

PaulP38A.com

Range Rovers and other Big Boy Toys

With the engine disassembled down to the heads, this is as far as I want to go at the moment. The camshaft appears healthy enough and I don't want the extra hassle of pulling the motor out completely to replace the camshaft if I don't need to.

This page will cover what I did to clean the parts I reused, and what new parts I needed.

Clean and recondition the heads? Nope, I just got a new/reconditioned set instead.

Old



New



Old



New



Engine General and other bits – WD-40, degreaser and lots of rags are your friends. So are a selection of wire brushes, plastic scrapers and scouring pads. Use water spray or compressed air to clean-up, remembering to protect open engine orifices from debris and water spray.

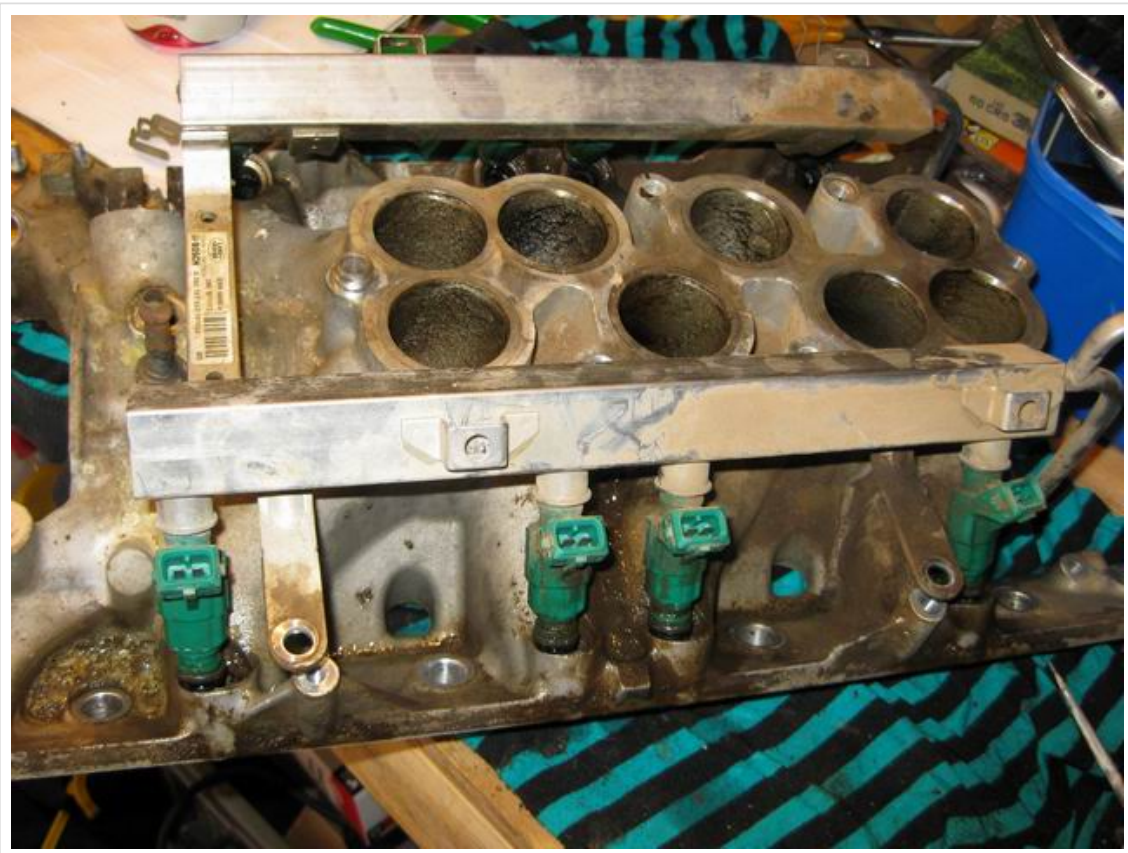
Rocker Covers – remove the inner splash plate and give it all a good bath in degreaser. I used a plastic tub filled with warm water, sprayed degreaser on the parts and used a wire brush to clean it up. Final wash was done with WD-40 to neutralise the degreaser, then left in the sun to dry.

