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 **Turbo seals, valve stem seals and blue smoke...**

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 11-28-2006, 09:24 PM #1 



[crashone](#)  
 1983 300SD, 4 speed

Join Date: Jul 2006  
 Location: Raleighish, NC  
 Posts: 594

**Turbo seals, valve stem seals and blue smoke...**

Hello- OK, I hope some one can give me some ideas here. When I first start out in the morning or after the car has been sitting for a few hours I get some blueish smoke. Not much but enough to say hmmm. At night I can see smoke in the headlights behind me if I get on it a little, but I think some of that is normal diesel. I have noticed that there seems to be a bit of oil in the air filter and some in the turbo inlet when I have removed the "u" tube. I am thinking maybe **valve** stem seals need replacing. Has anyone else had the same experience and did replacing the **valve** stem seals correct this? Also which seals could be going on the turbo? Thanks for any advice.

If it ain't broke take it apart and find out why. 

1983 300SD, 4 speed  
 1994 C280  
 1987 300TD wagon


 11-28-2006, 09:36 PM #2 



[vstech](#)  
 DD MOD, HVAC,MCP,Mac,GMAC

Join Date: Mar 2006  
 Location: Mount Holly, NC  
 Posts: 13,391



My 79 TD does the same thing (except for the turbo part  )...I would love to hear the consensus on the remedy.

How much oil does yours burn? Mine is going through about 1 quart every 600 or so miles. and the M1 5W40 ain't cheap.

John

John

**"as I ride with my a/c on... I have fond memories of sweaty oily saturdays and spewing R12 into the air. THANKS for all you do!**

**84 240D 5speed & 84 300 4Speed**

**67 rs Camaro, Dodge Pickup, 72 IH Travelall- parts cars78 300D, 240D & 80 TD,& 83 SD,93D(no doors?)**

**Daily Drivers 83 SD, 82 SD, 85 300D, euro 300TD, 87300TD!!!!**, 2000 Astro Van



11-28-2006, 10:54 PM

#3

**Rmcfarland**

Registered User

Join Date: Oct 2006  
Posts: 163

Same situation here, but only noticeable when it gets cold. Some smoke on startup and I burn a quart every 6-700 miles. Might be leaking a good portion of that too though. Moderate blow-by when I take the oil cap off. Interested to hear the verdict on this one.

'79 240D 4 speed manual 105k miles



11-28-2006, 11:00 PM

#4

**RAYMOND485**

RAYMOND485

Join Date: May 2005  
Location: CALIF  
Posts: 504

**Valve Stem Seals**

1984 300d Turbo 141,000

Replace The **Valve** Stem Seals \$12.00 Diy 4-8 Hrs If Smoke At Long Idle, Replace **Valve** Springs \$50.00 Same Time And Camshaft \$175.00 And 10 Rocker Arms \$280.00 Also New Camshaft Bearing Towers 5 Ea \$150.00



11-29-2006, 12:31 AM

#5

ForcedInduction  
Guest

Posts: n/a

Quote:

Originally Posted by **RAYMOND485**  
*Replace **Valve** Springs \$50.00 Same Time And Camshaft \$175.00 And 10 Rocker Arms \$280.00 Also New Camshaft Bearing Towers 5 Ea \$150.00*

DO NOT waste money on a new springs, cam, towers, or rockers unless the are worn out of specs!

There is absolutely no reason to blow \$655 unless you need them.



11-29-2006, 08:56 AM

#6



[resago](#)  
Registered User

Join Date: Jul 2006  
Posts: 79

try

checking your oil seperator in the air filter. make sure the oil can drain down the tube back into your engine. If not, it will get sucked in and burned as fuel.

