Job No.
05–9

Checking Valve Tappets, OM 636

In order to meet the specified radial clearance between the valve tappets and the crankcase, the valve tappets are available with different diameters ready for assembly. (Dimensions and tolerances see Table.)

In case of repair, the bores for the valve tappets in the crankcase are not touched up, but if the bores are somewhat worn, valve tappets with a correspondingly larger diameter are used.

Valve Tappets

Version	Color code on the inside wall of the tappets	Part No.	Outer diameter mm
Standard size	none	681 054 03 01	25.993 to 25.980
1st overhaul stage	red	681 054 04 01	26.007 to 25.994
2nd overhaul stage	white	681 054 05 01	26.021 to 26.008
3rd overhaul stage	yellow	681 054 06 01	26.043 to 26.030

Tappet Bore in Crankcase and Radial Clearance between Tappets and Crankcase

Version	Diameter of Tappet Bore	Radial clearance between tappets and crankcase
Standard bore only	26.000 to 26.021 mm	0.007 to 0.041 mm

Removed tappets must be checked for wear and cracks. Tappets with worn ball cups or with an outer diameter smaller than 25.980 must always be replaced. Tappets with a worn crown surface, however, can be reground by precision-grinding.

Note: If possible, do not choose the max. limit of the radial clearance between tappets and crankcase.

During installation of the tappets make sure that the individual tappets fit the respective bores in the crankcase. Before inserting the tappets clean the bores and apply graphited oil to the tappets. The tappet must fall into the bore through its own weight.

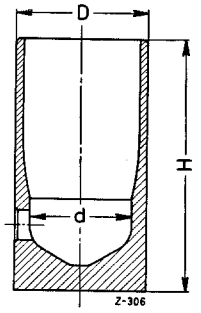

Figure 05–9/1

Valve Tappet

D = outer diameter
d = inner diameter
H = Height