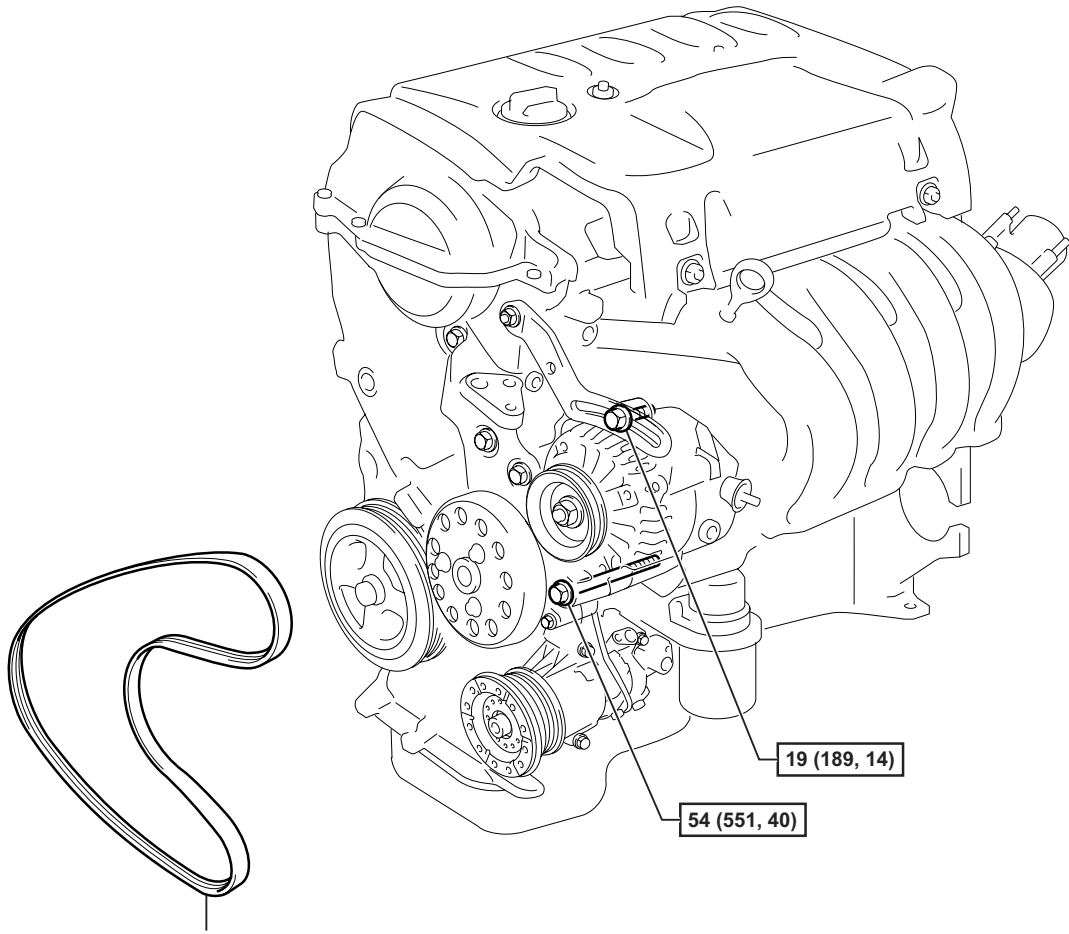


EM



FAN AND GENERATOR V BELT

N*m (kgf*cm, ft.*lbf) : Specified torque

T

VALVE CLEARANCE

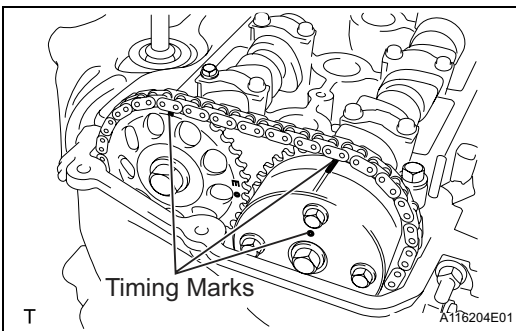
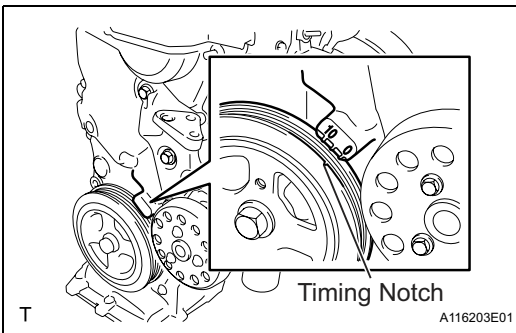
ADJUSTMENT