'82 Euro MB 300 D Turbo Silver/Blue - Fixed

Adding W115 Intake and Intercooler

[1986 Chevy Camaro Cp 400HP](#) For Sale

Engineer

Tuscaloosa, AL



11-29-2006, 06:37 PM

#7



[crashone](#)  
1983 300SD, 4 speed

Join Date: Jul 2006  
Location: Raleighish, NC  
Posts: 594

Thanks for the replies. I don't seem to burn that much oil of course I have had a few leaks that I've been tightening up! Can anyone tell me about the turbo seals? I know I need to replace the ones on the "U" tube, what else? I have read the threads on turbo rebuilds and may try that in the spring. I guess I'll try the **valve** stem seals as soon as I can and see if that makes a difference. Thanks.

If it ain't broke take it apart and find out why.

1983 300SD, 4 speed

1994 C280

1987 300TD wagon



11-29-2006, 06:58 PM

#8

[johnjzjz](#)  
Registered User

Join Date: Nov 2006  
Location: jersey  
Posts: 190  
Infractions: 0/1 (1)

What you might have is a blow by the piston rings from to much crankcase pressure - ( OR ) if the air filter air oil seperator is clogged like mine was oil leaks out from around the rubber pipe on top of the cam cover and down the side of the cover and will also leak under the alternator at the point wher the vent pipe that conects the oil pan to the air filter -- look at right side of pan for lots of liquid -- at that point mine was lumping globs of a thick guey oil sluge ( it mixed with dirt entering the front of the radiator ) it than went into intake and almost filled it to the point that the air was being stoped from coming into the motor -- i took the intake off a gallon of paint stripper and all the simple green i owned later it than colggggged 2 oil filters on my wash tank wrecked the cleaner and 3 large bottel brushes and it was as good as new -- what a mess if i had to do that again i would just buy a manifold -- 6 hours and 165 bucks wort of stuff 350 a gallon for safty kleen and it was garbage when i was done my shirt and swets the pressure washer was a mess the shop was trashed never again but i fixed it hahahahahahahahahahahahh -- -- jz



11-29-2006, 07:15 PM

#9



**vstech**

DD MOD, HVAC,MCP,Mac,GMAC

Join Date: Mar 2006  
Location: Mount Holly, NC  
Posts: 13,391



Quote:

Originally Posted by **RAYMOND485**   
1984 300d Turbo 141,000  
Replace The **Valve** Stem Seals \$12.00 Diy 4-8 Hrs If Smoke At Long Idle, Replace **Valve**  
Springs \$50.00 Same Time And Camshaft \$175.00 And 10 Rocker Arms \$280.00 Also New  
Camshaft Bearing Towers 5 Ea \$150.00

great list of things you did... did it help?

John

"as I ride with my a/c on... I have fond memories of sweaty oily saturdays and spewing R12 into the air. THANKS for all you do!

84 240D 5speed & 84 300 4Speed

67 rs Camaro, Dodge Pickup, 72 IH Travelall- **parts cars78 300D, 240D & 80 TD,& 83 SD,93D(no doors?)**

**Daily Drivers 83 SD, 82 SD, 85 300D, euro 300TD, 87300TD!!!!** 2000 Astro Van



11-29-2006, 08:53 PM

#10



**vstech**

DD MOD, HVAC,MCP,Mac,GMAC

Join Date: Mar 2006  
Location: Mount Holly, NC  
Posts: 13,391



Quote:

Originally Posted by **resago**   
*checking your oil separator in the air filter. make sure the oil can drain down the tube back into your engine. If not, it will get sucked in and burned as fuel.*

hmm,

that will help a turbo motor, but what about the N/A motors? the pcv goes straight into the intake, no oil separator. would it be worth it to install one? can a N/A motor use one? I have seen some for sale, but I may just try to build one.

John

John

"as I ride with my a/c on... I have fond memories of sweaty oily saturdays and spewing R12 into the air. THANKS for all you do!

