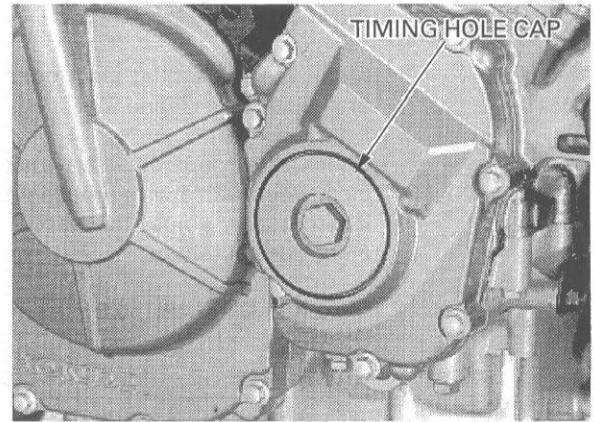
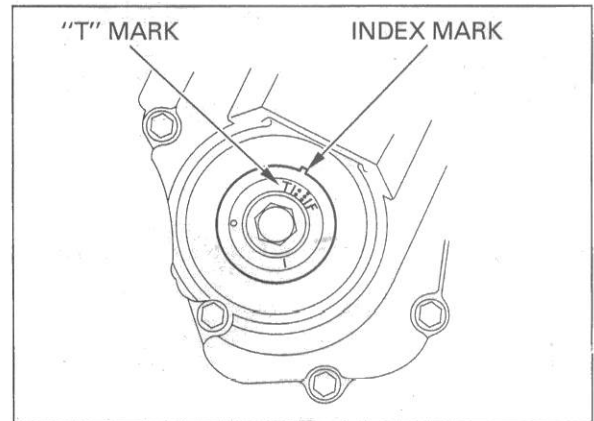


Remove the timing hole cap and O-ring.

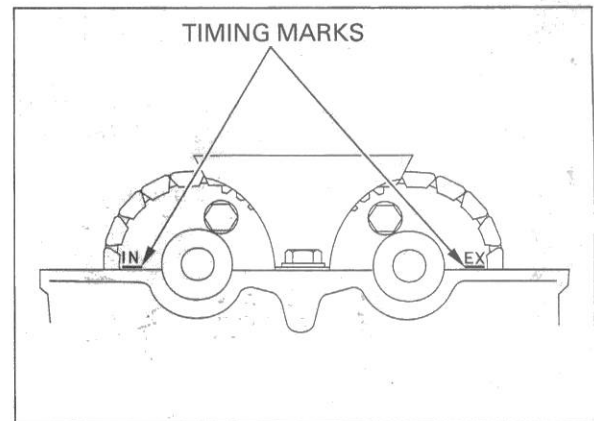


Turn the crankshaft clockwise, align the "T" mark on the ignition pulse generator rotor with the index mark on the ignition pulse generator rotor cover.



The timing marks ("IN" and "EX") on the cam sprockets must be flush with the cylinder head surface and facing outward as shown.

If the timing marks on the cam sprocket facing inward, turn the crankshaft clockwise one full turn (360°) and realign the timing marks with the cylinder head surface so they are facing outward.



Insert the feeler gauge between the valve lifter and the cam lobe.

Record the clearance for each valve for reference in shim selection if adjustment is required.

Check the valve clearance for the No.1 and No.3 cylinder intake valves using a feeler gauge.

VALVE CLEARANCE:

IN: 0.16 ± 0.03 mm (0.006 ± 0.001 in)

NOTE:

Record the clearance for each valve for reference in shim selection if adjustment is required.

