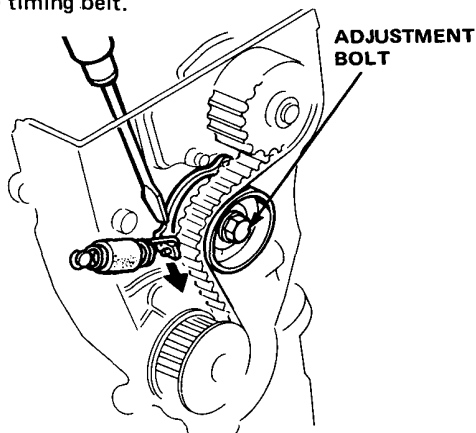
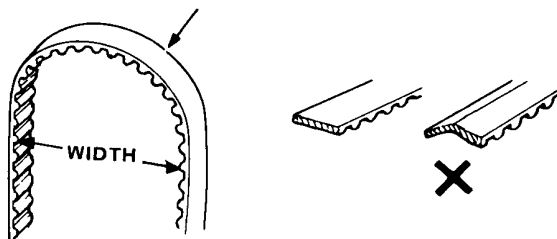




29. Loosen the tensioner adjustment bolt, then remove the timing belt.



CAUTION: Do not crimp or bend timing belt more than 90° or less than 25 mm (1 in.) in diameter.



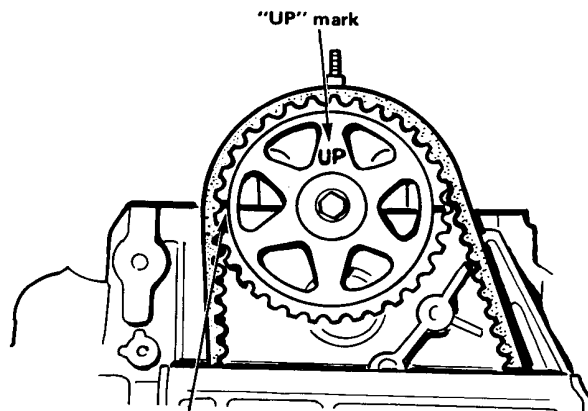
30. Remove the cylinder head bolts, then remove the cylinder head.

CAUTION: To prevent warpage, unscrew bolts 1/3 turn each time and repeat sequence until loose.

31. Remove the exhaust manifold from the cylinder head.

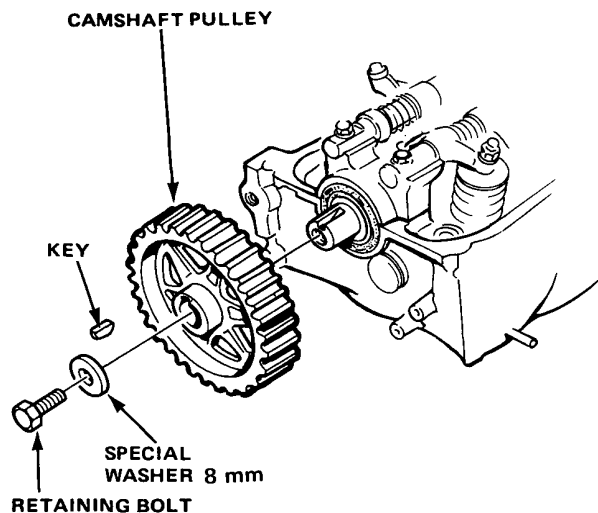
Camshaft Pulley Removal

1. To ease reassembly, turn the pulley until the "UP" mark faces up, and the front timing mark is aligned with the valve cover surface.



Front timing mark on pulley aligned with the valve cover surface.

2. Remove the pulley retaining bolt and washer, then remove the pulley.



NOTE: Before removing rocker arm assembly, check camshaft end play.