84 240D 5speed & 84 300 4Speed

67 rs Camaro, Dodge Pickup, 72 IH Travelall- **parts cars78 300D, 240D & 80 TD,& 83 SD,93D(no doors?)**

**Daily Drivers 83 SD, 82 SD, 85 300D, euro 300TD, 87300TD!!!!** 2000 Astro Van



11-29-2006, 09:03 PM

#11


**leathermang**

Registered User

Join Date: Sep 2001  
Location: central Texas  
Posts: 12,786  
Infractions: 1/0 (0)



Quote:

Originally Posted by **crashone**   
*When I first start out in the morning or after the car has been sitting for a few hours I get some blueish smoke.*

That is the classic **valve** stem seal leaking symptom. They are cheap ... be sure to get the later design with the gas sealing lip and install carefully. I would not do this job without replacing the springs... they are cheap and do get metal fatigue over the years... even just sitting with the engine not running some are going to be in the compressed position... they are cheap also given the labor needed to go back and replace them if you don't do it when you are already there... also consider putting in new **valve** rotators...cheap also...  
The next step up... cam, bearings and towers... I would only do if they show to be past tolerances given in the FSM.



11-30-2006, 11:47 AM


#12 



**Monomer**   
Colonel Blitz

Join Date: Jan 2006  
Location: Detroit, MI  
Posts: 822

Quote:

Originally Posted by **resago**   
*checking your oil seperator in the air filter. make sure the oil can drain down the tube back into your engine. If not, it will get sucked in and burned as fuel.*

The E-Class owners bible gives a nice cutaway view of the oil seperator. I have to check and see if mine is clogged.

As of right now the entire intake side is caked over - I just spent hours cleaning the manifold out and painting it. The intake valves look horrid, if you have this problem I'd look into cleaning/replacing them.

The Procedure for this is as follows:

- Remove crossover pipe, and manifold.
- Remove **Valve** cover (have replacement gasket)
- Now's a good time to replace all those cracked/missing injector line holders
- Put first cylinder at TDC (turn nut on PS pump **CW**)
- Procede to start cleaning valves off (use a screwdriver, and an assortment of picks) (The use of brakecleener type products **isnt** recomended, but could be used, as your vacuuming it out whaile at TDC)
- To getto the other side of the **valve**, turn it via it's top (**valve** cover side)
- Vaccum it out - be Sure to get everything
- Continue for the next 4-5 cylinders (this allpies to OM60x engines)

Expect it to take about 20 hours (as per whunter's instructions) It's MUCH cheaper/easier than taking the head off

-1983 VW Rabbit LS Diesel (5speed, VNT/Giles build)



12-01-2006, 09:12 PM

#13 

 [crashone](#)  
1983 300SD, 4 speed

Join Date: Jul 2006  
Location: Raleighish, NC  
Posts: 594


Leathermang- What part are you calling a **valve rotator**? I haven't heard that yet. Are these the **valve** guides? Thanks.

If it ain't broke take it apart and find out why. 😊


1983 300SD, 4 speed  
1994 C280  
1987 300TD wagon



12-01-2006, 11:06 PM

#14 

[leathermang](#)  
Registered User

Join Date: Sep 2001  
Location: central Texas  
Posts: 12,786  
Infractions: 1/0 (0)  


In the Haynes manual they are called ' rotocaps'.... page 90.


I do not see them discussed in the 617.95 FSM... but the picture on page 03.8-345/4 F2 shows it numbered item # 69.

They are only on the exhaust valves...and they are the first thing above the **valve** guides. Each time the **valve** is activated it rotates it slightly.. this keeps the **valve** and the seat worn and cooled more evenly and adds lots of life to a **valve**... some cars have them on both the exhaust and intake...

I do not see them in the exploded drawings in the Performance Products catalog so they may be Dealer items only... they would be a replace ' on principle' item just like the springs in my book... can't cost much and do lots of good.



12-02-2006, 08:28 AM

#15 

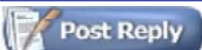
 [crashone](#)  
1983 300SD, 4 speed

Join Date: Jul 2006  
Location: Raleighish, NC  
Posts: 594

Thank you for the clarification, I will check the haynes out. I was looking at performance product and did not see them, that is why I asked. I guess I'll talk to the dealer and see what they have to allow. Well I'm off to some junk yards today to see what I can see. 🙏

If it ain't broke take it apart and find out why. 😊

1983 300SD, 4 speed  
1994 C280  
1987 300TD wagon



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