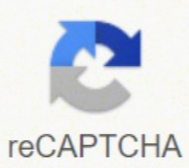




I'm not robot



Next

Aluminium bronze valve guides



The material options for the guides are reduced to two different types: cast iron and bronze. Yes, cast iron. NO steel as described in many advertisements and by suppliers. They never have been, never will be. These are as installed on the various A-series cylinder heads as standard in all applications. Cast iron is used because it is a metal very different from any used in the manufacture of valves, important for removing the gills that cause valve seizure in the guides, it is softer, but sturdy enough to wear well. Bronze, on the other hand, is a very general description, as there are a variety of "bronzes" used by various people. In the past, the type of bronze base used was 'PB1' (also known as 'Marine Bronze'), a phosphorus-bronze alloy that was very orange and very soft in color, mainly used in racing engines. Unfortunately they wore out very quickly. Bronze with silicone-brass content is probably the most popular now, often with a high content of aluminum or manganese, it is very yellow (W gold); modern technology that facilitates the highly controlled manufacture of these specialized alloys. The materials of the valves are very varied, but there are essentially three groups. The first is the old-style standard road specification, the second improved standard road specification, and finally the race specification. The material types for both road specification valves are complicated and irrelevant. All you need to know is that the early types had smooth finish stems and seats because the leaded fuel was so kind to them, the improved (or modern) ones have chrome stems with triple material heads that give a super hard seating area, both to improve longevity, especially in later years where unleaded fuel is used. Stroke specification valves are almost universally made of EN214N stainless steel. Despite what people have been led to believe, they are generally not as sturdy as standard type valves. This material is used because it is easy to form and machine, but sturdy enough to operate reliably in the extremely harsh environment of the combustion chamber. Used in their "raw" form, they are fine when used with leaded fuel, fuel treated with effective lead substitute, or suitable racing fuels, but wear out very quickly when using unleaded fuel. Paul Ivey's company 'Specialized Valves' has been chromating the stems for many years, instigated into its Rimflo valves so that people could use them on standard cast iron guides. However, chrome plating is an expensive and difficult process to apply correctly without causing the weakening of the valve stem, something Paul Ivey discovered early on, so updated designs use Tuftriding or nito-carburising instead. The latter are easily identified by the grey/black finish it leaves. The unleaded fuel is the bugbear as you can see in the text above; largely due to the "high drying" solvents used in it. These are extremely abrasive, cleaning up any traces of normal lubrication, such as engine oil. The mismatch of the material between the valves and the guides will cause galls, which will lead to the seizure of the valve in the guide, exaggerated by the unleaded fuel. So which valves are used with which guides? Cast iron guides; use standard road specification valves, preferably items with improved chrome stem for longevity, or stroke specification valves that have been with chrome stem. DO NOT use raw EN214N stroke valves, as they will grip on the guides. It is possible to run Tuftrided W/ nitro-carburized type valves on iron guides, but I have had mixed success with this, so I cannot recommend it wholeheartedly. Bronze guides; Easy this as you can use any type of valve material you want. However, the above standard road specification valves that have no surface treatment on the stems will wear out quite quickly, especially in the more modern manganese W/ silicone-brass alloys, as they are very hard. As for where to use which one, the control factor has more to do with rpm than anything else. I have already said that road specification valves are predominantly multi-piece, not only because of the way heads are formed from different materials, but because of the way they are made. A manufacturing process called by fusion^W: the stem and the head are two different pieces. Each is rotated at high speed and then pressed together. The friction developed creates a heat so immense that it physically welds the two pieces, hence the "fusion welding". Suitable for mass manufacture of valves that have the same stem diameter with a multitude of optional head diameters which can be, but adds a weak point. This process negates the more expensive process of forging valve heads, where only a limited number of diameters can be removed from a "blank space", but the joint is a weak link. For road use, they are not a problem. But when higher rpm is used along with the higher strength valve springs needed to prevent valve bounce, the valve head can break. Serious damage to the engine occurs. So where is the limit? Hard to give a definitive answer that doesn't have someone banging on a road to my door to sue me for the damaged engine accumulated due to my failure, failure. however, most road engines will be fine in road specification valves, particularly those of later specifications. It is the constant use of high rpm that is the killer. The strange 7,500 rpm visit won't hurt them IF the valve springs used are up to the job and properly installed, and missed gear changes are a rarity. The English racing series 'Mighty Minis' for the 1.3i single-point injection cars uses the standard MG Metro road spec valves (very good quality) where the engines are held against the rev limiters constantly (6,500 rpm); as far as I know, there has not yet been a dropped valve. Continuous and prolonged visits at 7,500 rpm and above will cause heads to slip off their stems after not long. So, ANYTHING that you're going to see any kind of use in racing (self-testing, pylon racing, autocross, sprinting, hill climbing, rallying, circuit racing, etc.) on a regular basis and where sportier profiled cams are used really requires the race specification valves if you want to avoid long faces. Avoid.



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