



THE SYMPTOMS

- Valve breakage after Timing Belt failure.
- Valve breakage after Cylinder Head rebuild.
- Valve breakage at start up stage.
- Valve breakage up to 500 miles after rebuild.

THE REASON

- Misalignment between the Valve and Camshaft.
- Excessive wear of the Valve Guide or shell bearings.
- Misalignments of the Valve Couters.
- Impact damage to the lower sections of the Valve Collet from incorrect installation process.
- Worn or damaged Lifters or housing.
- Hydraulic Lifter is "pump up" or in an extended plunger position.
- Valve spring incorrectly seated.
- Contamination.

THE SOLUTION

- Check intake and exhaust pathways to liquid galleries for cracks. We strongly recommend all the Guides and Valves are replaced.
- Make sure the Hydraulic Lifter pathways are free from damage or wear. We strongly recommend all the Hydraulic Lifters are replaced.
- If re-using the Valve Collets, springs and spring plates confirm there is no wear evident.
- Use clean oil during assembly to ensure all the contact surfaces are free from contamination.
- **DO NOT** tap the Valve Stem with a hammer to gain the correct location of the Collets (in modern engines especially) as this can create micro-fractures at the lower sections of the Collet groove resulting in premature failure of the Valve.

VALVE BREAKAGE

Renault 1.8 L & 2.0 L 16 Valve Engines



Failure commonly occurs at the lower sections of the Collet groove due to misalignment of the linear Valve functions.



BGA products are to be replaced by an experienced automotive installer. This information is to be used as reference only. Always seek manufacturer specification.

