



blast everything clean and dry with a compressed air jet. To make doubly sure everything is spotlessly clean I then pop the bits in the dishwasher, making sure the wife is well out of the way first!

Picture 13: Before the valves go back in these valve stem seals need to be replaced. They just pop over the tops of the guides and serve to stop excess oil running down the guides which would cause the engine to

smoke on the over-run. Replace them every time they are disturbed.

Picture 14: Now the valves can be re-fitted in their original positions. The valve spring compressor allows me to hold the valve springs down whilst popping the split collets into place on the valve stem. A smear of grease holds them in place while I unwind the compressor and remove it. Don't forget the steel washers under the valve springs.

Picture 15: For purely cosmetic reasons I've cleaned up the crankcases and given them a coat of silver engine enamel. I'm reluctant to opt for bead blasting on such complex castings due to the risk of getting grit into the oilways.

An hour spent with paraffin and steel wool before another application of the dishwasher gives a good enough surface to take the paint.