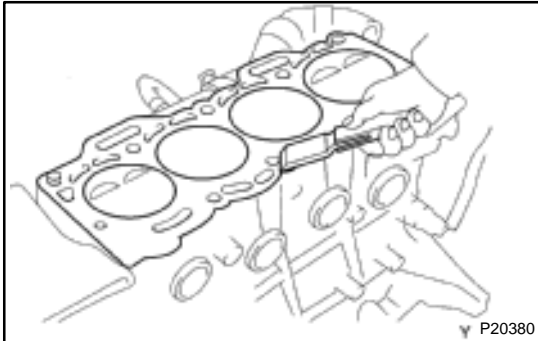


INSPECTION

1. CLEAN TOP SURFACES OF PISTONS AND CYLINDER BLOCK

- (a) Turn the crankshaft, and bring each piston to top dead center (TDC). Using a gasket scraper, remove all the carbon from the piston top surface.



- (b) Using a gasket scraper, remove all the gasket material from the cylinder block surface.
- (c) Using compressed air, blow carbon and oil from the bolt holes.

CAUTION:

Protect your eyes when using high-pressure compressed air.

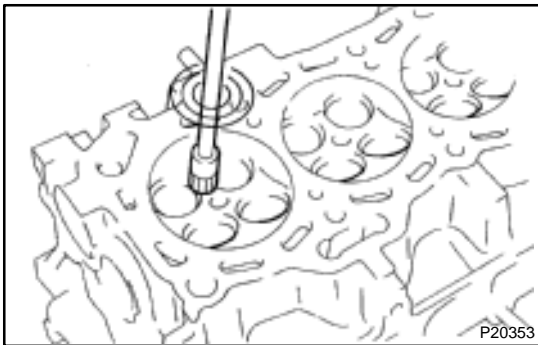


2. CLEAN CYLINDER HEAD

- (a) Remove gasket material.
Using a gasket scraper, remove all the gasket material from the cylinder block contact surface.

NOTICE:

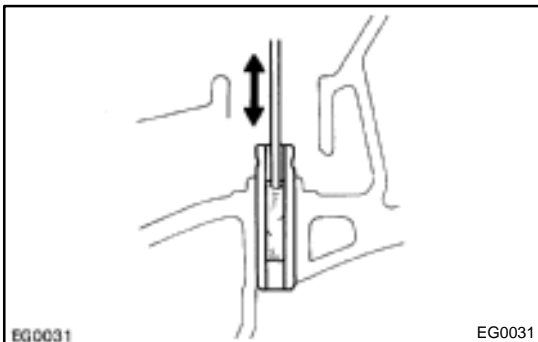
Be careful not to scratch the cylinder block contact surface.



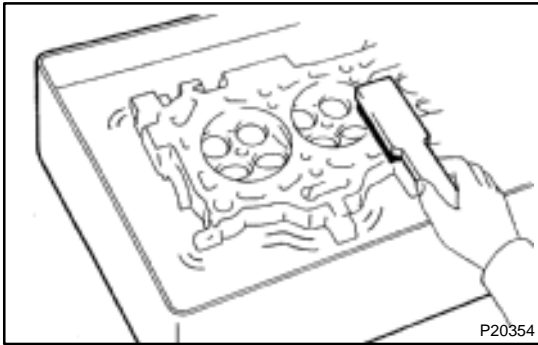
- (b) Clean combustion chambers.
Using a wire brush, remove all the carbon from the combustion chambers.

NOTICE:

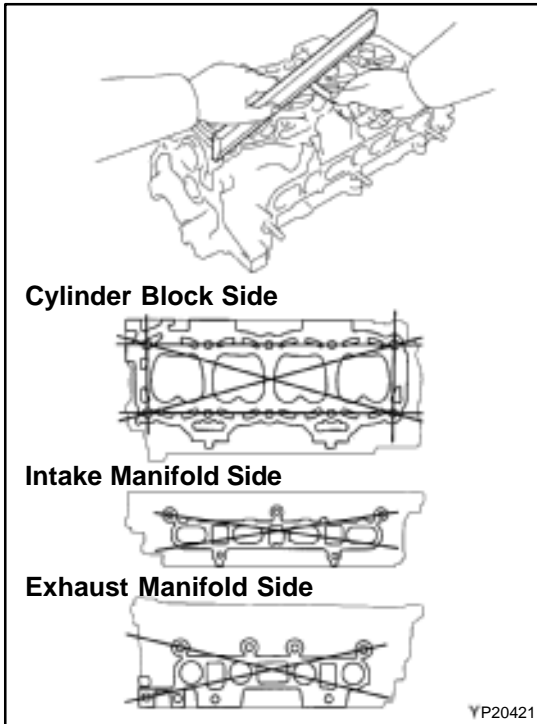
Be careful not to scratch the cylinder block contact surface.



