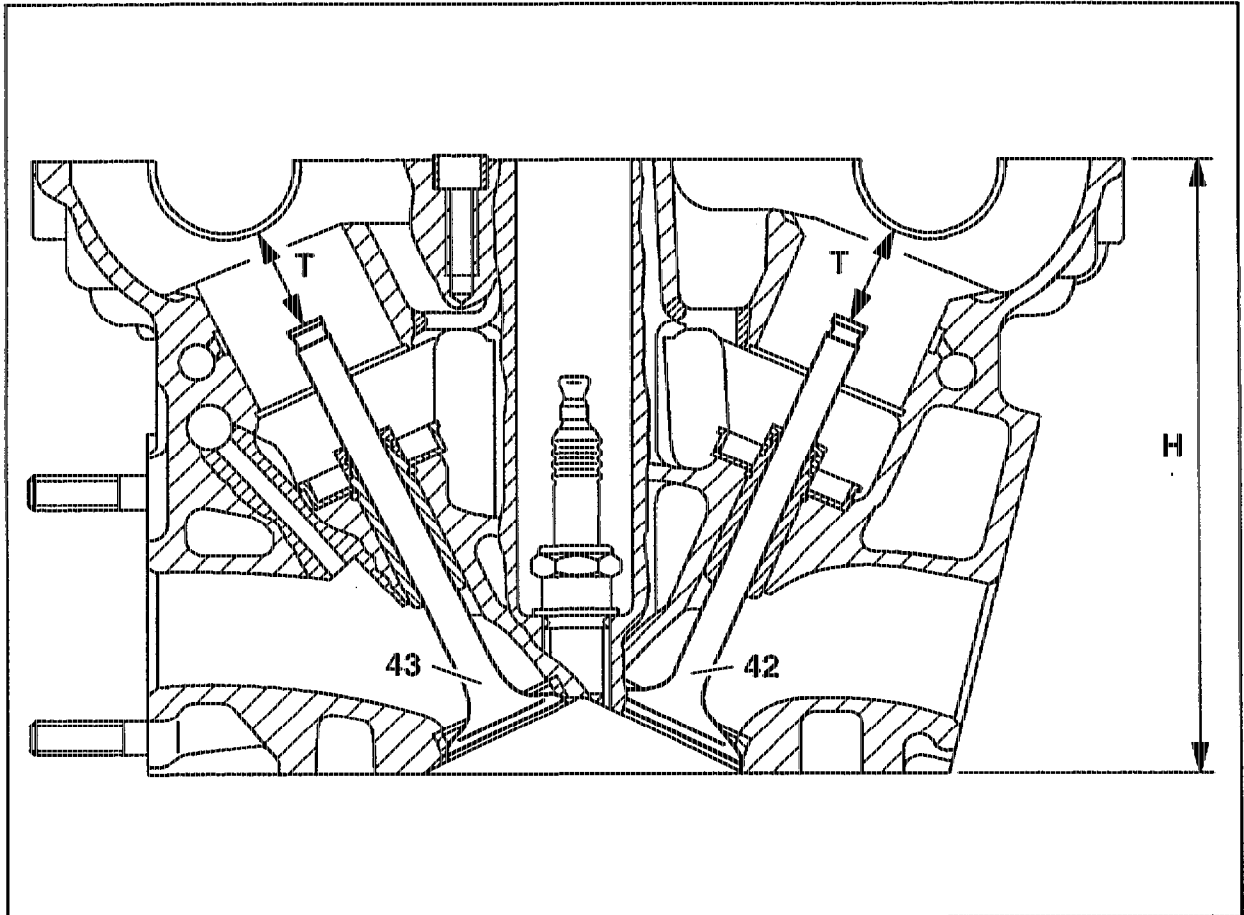


01-4180 Examining, facing contact surface of cylinder head

Preceding work:
Valves removed.

Operation no. of operation texts and work units or standard texts
and flat rates:
01-7162



P01-5866-57

- | | |
|--|--|
| Reference size (H) | measure and note. |
| Cylinder head contact surface | face. Pay attention to note. |
| Sharp edges on edge of combustion chamber ... | deburr. |
| Reference size (H) | once again measure. Determine stock removal. |
| Valves (42) and (43) | insert. |
| Reference sizes (T) between end of valve stem
and camshaft bearing base | measure; to do this, insert \varnothing 6 mm bar
centered into the base of the camshaft bearing
and measure size (T) with caliper gauge. |



If size measured is less than size "T", correct valve clearance compensation is no longer possible; replace valve seat ring or cylinder head if necessary.

Valve seats machine according to stock removal on cylinder head (05-2910).

Data in mm

Total height "H" of cylinder head	135.9-136.0		
Minimum height after machining 1)	135.5		
Permissible deviation from evenness of contact surface	longitudinally	0.08	
	transversally	0.0	
Permissible deviation of parallelism of top to bottom contact surface in longitudinal direction	0.1		
Peak-to-valley height	0.003 - 0.010		
Reference size "T"	with standard size camshaft bearing dia.	inlet	24.21 - 24.75
		exhaust	22.21 - 22.75
	with repair size camshaft bearing dia.	inlet	23.96 -24.51
		exhaust	21.96 -22.51

1) The stock removal at the cylinder head and at the crankcase of an engine must together not be more than 0.4 mm (see 01-1200).

Commercially available tools

Surface grinding machine with milling device for light alloy surfaces

Knife-edge straight edge

Note

Only machine cylinder head contact surface if porous or damaged points are present or if an impermissible deviation from the evenness in the longitudinal direction is determined.



The top cylinder head contact surface must not be machined as otherwise the basic bores of the camshaft bearings are altered.

If cracking is suspected (internal loss of coolant), the cylinder head must be pressure-tested.