009, 10:46 PM #31 ⚠

tedd Registered User

Join Date: Mar 2009 Posts: 26

Quote: Originally Posted by leathermang ▾ Leaving aside the question about doing it over ... This type of situation should be talked about more often on the forum... it is so easy to assume stuff was done right in the past and one just needs to 'r and r ' the part... There is no telling how many different people / mechanics have worked on a car that if more than 20 years old... and on ours you can bet a few of them did not have a FSM available to read before doing the work.

AGREED.

I do not know the story of my car. I assume the first owner had it for a very long time and was taking good care of it while the second owner was only driving it and never fixed anything. He was telling me that it needs a tune up and I should replace the spark plugs so that it will run faster 😊



03-12-2009, 06:50 PM #32 ⚠

Diesel911 Registered User

Join Date: Sep 2007 Location: Long Beach, CA Posts: 21,041

Quote: Originally Posted by leathermang ▾ Leaving aside the question about doing it over ... This type of situation should be talked about more often on the forum... it is so easy to assume stuff was done right in the past and one just needs to 'r and r ' the part... There is no telling how many different people / mechanics have worked on a car that if more than 20 years old... and on ours you can bet a few of them did not have a FSM available to read before doing the work.

This is also a good reason to have the FSM for you vehicle if they sell one for it. It will tell you how Mercedes wanted the job to be done and what tools are need to do the job. It can save time, trouble and Money.

84 300D, 82 Volvo 244G1 Diesel



03-12-2009, 10:13 PM #33 ⚠

leathermang Registered User

Join Date: Sep 2001 Location: central Texas Posts: 17,022

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

#34

bpjenks
Registered User

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

Seals

Quote:

Originally Posted by **tedd**

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.

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



11-08-2009, 04:56 PM

#35



winmutter
85 300D 4spd+tow+h4

Join Date: Apr 2006
Location: Atl Gawga
Posts: 9,292



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 on 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

#36



79Mercy
Registered User

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



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11-08-2009, 07:19 PM

#37

Diesel911
Registered User

Join Date: Sep 2007
Location: Long Beach, CA
Posts: 21,041

Quote:

Originally Posted by [erik1](#)
Scott, Do I need special spring compressing tools for removing and putting back the springs? How do I re/re the springs? Thanks

He will need to know what Engine or year and Model of Car you have.

The 617 Engine Valves are retained by nuts on the end of the Valve stem that is threaded; so on them you need no Valve Spring Compressor as unscrewing and screwing the Nuts does the job of the Valve Spring Compressor.

Other Mercedes Engines may use a different method of retaining the Valve Springs and may need a Valve Spring Compressor and other special tools.

84 300D, 82 Volvo 244GI Diesel



04-13-2012, 02:59 AM

#38

Ronkat81
Registered User

Join Date: Sep 2011
Posts: 94

Good methods.. Has anyone tried or think it is ok to use brake parts cleaner during the replacement procedure to clean the surfaces (camshaft, rocker arms, ect) before removing them? Or do we feel that this might cause a breakdown in any remaining oil in which it may be left in suspension? Maybe I'm overthinking it . Chemistry background lol



04-13-2012, 06:18 AM

#39

Simpler=Better
Ham Shanker

Join Date: May 2008
Location: Baltimore, MD
Posts: 2,334

I used brake cleaner when I had my motor apart. Before reassembly I poured fresh oil over everything, changed the oil, then started the turnover/ starting stuff.

[\\$60 OM617 Blank Exhaust Flanges](#)

[\\$110 OM606 Blank Exhaust Flanges](#)

617.952-220k-Ported head, 2056V, No ALDA/SALSA



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