- (c) Clean valve guide bushings.
Using a valve guide bushing brush and solvent, clean all the guide bushings.



- (d) Clean cylinder head.
Using a soft brush and solvent, thoroughly clean the cylinder head.



3. INSPECT CYLINDER HEAD

- (a) Inspect for flatness.
Using a precision straight edge and feeler gauge, measure the surfaces contacting the cylinder block and the manifolds for warpage.

Maximum warpage:

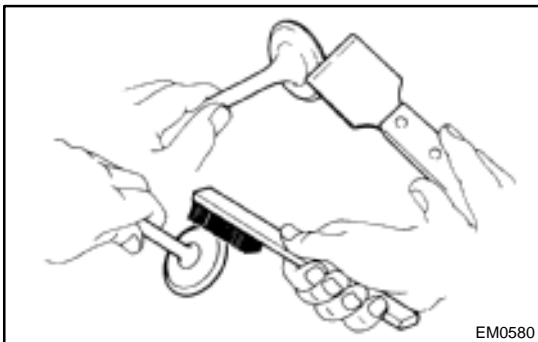
Cylinder block side	0.05 mm (0.0020 in.)
Manifold side	0.05 mm (0.0020 in.)

If warpage is greater than maximum, replace the cylinder head.



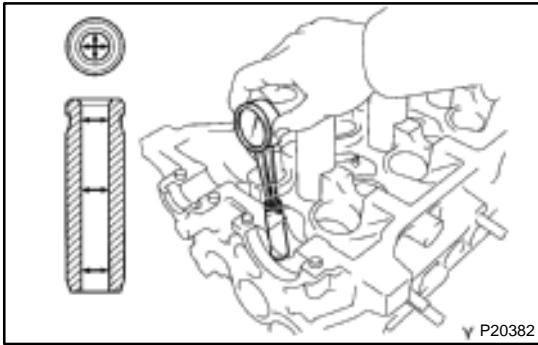
- (b) Inspect for cracks.
Using a dye penetrant, check the combustion chambers, intake ports, exhaust ports and cylinder block surface for cracks.

If cracked, replace the cylinder head.



4. CLEAN VALVES

- (a) Using a gasket scraper, chip off any carbon from the valve head.
(b) Using a wire brush, thoroughly clean the valve.

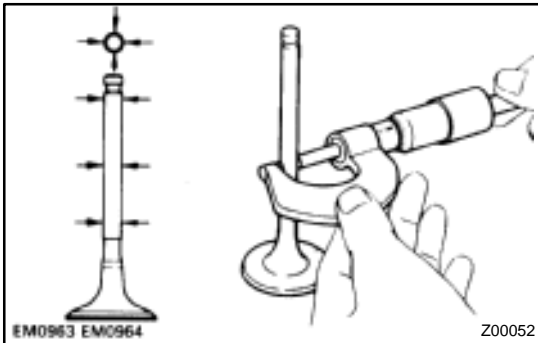


5. INSPECT VALVE STEMS AND GUIDE BUSHINGS

- (a) Using a caliper gauge, measure the inside diameter of the guide bushing.

Bushing inside diameter:

6.010 – 6.030 mm (0.2366 – 0.2374 in.)



- (b) Using a micrometer, measure the diameter of the valve stem.

Valve stem diameter:

Intake	5.970 – 5.985 mm (0.2350 – 0.2356 in.)
Exhaust	5.965 – 5.980 mm (0.2348 – 0.2354 in.)

- (c) Subtract the valve stem diameter measurement from the guide bushing inside diameter measurement.

