

Valve Clearance

Adjustment

NOTE:

- Valves should be adjusted cold when the cylinder head temperature is less than 100°F (38°C). Adjustment is the same for intake and exhaust valves.
- If the pulley bolt loosens while turning crank, tighten it to specified torque.

Specified Torque:

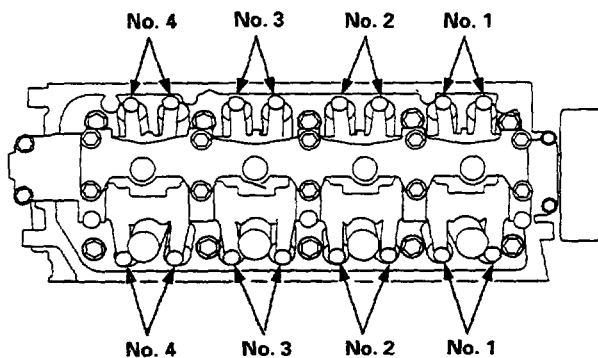
186 N·m (19.0 kgf·m, 137 lbf·ft)

- Remove the cylinder head cover.

NOTE: Refer to page 6-55 when installing cylinder head cover.

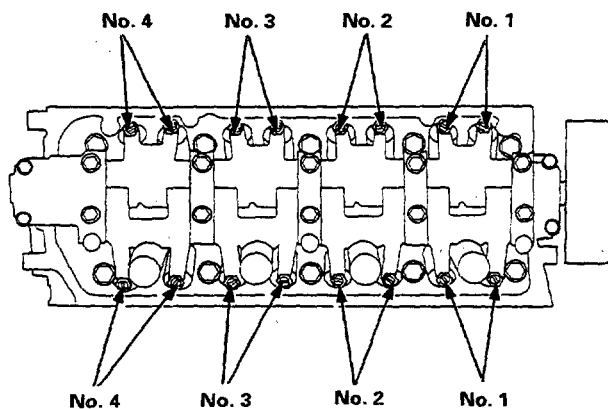
D16Y2 engine:

INTAKE

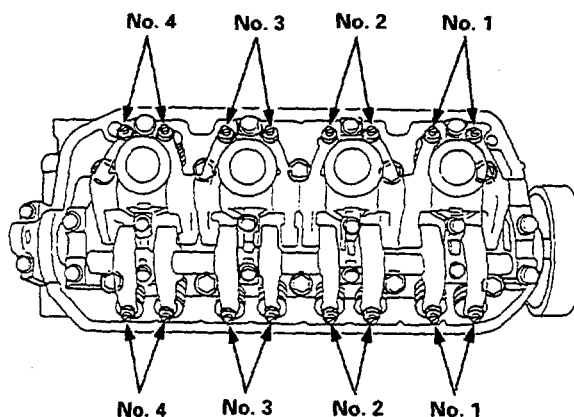


EXHAUST

D15Z3 engine:



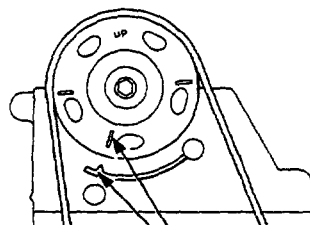
D14A2, D16Y3 engines:



- Set No. 1 piston at TDC. "UP" mark on the pulley should be at top, and TDC marks should align with cylinder head upper surface (D14A2 engine) or TDC groove should align with pointer(s) on the timing belt back cover (D15Z3, D16Y2, D16Y3 engines). The crankshaft pulley should be at TDC.

Number 1 piston at TDC:

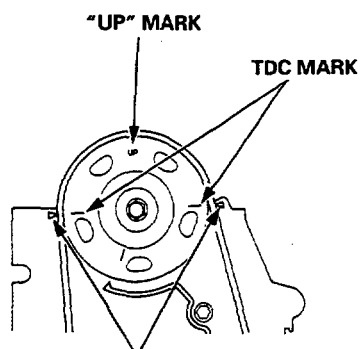
D16Y2, D16Y3 engines:



TDC mark aligned with the pointer on timing belt back cover.

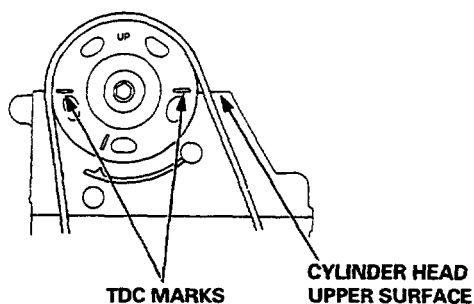


D15Z3 engine:



TDC mark aligned
with the pointers
on timing belt
back cover.

D14A2 engine:



3. Adjust valves on No. 1 cylinder.

Intake: 0.18 – 0.22 mm (0.007 – 0.009 in)

Exhaust: 0.23 – 0.27 mm (0.009 – 0.011 in)

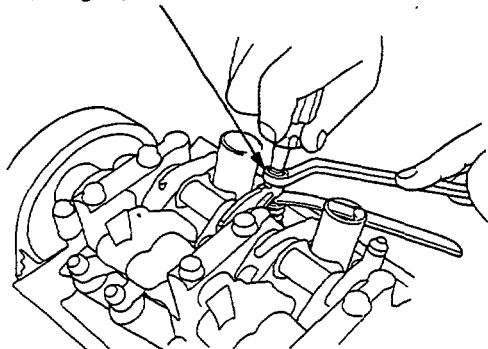
4. Loosen locknut and turn adjustment screw until feeler gauge slides back and forth with slight amount of drag.

