

Valve Seat Inserts



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Since usage of aluminium cylinder heads, valve seat inserts have significantly gained in importance. Together with the valves they seal off the combustion chamber of the cylinder head. The valve seat insert prevents the impact/burying of the valve into the cylinder head. It absorbs a proportion of the combustion heat with which the valve is charged. The valve seat insert gives off this heat to the cylinder head. To meet the different strains, an optimum material composition of the valve seat inserts must be found. Not only must the operating

conditions in the engine be considered, but also the machinability of the material for the engine reconitioner.

Materials

In the most recent engine generations of renowned car manufacturers, valve seat inserts made of sintered material (powder metallurgical procedure) are used. The increasingly high, thermal strain of the seat insert in the combustion chamber can hardly be met anymore by materials from conventional casting processes.

For this reason, Motorservice offers sintered valve seat inserts amongst others from three different material combinations, which covers the entire application range of future engines.

Overview

	HM	HT	HT+	G1	G2	G3
Fuel type/ combustion	Petrol (unleaded), Diesel	Petrol (unleaded), Diesel	Petrol (unleaded), Diesel, CNG, LPG, propane gas, flex fuel	Petrol (unleaded), Diesel	CNG, LPG, flex fuel, petrol (unleaded), Diesel	CNG, LPG, flex fuel, petrol (unleaded), Diesel
Cylinder head materials	Aluminium, grey cast iron	Aluminium, grey cast iron	Aluminium, grey cast iron	Aluminium, grey cast iron	Aluminium, grey cast iron	Aluminium, grey cast iron
Engines	low-power petrol and Diesel engines with low to normal strain	powerful, highly charged and highly stressed petrol and Diesel engines	used in gas engines like LPG, CNG, propane gas, flex fuel, powerful petrol and Diesel engines	naturally aspirated engines, turbocharged engines	highly strained engines, performance-enhanced engines, all above mentioned gas engines	highly strained engines, performance-enhanced engines, all above mentioned gas engines



Caution!

Extreme operating conditions as well as high strains of the respective engine must be taken into consideration and are the responsibility of the engine repairer. The selection of the specification of engine parts must be carefully checked by the engine repairer.

- HM = High Machinability**
- HT = High Temperature Resistance**
- HT+ = High Temperature Resistance +**
- G1 = High Temperature Resistance**
- G2 = High Wear-Resistance**
- G3 = High Temperature & Wear – Resistance**

Installation instructions

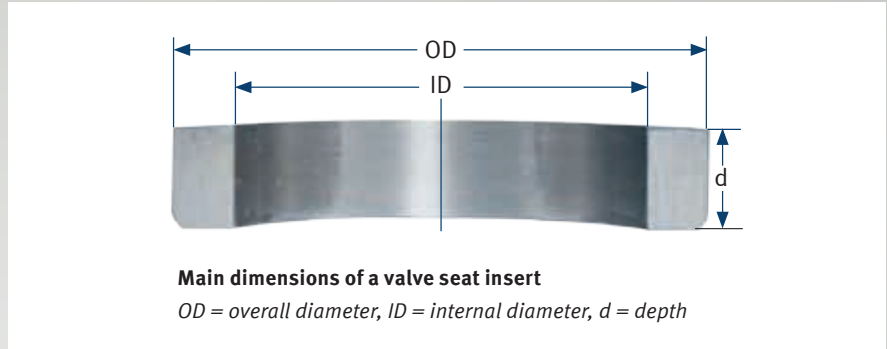
Kolbenschmidt/TRW valve seat inserts are machined and finished on the external diameter.

The dimension for the locating hole in the cylinder head can be determined based on the following overlap table. For the sintered metal seat inserts, the valve seat angle must be machined after insertion. The cast iron seat inserts are finished.

Insert the sintered metal valve seat inserts

Make sure that the seat insert to be inserted is always attached with the radius side downwards.

Due to the radius and the “spring effect”, the Kolbenschmidt sintered metal valve seat insert does not require liquid nitrogen for cooling down the seat inserts and no heating up of the cylinder head to press in the valve seat inserts into the cylinder head. The seat inserts are driven in cold with a respective tool.



Note:

Replacing valve seat inserts and valves within the scope of the gas conversion always represents an interference with the original engine specifications. Whether the new material combinations harmonise and the desired results are achieved under the changed conditions can only be estimated in advance. Extreme operating conditions and the specific engine strains must be taken into consideration. These are the sole responsibility of the engine modifier.



Attention:

Heed valve specifications when performing conversion work.

Kolbenschmidt/TRW recommends the following overlaps/press fittings

Outer diameter valve seat insert		Cast iron cylinder head		Aluminium cylinder head	
[mm]	[inch]	[mm]	[inch]	[mm]	[inch]
20–30	0.7874–1.1811	0.06	0.0024	0.08	0.0031
30–40	1.1811–1.5748	0.08	0.0031	0.10	0.0040
40–50	1.5748–1.9685	0.10	0.0040	0.12	0.0047
50–60	1.9685–2.3622	0.12	0.0047	0.14	0.0055
60–70	2.3622–2.7559	0.14	0.0055	0.16	0.0063

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