On the RH cover, be sure to blow the gunk out of the breather pipe.





Injectors – clean the nozzles with WD-40 and replace the o-rings.



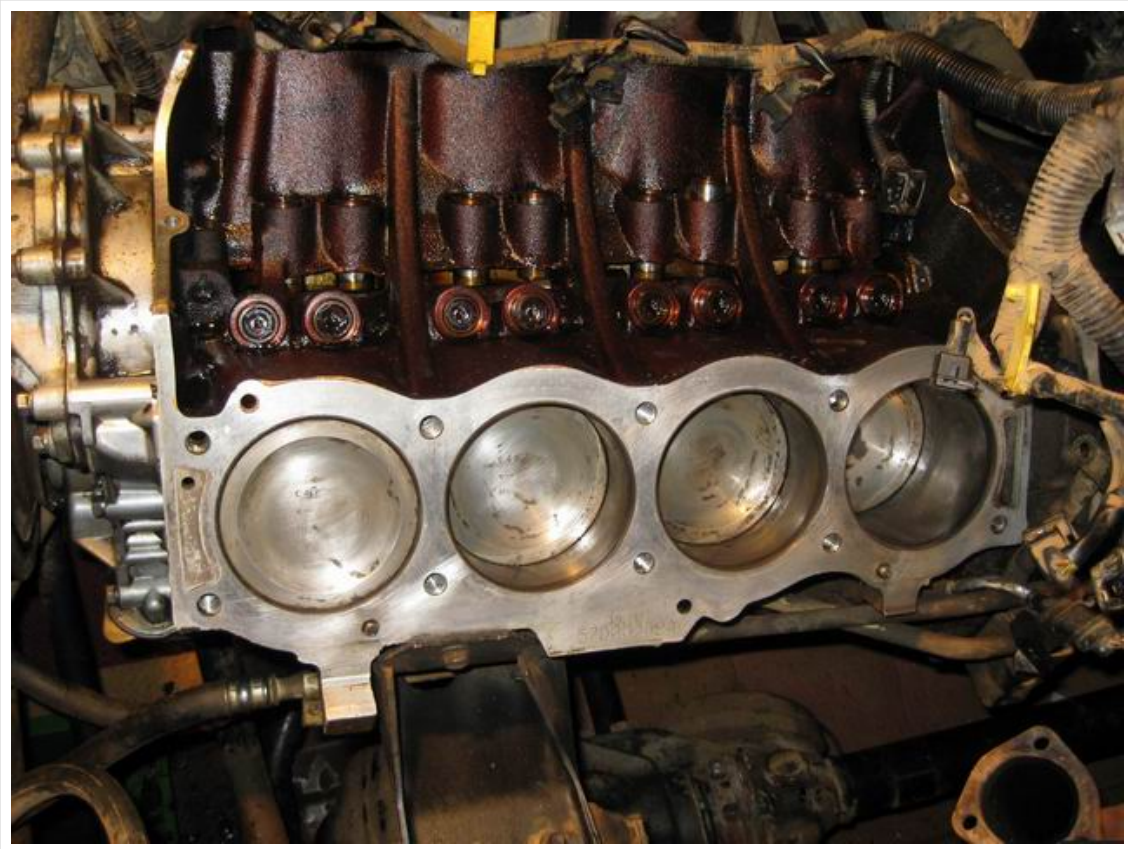
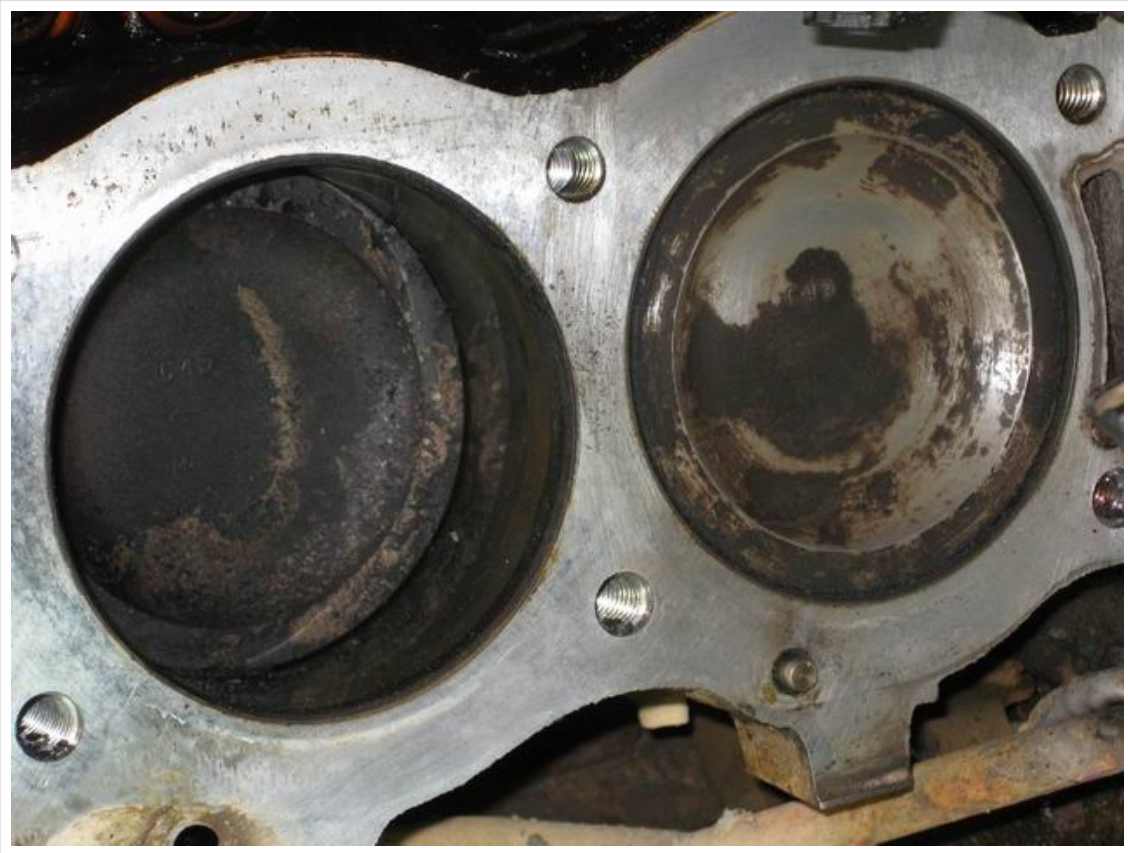


Tappets, Rocker Assembly and Push Rods – oil bath and scrouing pad.

Note: I should have replaced these the first time. Instead I cleaned them all and put it back together, got a bad tappet noise so ended up replacing it all a week later. Save yourself the hassle and replace them the first time.

My procedure to replace the Rocker Assembly, Push Rods and Tappets is covered in [this page](#)

Piston Heads and cylinder walls – use a rag dipped in WD-40 or degreaser to break up the carbon on the piston face. Gently scour or scrape the crap off the face. **Be careful you do not break off the carbon lip at the top of the cylinder sleeve.**



VRS Kit, pipes and hoses, and head bolts – approx AUD700 worth of parts here.



Head Bolts – 3 long and 7 short per head



O-rings, gaskets and seals in the VRS kit/



Old and new bits sorted, identified and ready for re-assembly.



Valley Gasket – Ray from CMW advised against using the black composite one from the VRS Kit, so I got the silver (Payen) one instead.



Similar deal with the Head Gaskets – Ray reckons the Elring composite gaskets are the ones to use.



Spark Plugs – the NKG PFR5G-11 is a replacement for the original Champion plug, but a set will cost around AUD200.

Engine Oil – I used Valvoline DuraBlend 10W-40.

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