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Harnischfeger] Corporation  
Model 5060, NSN  
3810-01-145-8288 Operator's,

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Wheel, 2 Drum Tandem, 10-14  
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3895-00-578-0372 Operator's,

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Rotary Tiller, Soil  
Stabilization, Reworks Model  
HDS-E, Diesel Engine Driven



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(DED) NSN 3895-01-141-0882  
Direct Support, General  
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Maintenance Manual Technical  
Manual for Crane, Mobile,  
Container Handling, Truck-  
mounted, 140-ton Capacity  
DED, FMC Link Belt Model

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HC-238A, Army Model MHE 248,  
NSN 3950-01-110-9224

Organizational, direct  
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and special tools list) for  
crane, truck mounted

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hydraulic 25 ton (CCE) Grove  
model TM S-300-5 (NSN  
3810-01-054-9779) .

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Single Smooth Drum (CCE)  
Tampo Model RS-28 (NSN  
3895-01-012-8875). Direct  
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Maintenance Manual Light  
Vehicle Tasksheet Manual for

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NATEF Edition Operator's,  
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Spring Install Height \u0026  
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Core Check and Fix! Bad  
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in the morning Valve Float



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If you want to check the  
valve guide clearance on a

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cylinder head during a teardown-or if you want to check after your machinist after he's returned a freshly redone head-insert the clean stem most of the way into the head but leave enough room that you can

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still hold the valve.

## **Tech: A Quick, Easy Check For Valve Guide And Seat Quality**

This video is part of a basic engines course that is taught at Weber State

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University. The video describes the procedure for checking valve stem to guide cle...

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Guide Clearance To inspect valve guides for wear, check valve stem-to-guide clearance, and determine any necessary actions using a micrometer, follow the steps in skill Drill 12-4: 1 Clean the guide with solvent and a

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valve guide brush if not  
already cleaned. 2

Inspecting Valve Guides and  
Valve Stem-to-Guide  
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Drill 12-4: 1. Clean the guide with solvent and a valve guide brush if not already cleaned. 2.

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actions using a micrometer, follow the steps in skill Drill 12-4: 1. Clean the guide with solvent and a valve guide brush if not already cleaned. 2.

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## **Clearance**

The dial indicator is mounted on the head and placed against the side of the valve stem near the top of the valve. With the valve at its normally open height, rock the head of the valve

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stem back and forth, observing the movement on the dial indicator, and compare to specifications. To inspect valve guides for wear, check valve stem-to-guide clearance, and determine any necessary



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actions using a micrometer, follow the steps in skill

Drill 12-4:

## **Inspecting Valve Guides and Valve Stem-to-Guide Clearance**

A valve stem tends to stick

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in extreme temperature conditions - due to gumming deposits when it is cold, or carbon packing between the stem and guide when the engine is hot. Either way, the sticking of a valve stem is a symptom of another

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issue that can lead to bigger problems if the root cause is not identified.

Root causes include: Worn guides; Excessive stem-to-guide clearance; Wrong lubricating oil grade; Overloaded engine; Too much

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cold running under a light load

## **Troubleshooting Valve Stem and Guide Failures | FPS ...**

Open the hood and check your oil. If there is too much clearance between the valve

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guide and the valve stem, it will cause the engine to consume oil. If the oil is continuously running low regardless of how often you are adding it, and you have not noticed any areas where oil appears to be leaking

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out of your engine, there is a chance that your valve seals and guides are failing.

**How to Tell If Valve Seals or Valve Guides Have Gone Bad ...**

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Valve guides are integral to the proper operation of engines. The guides help regulate the air intake and compression by keeping valves in place as the engine works. Guides also cool down the valves, with

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the guide absorbing about one-quarter of the heat generated. By constantly accommodating the valve stems as they thrust in and out with great friction, the guides are susceptible to eventually wearing out.



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## **How to Know When the Valve Guides Are Worn Out | It Still Runs**

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that the author has self-published via the platform, and some classics are conspicuous by their absence; there's no free edition of Shakespeare's complete works, for example.

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If you want to check the  
valve guide clearance on a  
cylinder head during a  
teardown-or if you want to  
check after your machinist

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after he's returned a freshly redone head—insert the clean stem most of the way into the head but leave enough room that you can still hold the valve. Tech: A Quick, Easy Check For Valve Guide

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## **Checking Valve Stem To Guide Clearance - OX-ON A/S**

Cause: Too great or too  
small valve stem to guide  
clearance. Poor valve stem

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lubrication or ingress of dirt through the air intake system. It should be noted that the cause of this problem is not always obvious. Unless the cause is readily apparent, additional advice should be sought.



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Remedy: Ensure correct engine valves and guides are fitted. Check alignment, valve stem to guide clearances, valve stem seals and lubrication system.

**Engine Valves, Guides,**

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## **Shims, Seat Inserts, Springs**

You will notice the most common sign of cracked or worn valve stem seals just after starting a cold engine. If your car has been sitting overnight or over a length of time, residual oil

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pumped up earlier will start to collect on top of the head inside the valve cover.

## **How to Check for Signs and Symptoms of Bad Valve Seals**

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