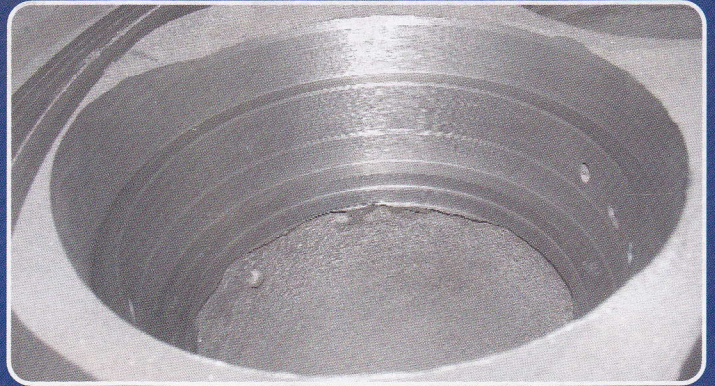


Wartsila 46 Cylinder Head

Valve seat pocket repairs

The most common repair required on the R46 cylinder head is valve seat replacement, caused by erosion from coolant leaking between the seat and pocket. When the last oversize seat has been fitted and needs replacement, the head is no longer serviceable.

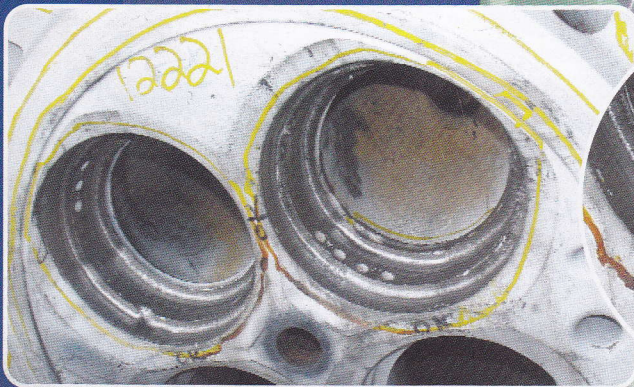


Exhaust seat pockets machined and restored back to standard size.

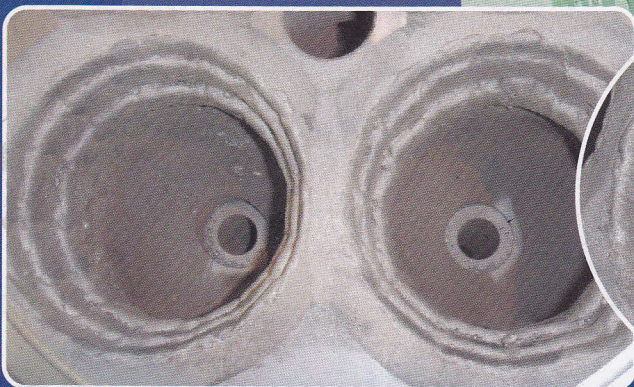
Cast Iron Welding Services can rebuild the valve seat pockets, machine them to their original dimensions and fit standard size valve seats as used on the head when new.



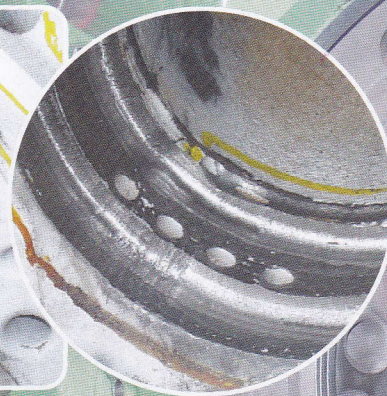
This picture shows eroded exhaust seat pockets having gone beyond the last standard oversize.



The seat pockets prepared prior to welding.



The seat pockets rebuilt.



Tested, classification approved, ready for despatch.

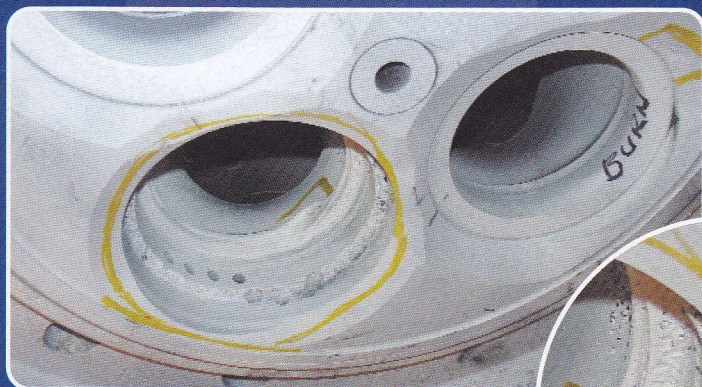
Wartsila 46 Cylinder Head

Cross bore cooling channel repairs

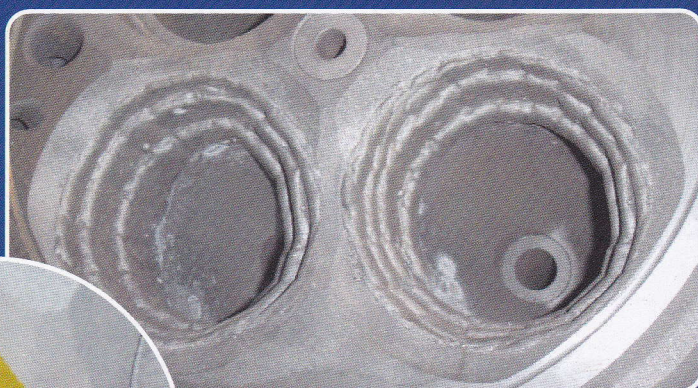
Some Wartsila R46 applications cause the cross bore cooling channels in the flame plate to corrode, eventually damaging the valve seat pockets. We remove the corroded areas completely, rebuild the cooling channels and machine them back to original dimensions.



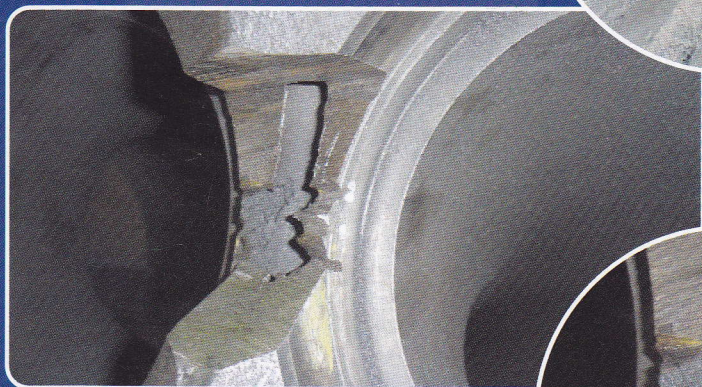
Weld repair stage 1: Repaired cross bore cooling channel.



Here corrosion has broken through into the valve seat pocket from the cross bore cooling channels.



Weld repair stage 2: Repaired valve seat pockets.



Corroded cross bore area removed.



Here the flame plate cross bore cooling channels have been restored, all seat pockets standardised and valve seats fitted.

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