D16Y2, D15Z3 engines:

INTAKE and EXHAUST VALVE

LOCKNUTS 7 x 0.75 mm

20 N·m (2.0 kgf·m, 14 lbf·ft)



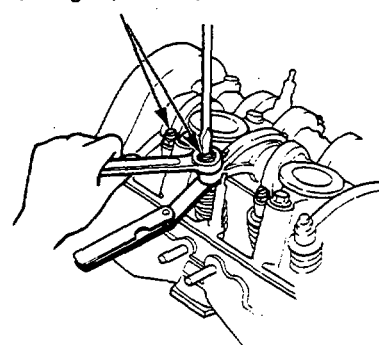
D16Y3, D14A2 engines:

CAUTION: Do not overtighten the locknuts, for the rocker arms are made of aluminum.

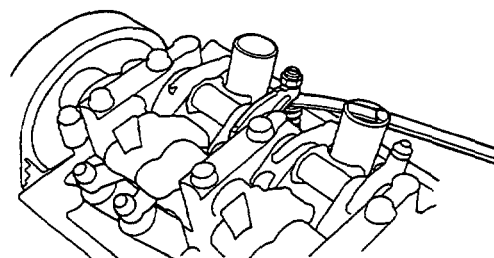
INTAKE and EXHAUST VALVE

LOCKNUTS 7 x 0.75 mm

18 N·m (1.8 kgf·m, 13 lbf·ft)



5. Tighten locknut and check clearance again. Repeat adjustment if necessary.



(cont'd)

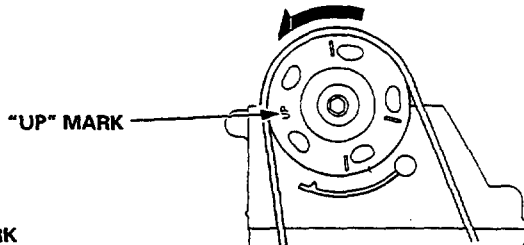
Valve Clearance

Adjustment (cont'd)

6. Rotate crankshaft 180° counterclockwise (Camshaft pulley turns 90°). The "UP" mark should be on the exhaust side. Adjust valves on No. 3 cylinder.

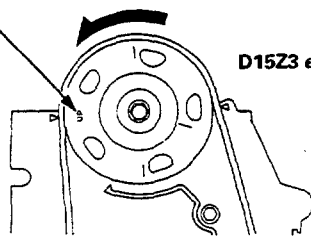
Number 3 piston at TDC:

D16Y2, D16Y3 engines:



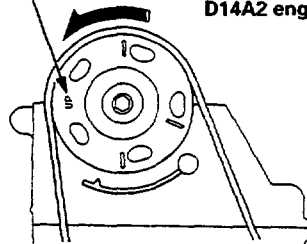
"UP" MARK

D15Z3 engine:



"UP" MARK

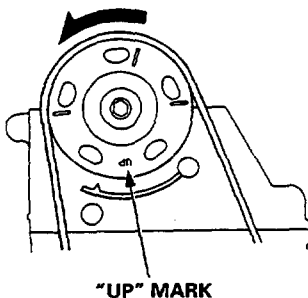
D14A2 engine:



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

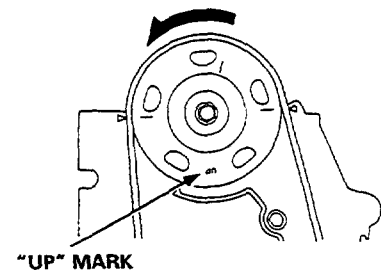
Number 4 piston at TDC:

D16Y2, D16Y3 engines:



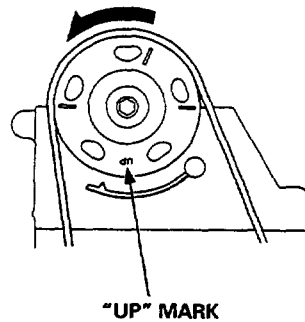
"UP" MARK

D15Z3 engine:



"UP" MARK

D14A2 engine:

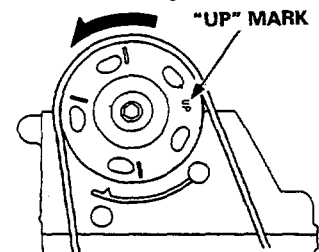


"UP" MARK

8. Rotate 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.

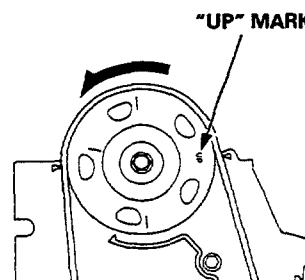
Number 2 piston at TDC:

D16Y2, D16Y3 engines:



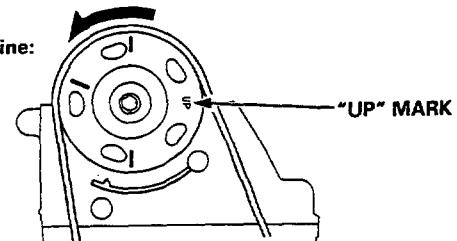
"UP" MARK

D15Z3 engine:



"UP" MARK

D14A2 engine:



"UP" MARK