

Engine Tune-up

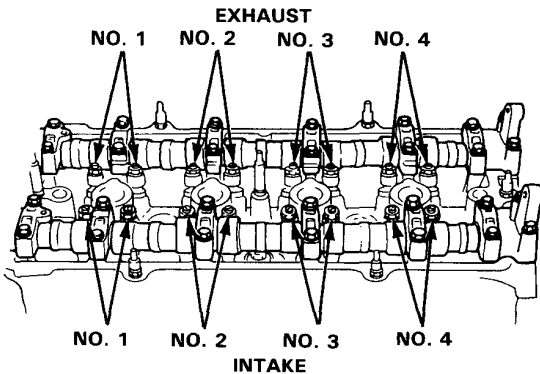
Valve Clearance Adjustment

Fuel-Injected Engine:

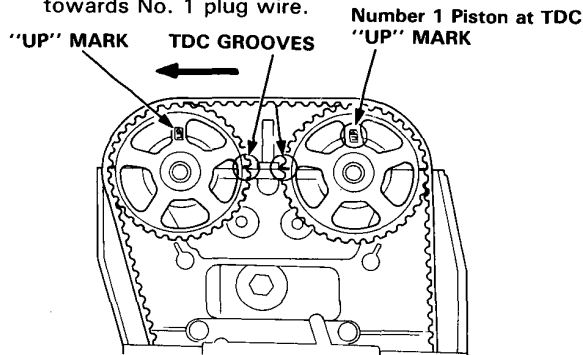
NOTE:

- Valves should be adjusted cold when the cylinder head temperature is less than 38°C (110°F). Adjustment is the same for intake and exhaust valves.
- If pulley bolt broke loose while turning crank, retorque it to 150 N·m (15.0 kg-m, 108 lb-ft).

- Remove the valve cover.



- Set the No. 1 piston at TDC. "UP" marks in the pulleys should be at top, and the TDC grooves on back side of pulley should align with cylinder head surface. The distributor rotor must be pointing towards No. 1 plug wire.

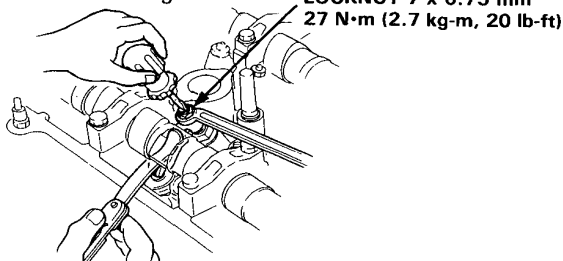


- Adjust valves on No. 1 cylinder.

Intake: 0.08–0.12 mm (0.003–0.005 in.)

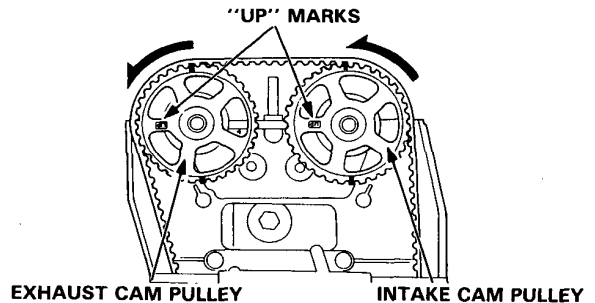
Exhaust: 0.16–0.20 mm (0.006–0.008 in.)

- Loosen locknut and turn the adjusting screw until the feeler gauge slides back and forth with a slight amount of drag.



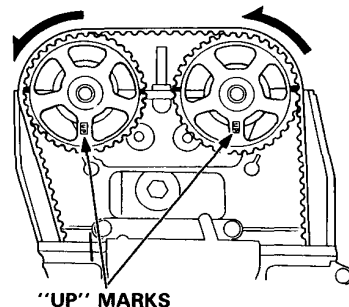
- Tighten locknut and check clearance again. Repeat adjustment if necessary.
- Rotate crankshaft 180° counterclockwise (cam pulley turns 90°). The "UP" marks should be at exhaust side. Distributor rotor should point to No. 3 plug wire. Adjust valves on No. 3 cylinder.

Number 3 piston at TDC



- Rotate crankshaft 180° counterclockwise to bring No. 4 piston to TDC. Both "UP" marks should be at bottom and the distributor rotor should point to the No. 4 plug wire. Adjust valves on No. 4 cylinder.

Number 4 piston at TDC



- Rotate crankshaft 180° counterclockwise to bring No. 2 piston to TDC. "UP" marks should be at intake side. Distributor rotor should point to No. 2 plug wire. Adjust valves on No. 2 cylinder.

Number 2 piston at TDC