1. DISCONNECT CABLE FROM NEGATIVE BATTERY TERMINAL
2. REMOVE ENGINE UNDER COVER RH
3. REMOVE CYLINDER HEAD COVER NO. 2 (See page [IG-9](#))
4. REMOVE IGNITION COIL NO. 1 (See page [IG-9](#))
5. DISCONNECT VENTILATION HOSE (See page [FU-13](#))
6. DISCONNECT VENTILATION HOSE NO. 2 (See page [FU-13](#))
7. REMOVE CYLINDER HEAD COVER SUB-ASSEMBLY (See page [FU-13](#))
8. INSPECT VALVE CLEARANCE

HINT:

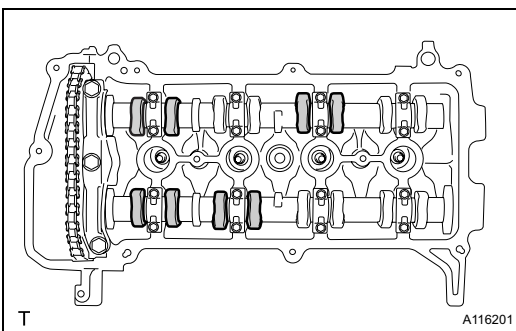
Inspect the valve clearance when the engine is cold.

- (a) Set the No. 1 cylinder to TDC/compression.
 - (1) Turn the crankshaft damper and align its timing notch with the timing mark "0" of the oil pump.



- (2) Check that both timing marks on the camshaft timing sprocket and camshaft timing gear are facing upward, as shown in the illustration.

HINT:
If not, turn the crankshaft 1 complete revolution (360°) and align the marks as above.

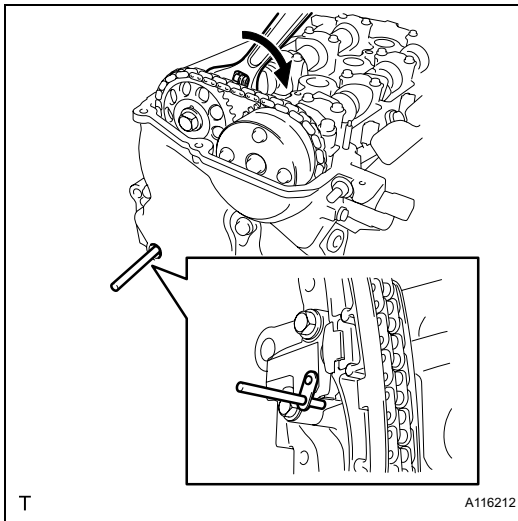


- (b) Check the valves indicated in the illustration.
 - (1) Using a feeler gauge, measure the clearance between the valve lifter and camshaft.

Valve clearance (cold):

for intake:
0.15 to 0.25 mm (0.006 to 0.010 in.)

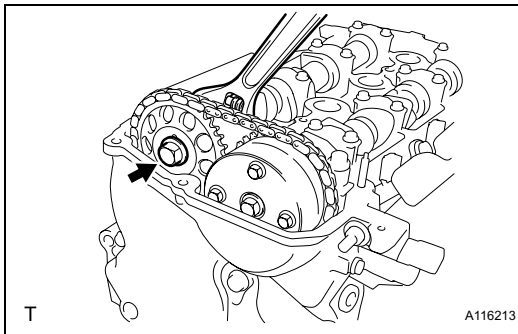
for exhaust:
0.25 to 0.35 mm (0.010 to 0.014 in.)



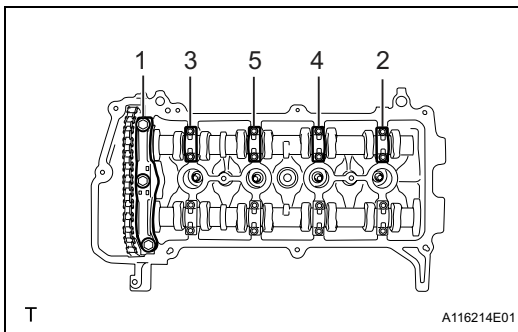
- (h) Remove the screwdriver from the service hole, then align the hole in the stopper plate with the service hole and insert a 3 mm (0.12 in.) diameter bar into the holes to hold the stopper plate.

HINT:

- Fix the stopper plate using the bar while rotating the camshaft right and left slightly.
- Hold the bar with tape so that the bar does not come off.



