

Valve Clearance

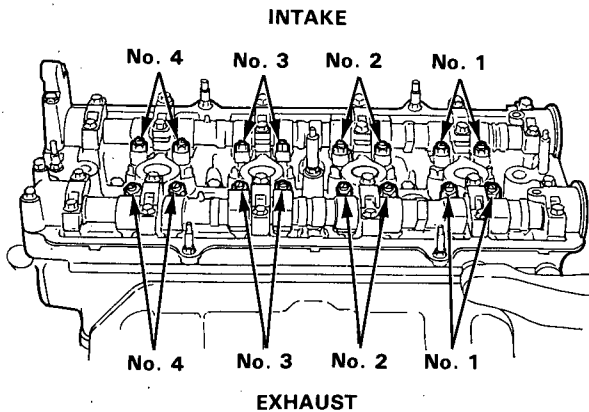


Adjustment

NOTE:

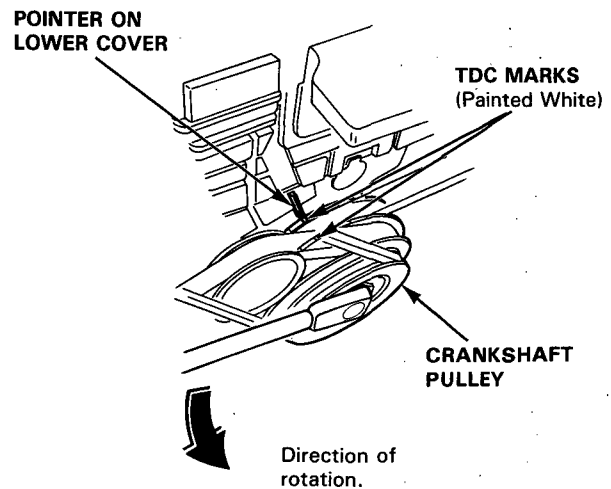
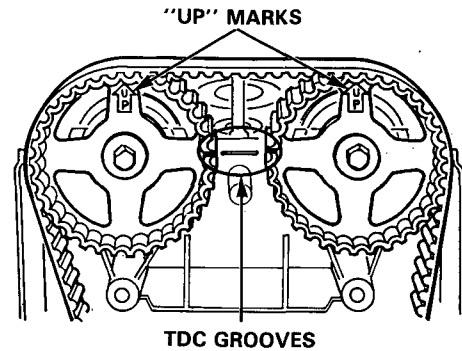
- Valves should be adjusted cold; the cylinder head temperature is less than 100°F (38°C). Adjustment is the same for both intake and exhaust valves.
- After adjusting, retorque the crankshaft pulley bolt to 180 N·m (18.0 kg·m, 130 lb-ft).

1. Remove cylinder head cover.



2. Set the No. 1 piston at top dead center (TDC) (page 6-26). "UP" mark on the pulley should be at the top, and the TDC grooves on the pulley should align with the TDC groove on timing belt back cover. TDC mark (painted white) on the crankshaft pulley should align with pointer on the timing belt lower cover.

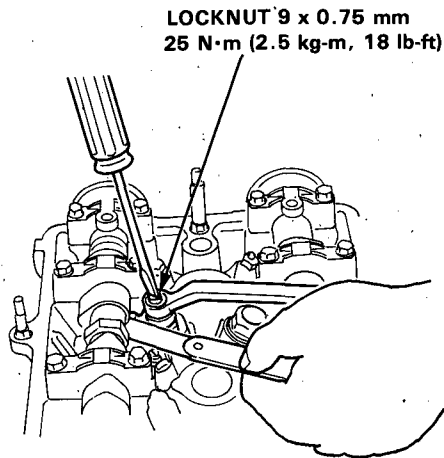
Number 1 Piston at TDC



Valve Clearance

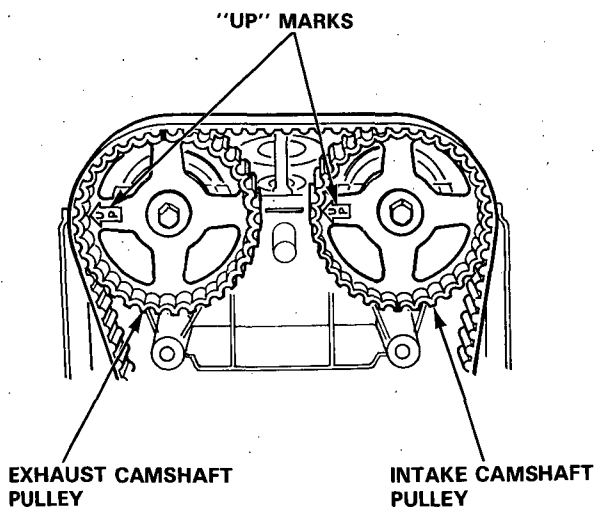
Adjustment (cont'd)

- Adjust valve clearances on No. 1 cylinder.
Intake: 0.08–0.12 mm (0.003–0.005 in)
Exhaust: 0.16–0.20 mm (0.006–0.008 in)
- Loosen the locknut and turn the adjustment screw until feeler gauge slides back and forth with a slight amount of drag.



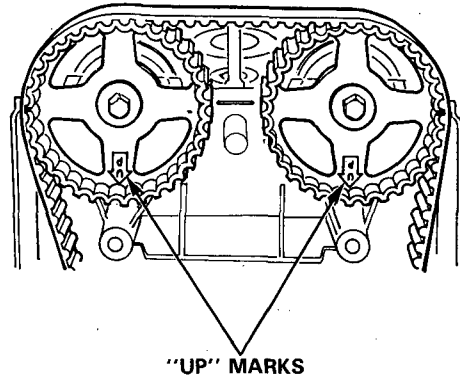
- Tighten the locknut and recheck clearance again. Repeat adjustment if necessary.
- Rotate the crankshaft 180° counterclockwise (camshaft pulley turns 90°). The "UP" mark should be on the exhaust side. Adjust valves on No. 3 cylinder.

Number 3 piston at TDC



- Rotate the crankshaft 180° counterclockwise to bring No. 4 piston to TDC. Both TDC grooves are once again visible. Adjust valves on No. 4 cylinder.

Number 4 piston at TDC



- Rotate the crankshaft 180° counterclockwise to bring No. 2 piston to TDC. The "UP" mark should be on the intake side. Adjust valves on No. 2 cylinder.

Number 2 piston at TDC