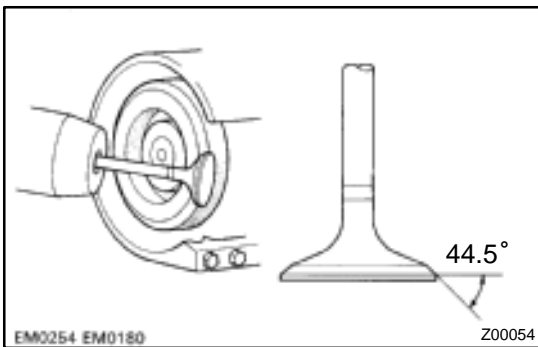
Standard oil clearance:

Intake	0.025 – 0.060 mm (0.0010 – 0.0024 in.)
Exhaust	0.030 – 0.065 mm (0.0012 – 0.0026 in.)

Maximum oil clearance:

Intake	0.08 mm (0.0031 in.)
Exhaust	0.10 mm (0.0039 in.)

If the clearance is greater than maximum, replace the valve and guide bushing (See page [EM-40](#)).

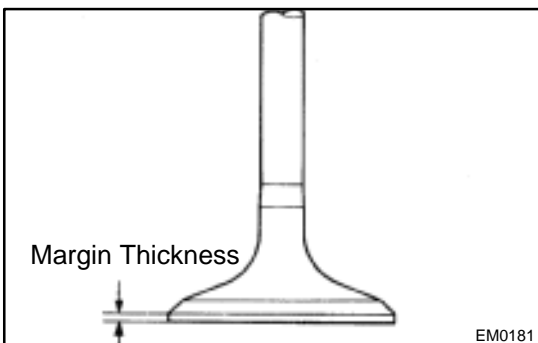


6. INSPECT AND GRIND VALVES

- (a) Grind the valve enough to remove pits and carbon.
(b) Check that the valve is ground to the correct valve face angle.

Valve face angle:

44.5°



- (c) Check the valve head margin thickness.

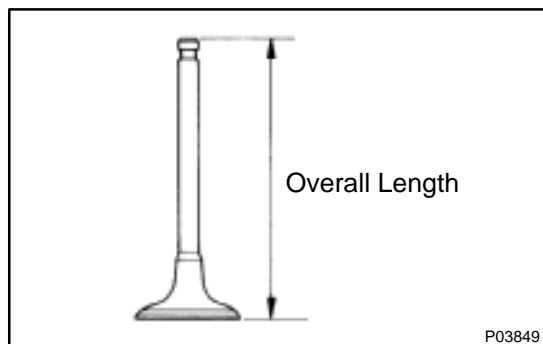
Standard margin thickness:

0.8 – 1.2 mm (0.031 – 0.047 in.)

Minimum margin thickness:

0.5 mm (0.020 in.)

If the margin thickness is less than minimum, replace the valve.



- (d) Check the valve overall length.

Standard overall length:

Intake	93.45 mm (3.6791 in.)
Exhaust	93.89 mm (3.6768 in.)

Minimum overall length:

Intake	92.95 mm (3.6594 in.)
Exhaust	93.39 mm (3.6768 in.)

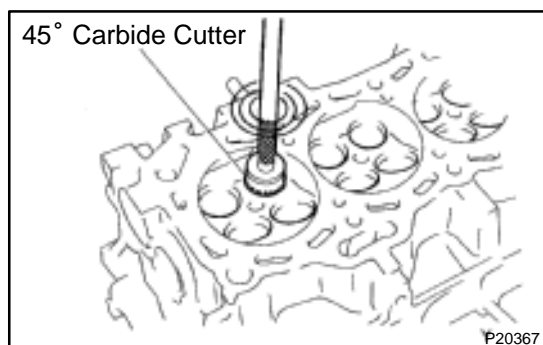
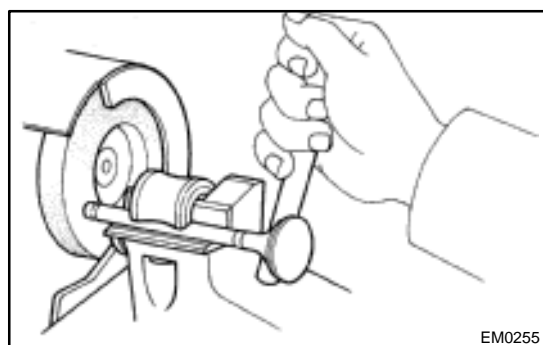
If the overall length is less than minimum, replace the valve.

- (e) Check the surface of the valve stem tip for wear.

