



Fitting of modified rubber valve stem seals to V8 Engines

There is a Rolls-Royce product support leaflet covering all cars from the S2-SC2 and Phantom V cars onwards using Crewe part number UE75351 as introduced in production during the 1980s. The seals we offer are similar in design but utilise superior materials.

Removal of the valve springs *in-situ* is covered in TSD5000 Chapter. E8 as follows:

1. Remove all spark plugs and block the holes with tissue paper
2. Remove the rocker covers and the rocker gear. Plug all the oil holes and pushrod holes with tissue paper
3. Turn the crankshaft so that the cylinder to be worked upon is exactly at top dead centre. This prevents the valves from dropping more than a few millimetres once the valve springs are removed
4. Using the spring compression device (Fig. 3), compress the spring and remove the valve collets. Release the compression device and remove the valve spring.

Applicable only to cars before Silver Spirit chassis 6750:

5. Remove and discard the Gland spring, Valve grommet housings and the original valve stem seal (valve grommet).
6. Inspect the sharp edge at the top of the valve guide. If it is razor sharp, it is advisable to flatten to top of the guide a little, best done with a miniature grinding wheel with a bore of at least 3/8" to slide down the valve stem. By hand, rotate the grinder until the guide head is blunt.

Applicable to all cars:

7. Polish the outer face of the guide with 320 grit sandpaper and clean away all debris
8. Coat the outside of the guide with light grade petroleum jelly. Grit-free hand cleaner is an ideal lubricant

9. Fit the new valve stem seals. These should be fitted using an appropriate drift to ensure a square fit on the valve guide. A suitable drift is a used gudgeon pin or a long-reach 14mm (9/16") socket (Fig. 1)

10. Fill the valve spring cap centre hole with a high-temperature Silicone Gasket RTV and also liberally apply some to the cotters

11. Fit the valve spring and its top washer, and compress the valve spring to fit the collets. Once the spring is released, ensure that the RTV gives a good seal between the valve stem and the spring cap, and remove excess RTV

12. Reassemble the valve train once all valves have been completed.



Figure 1



Figure 2

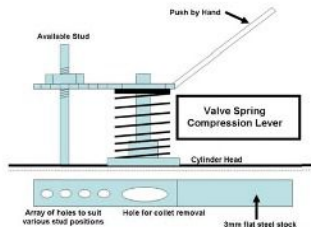


Figure 3