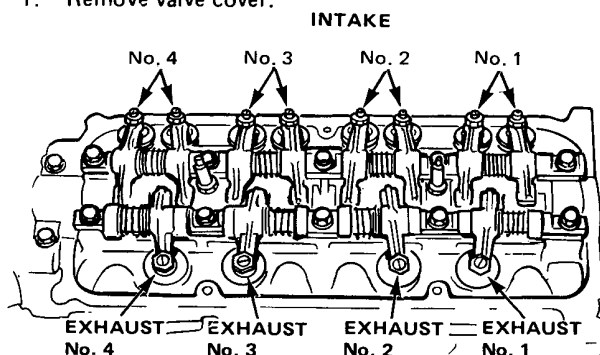




## Valve Adjustment

**NOTE:** Valves should be adjusted cold when the cylinder head temperature less than 38°C (100°F). Adjustment is the same for intake and exhaust valves.

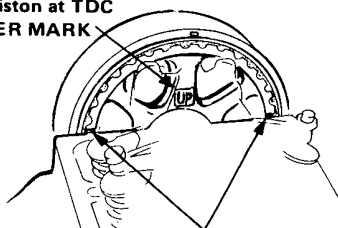
1. Remove valve cover.



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

Number 1 Piston at TDC

UPPER MARK



GROOVES

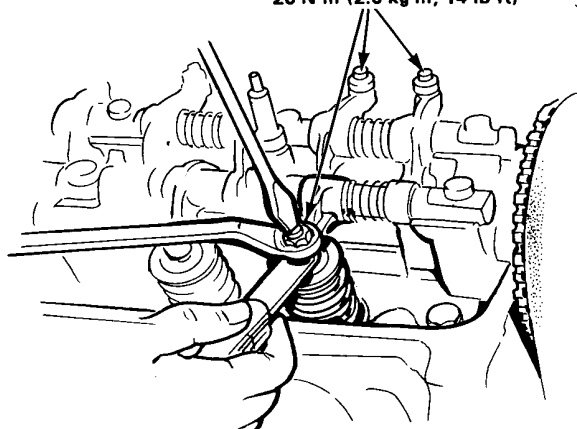
3. Adjust valves on No. 1 cylinder.

**Intake:** 0.17–0.22 mm (0.007–0.009 in.)

**Exhaust:** 0.22–0.27 mm (0.009–0.011 in.)

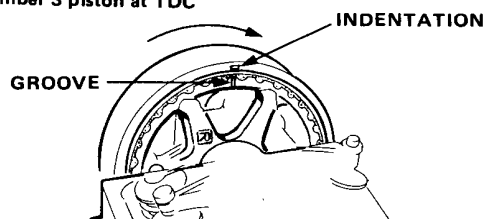
4. Loosen locknut and turn adjustment screw until feeler gauge slides back and forth with slight amount of drag.

**INTAKE and EXHAUST VALVES  
LOCKNUTS 7 x 0.75 mm  
20 N·m (2.0 kg·m, 14 lb·ft)**



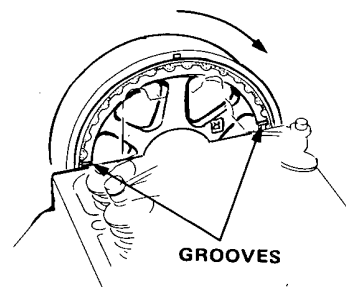
5. Tighten locknut and check clearance again. Repeat adjustment if necessary.
6. Rotate crankshaft 180° counterclockwise (cam pulley turns 90°). TDC groove should be aligned with the indentation in the belt cover. "UP" mark should not be visible. Distributor rotor should point to No. 3 plug wire. Adjust valves on No. 3 cylinder.

Number 3 piston at TDC



7. Rotate crankshaft 180° counterclockwise to bring No. 4 piston to TDC. Both TDC grooves are once again visible and distributor rotor points to No. 4 plug wire. Adjust valves on No. 4 cylinder.

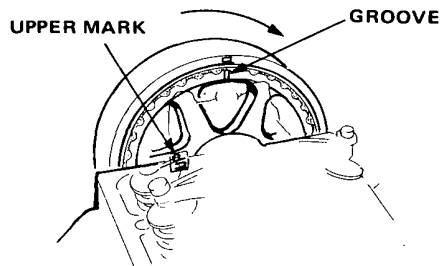
Number 4 piston at TDC



GROOVES

8. Rotate crankshaft 180° counterclockwise to bring No. 2 piston to TDC. Mark on pulley should align with indentation on the belt cover. "UP" mark should be visible. Distributor rotor should point to No. 2 plug wire. Adjust valves on No. 2 cylinder.

Number 2 piston at TDC



UPPER MARK

GROOVE