If the valve stem tip is worn, resurface the tip with a grinder or replace the valve.

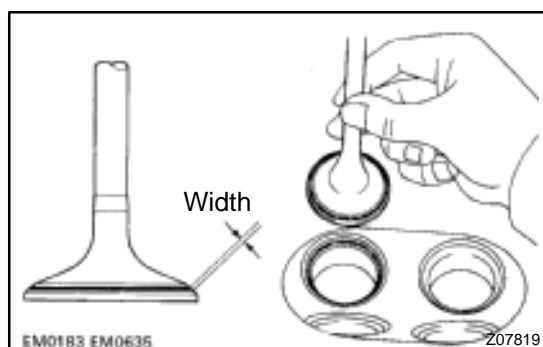
NOTICE:

Do not grind off more than minimum.



7. INSPECT AND CLEAN VALVE SEATS

- (a) Using a 45° carbide cutter, resurface the valve seats. Remove only enough metal to clean the seats.



- (b) Check the valve seating position.

Apply a light coat of prussian blue (or white lead) to the valve face. Lightly press the valve against the seat. Do not rotate valve.

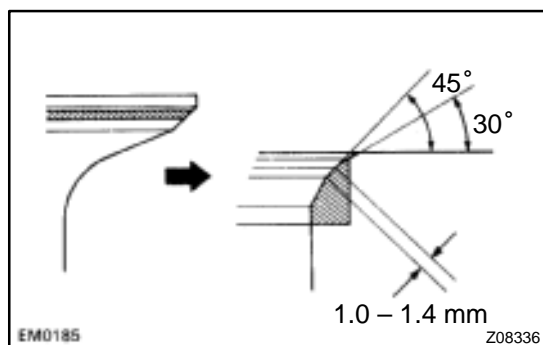
- (c) Check the valve face and seat for the following:

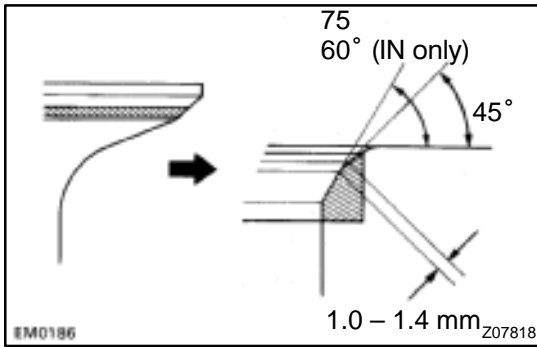
- If blue appears 360° around the face, the valve is concentric. If not, replace the valve.
- If blue appears 360° around the valve seat, the guide and face are concentric. If not, resurface the seat.
- Check that the seat contact is in the middle of the valve face with the following width:

1.0 – 1.4 mm (0.039 – 0.055 in.)

If not, correct the valve seats as follows:

- (1) If the seating is too high on the valve face, use 30° and 45° cutters to correct the seat.

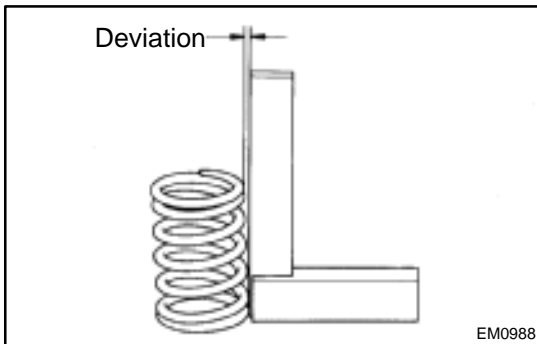




- (2) If the seating is too low on the valve face, use 75°, 60° (IN only) and 45° cutters to correct the seat.



- (d) Hand-lap the valve and valve seat with an abrasive compound.
(e) After hand-lapping, clean the valve and valve seat.

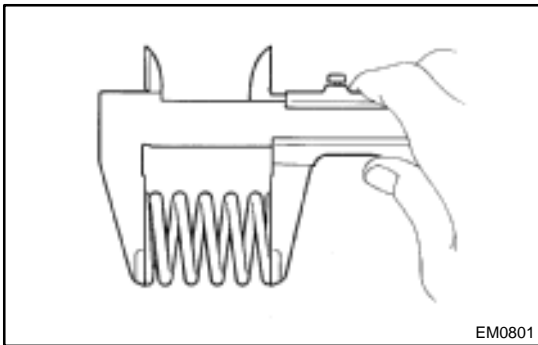


8. INSPECT VALVE SPRINGS

- (a) Using a steel square, measure the deviation of the valve spring.