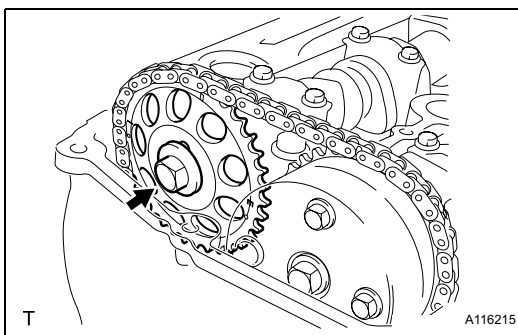
- (i) Using a wrench, hold the hexagonal lobe of camshaft No. 2 and remove the fringe bolt.



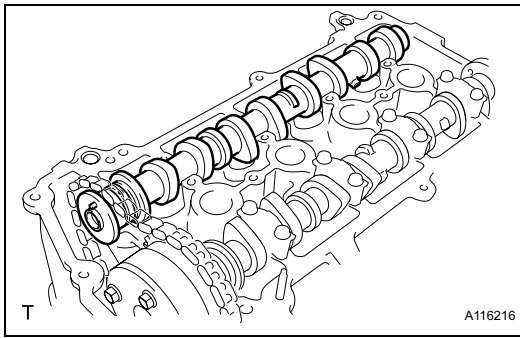
- (j) Using several steps, loosen and remove the 11 bearing cap bolts uniformly in the sequence shown in the illustration, then remove camshaft bearing cap No. 1 and camshaft bearing cap No. 2.

NOTICE:

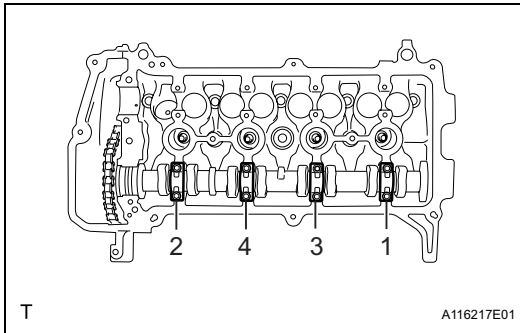
Loosen each bolt uniformly while keeping the camshaft level.



- (k) Remove the fringe bolt and remove the camshaft timing sprocket.



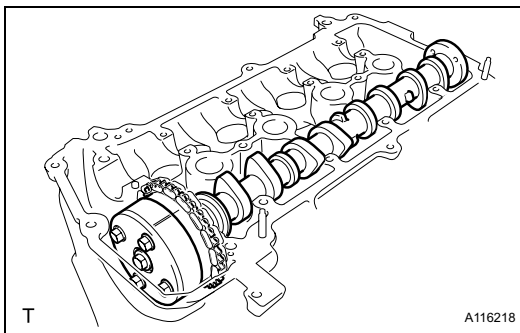
(l) Remove camshaft No. 2.



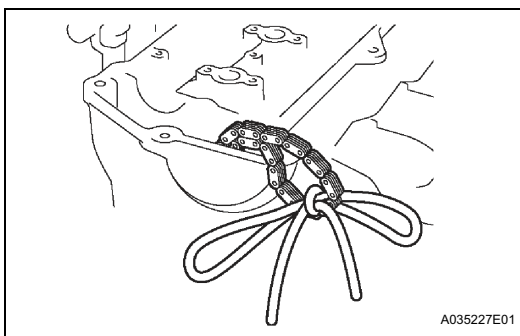
(m) Using several steps, loosen and remove the 8 bearing cap bolts uniformly in the sequence shown in the illustration, then remove camshaft bearing cap No. 2.

NOTICE:

Loosen each bolt uniformly while keeping the camshaft level.

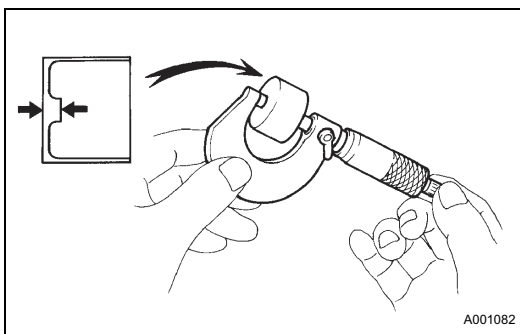


(n) Hold the chain by hand and remove the camshaft and the camshaft timing gear assembly.



(o) Tie the chain with a piece of string as shown in the illustration.

(p) Remove the 16 valve lifters.



(q) Using a micrometer, measure the thickness of the removed lifter.

(r) Calculate the thickness of a new lifter so that the valve clearance comes to within the specified values.

A	Thickness of new lifter
B	Thickness of used lifter
C	Measured valve clearance