Valve Adjustment on a 928 190Sl engine

The 928 engine valve
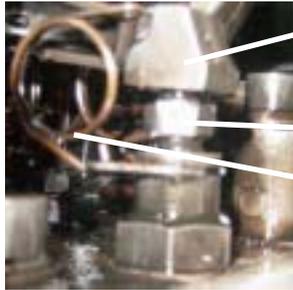
rocker
arm

Adjustment

Spring

rotate the cam
shaft* so that the
lobe opposes the
valve

remove the
spring

use feeler
guages to mea-
sure the clear-
ance between
the camshaft
and the rocker
arm

depress the
valve spring

remove the
rocker arm

adjust the
valve using
a crows foot
or a deep
socket.

replace the rocker arm
and spring - check with
feeler guage again

Adjusting the valve clearance in the 928 engine on the 190SL

NOTES:

1) you should remove the retaining springs before adjusting.

2) I lift the left rear wheel off the ground, and keep the car in 4th gear, thereby turning the wheel, you can turn the cam only slightly. I would not recommend tapping the starter button with the coil wire pulled,etc, as it is critical that the cam is perfectly aligned to the valve before measuring.

3) I adjust the valve using the measured shims for intake .003", not .004", for exhaust .007", not .008". By that I mean the smaller shim should move freely, but you can't get the larger one to fit under the cam.

4) I move the cam until the lobe is exactly opposite the valve itself (not like the picture where it is pointed straight up) When doing this you will quickly notice that the exhaust of one cylinder shares a relationship with an intake of another, plus or minus 20 degrees. I adjust the intake/exhaust paired valves in order and mark which ones I've done as I go along

5) Critical is that you do this when the engine is COLD (I think MB says you should let it sit for 24 hours before adjusting).

6) I take off the retaining spring, then make sure the little rocker is freely moveable on the ball head before adjusting it. To remove the spring, put your fingers into the loops of spring wire on either side of the rocker, and lift the crossing spring wire out of the groove and pull it forward, off the rocker, the two hooks (ends) of spring wire fit into those loops on the bottom, you should then be able to take the spring off, but remember how to put it back on.