Maximum deviation: 2.0 mm (0.079 in.)

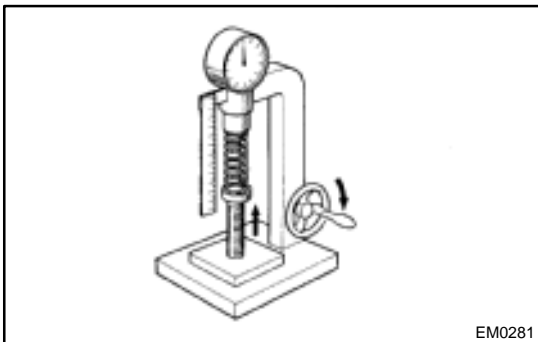
If the deviation is greater than maximum, replace the valve spring.



- (b) Using a vernier caliper, measure the free length of the valve spring.

Free length: 53.58 mm (2.1094 in.)

If the free length is not as specified, replace the valve spring.



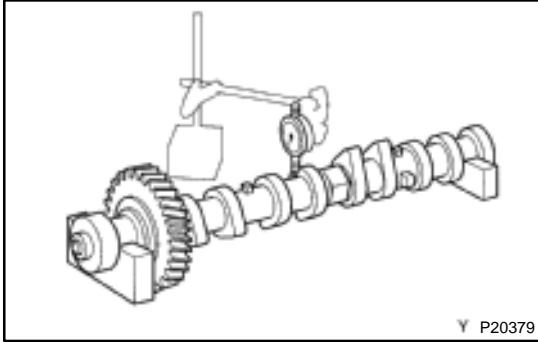
- (c) Using a spring tester, measure the tension of the valve spring at the specified installed length.

Installed tension:

148 – 164 N (15.1 – 16.7 kgf, 33.3 – 36.8 lbf)

at 31.8 mm (1.252 in.)

If the installed tension is not as specified, replace the valve spring.



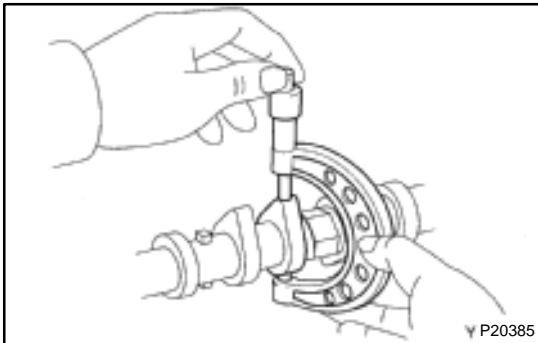
9. INSPECT CAMSHAFTS AND BEARINGS

Inspect camshaft for runout

- (1) Place the camshaft on V-blocks.
- (2) Using a dial indicator, measure the circle runout at the center journal.

Maximum circle runout: 0.04 mm (0.0016 in.)

If the circle runout is greater than maximum, replace the camshaft.



10. INSPECT CAM LOBES

Using a micrometer, measure the cam lobe height.

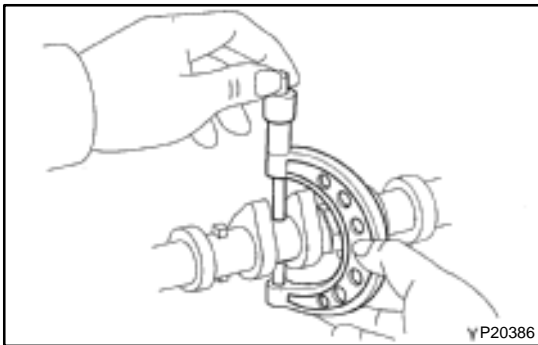
Standard cam lobe height:

Intake	41.514 – 41.614 mm (1.6344 – 1.6383 in.)
Exhaust	41.011 – 41.111 mm (1.6146 – 1.6185 in.)

Minimum cam lobe height:

Intake	41.35 mm (1.6279 in.)
Exhaust	40.85 mm (1.6083 in.)

If the cam lobe height is less than minimum, replace the camshaft.