Cylinder Head/Valve Train

Camshaft Inspection

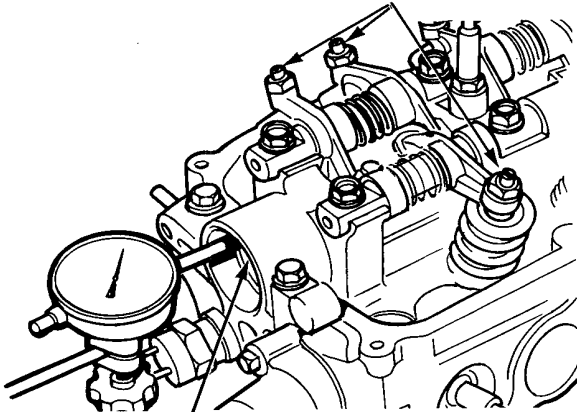
1. Seat camshaft by prying it toward distributor end of head with screwdriver.
2. Zero dial indicator against end of distributor drive, then pry camshaft back toward it, and read end play.

Camshaft End Play:

Standard (New): 0.05–0.15 mm (0.002–0.006 in.)

Service Limit: 0.5 mm (0.02 in.)

Unscrew the adjusting screws



3. Remove the rocker arm bolts, then remove the rocker assembly from the cylinder head.

NOTE: Unscrew the rocker arm bolts, two turns at a time, in a criss-cross pattern, to prevent damaging valves or rocker assembly.

- Lift camshaft out of cylinder head, wipe clean, then inspect lift ramps. Replace camshaft if lobes are pitted, scored, or excessively worn.
- Clean the camshaft bearing surfaces in the cylinder head, then set camshaft back in place.
- Insert plastigage strip across each journal.

NOTE: Do not rotate camshaft during inspection.

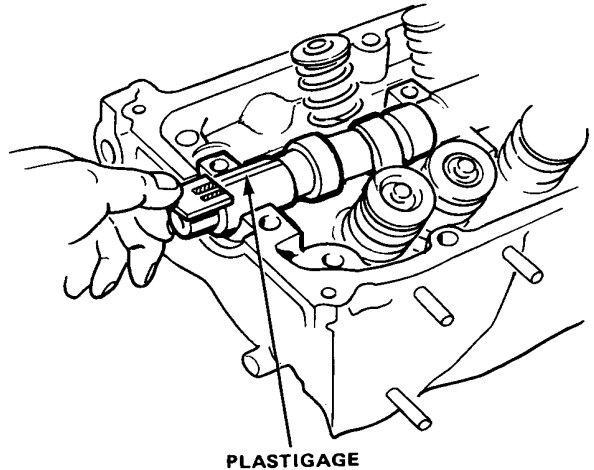
- Install the rocker arm assembly and torque bolts to values and in sequence shown on page 6-17, then remove the bolts and the rocker arm assembly.

4. Measure widest portion of plastigage on each journal.

Camshaft Bearing Radial Clearance:

Standard (New): 0.050–0.098 mm
(0.002–0.004 in.)

Service Limit: 0.15 mm (0.006 in.)



5. If camshaft bearing radial clearance is out of tolerance:

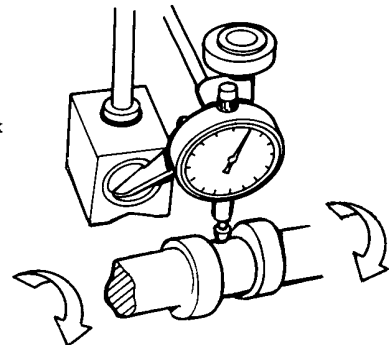
- And camshaft has already been replaced, you must replace the cylinder head.
- If camshaft has not been replaced, first check total runout with the camshaft supported on V-blocks.

Camshaft Total Runout:

Standard (New): 0.03 mm (0.001 in.)

Service Limit: 0.06 mm (0.002 in.)

Rotate camshaft while measuring





6. If the total runout is within tolerance, replace the cylinder head.
7. If the total runout is not within tolerance, replace the camshaft and recheck the bearing clearance in the cylinder head.
 - If the bearing clearance is still not within tolerance, replace the cylinder head.

[Coupe (PGM-FI)]

Intake Standard: 40.865 mm (1.6089 in.)

Exhaust Standard: 40.884 mm (1.6096 in.)

[1500]

Intake Standard: 40.370 mm (1.5894 in.)

Exhaust Standard: 40.391 mm (1.5902 in.)

[1300]

Intake Standard: 40.056 mm (1.5770 in.)

Exhaust Standard: 40.078 mm (1.5779 in.)

[1200]

Intake Standard: 39.095 mm (1.5392 in.)

Exhaust Standard: 39.120 mm (1.5402 in.)

