

## Valve Guide Reamer Audi

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The reamers are K-Line bronze guide finish reamers, HSS. I reamed by hand with some gear oil. A few observations: - Reaming by hand was hard and slow,but was totally OK with me. - Reamed finish seems very nice. - Reamed guide appears smaller in ID than the indicated reamer size by 1/2 thou or more.

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Standard reamers manufactured for aircraft valve guides are designed to perfect the guide hole size when reaming new guides. The standard reamer pilot is sized to fit the small bore of a new unfinished guide to insure stability and a straight finished bore. When this same type of reamer is used to clean the valve guides, the pilot is smaller than the finished hole. This causes the reamer to wander and misalign while it is being started and turned in the guide hole.

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You need a 6mm reamer, the valves are just under sized to give you the required clearance. You'll probably find you don't need to drill them out first as there just ready to ream once pressed into the head. It's also good practice to have the valve seats recut after a valve guide replacement.

[VWVortex.com - Valve guide question. Please Help!](#)

All compressions in the mid to high 70's. Rocker arm geometry is very important as you don't want a lot of side loading on the valve stem. Also, IMO, it is important to provide at least a 1/32" rad. on both ends of the valve guide I.D.'s. This is what I did to the old Nitralloy (hardened) valve guides that CM took off the market.

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1. Drill guides with a drill just a tiny bit small than the OD, pick the remaining out. 2. Take a bar sized to a slip fit of the inside of the guide, with a step milled in as a stop, place in freezer, Heat the heads with a torch, place bar into guide and knock out. This is the method we used to use on light aircraft engines.