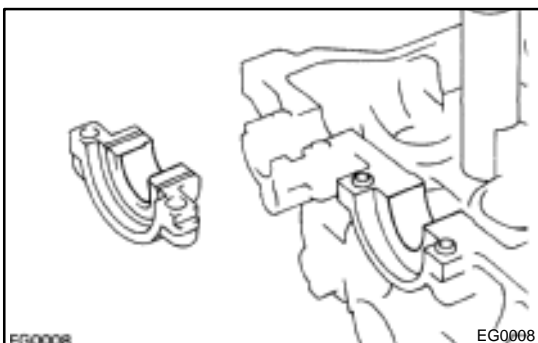
11. INSPECT CAMSHAFT JOURNALS

Using a micrometer, measure the journal diameter.

Journal diameter:

Exhaust No.1	24.949 – 24.965 mm (0.9822 – 0.9829 in.)
Others	22.949 – 22.965 mm (0.9035 – 0.9041 in.)

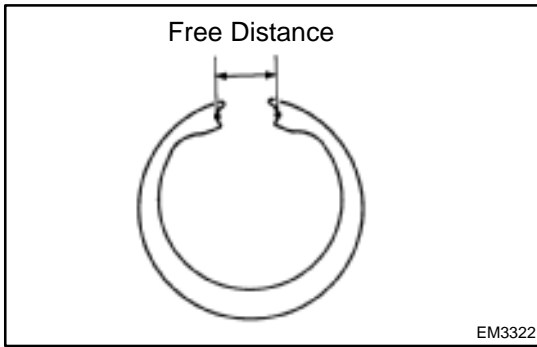
If the journal diameter is not as specified, check the oil clearance.



12. INSPECT CAMSHAFT BEARINGS

Check that bearings for flaking and scoring.

If the bearings are damaged, replace the bearing caps and cylinder head as a set.



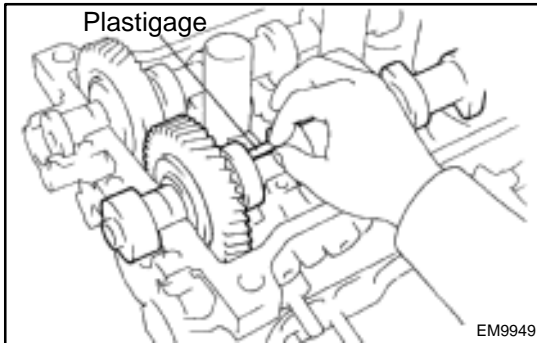
13. INSPECT CAMSHAFT GEAR SPRING

Using a vernier caliper, measure the free distance between the spring ends.

Free distance:

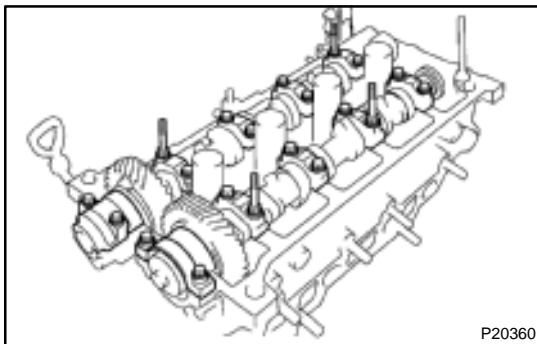
22.5 – 22.9 mm (0.886 – 0.902 in.)

If the free distance is not as specified, replace the gear spring.



14. INSPECT CAMSHAFT JOURNAL OIL CLEARANCE

- Clean the bearing caps and camshaft journals.
- Place the camshafts on the cylinder head.
- Lay a strip of Plastigage across each of the camshaft journals.



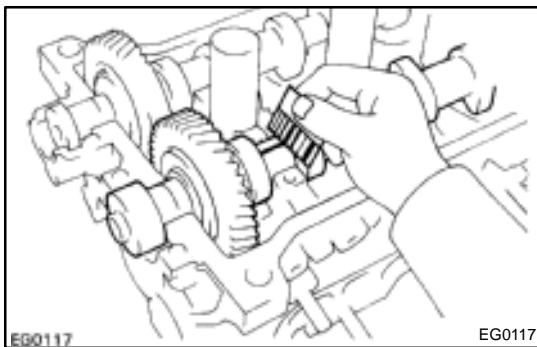
- Install the bearing caps (See page [EM-44](#)).

Torque: 13 N·m (130 kgf·cm, 9 ft·lbf)

NOTICE:

Do not turn the camshaft.

- Remove the bearing caps.



- Measure the Plastigage at its widest point.

Standard oil clearance:

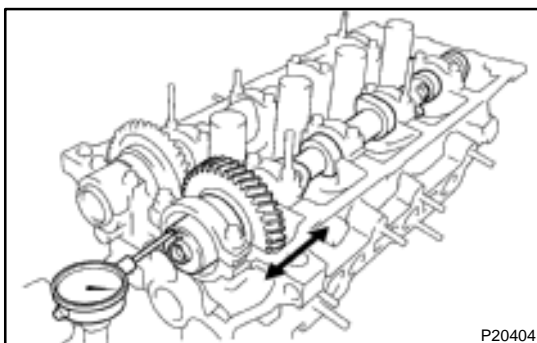
0.035 – 0.072 mm (0.0014 – 0.0028 in.)

Maximum oil clearance:

0.10 mm (0.0039 in.)

If the oil clearance is greater than maximum, replace the camshaft. If necessary, replace the bearing caps and cylinder head as a set.

- Completely remove the Plastigage.



15. INSPECT CAMSHAFT THRUST CLEARANCE

- Install the camshaft (See page [EM-44](#)).
- Using a dial indicator, measure the thrust clearance while moving the camshaft back and forth.

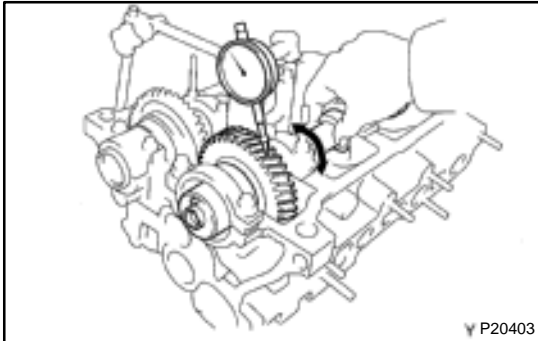
Standard thrust clearance:

0.045 – 0.100 mm (0.0018 – 0.0039 in.)

Maximum thrust clearance:

0.12 mm (0.0047 in.)

If the thrust clearance is greater than maximum, replace the camshaft. If necessary, replace the bearing caps and cylinder head as a set.



16. INSPECT CAMSHAFT GEAR BACKLASH

- (a) Install the camshafts without installing the exhaust cam sub-gear (See page [EM-44](#)).
- (b) Using a dial indicator, measure the backlash.

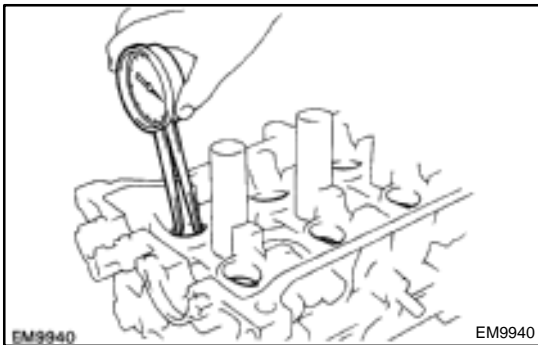
Standard backlash:

0.020 – 0.200 mm (0.0008 – 0.0079 in.)

Maximum backlash:

0.30 mm (0.0188 in.)

If the backlash is greater than maximum, replace the camshafts.

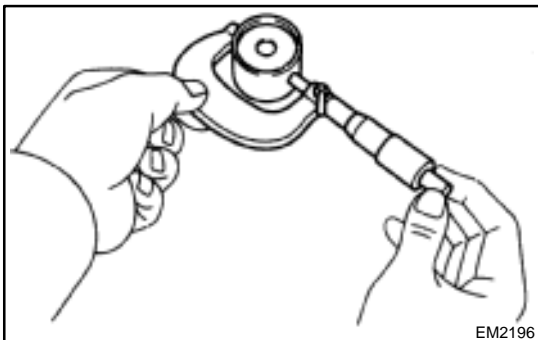


17. INSPECT VALVE LIFTERS AND LIFTER BORES

- (a) Using a caliper gauge, measure the lifter bore diameter of the cylinder head.

Lifter bore diameter:

28.000 – 28.021 mm (1.1024 – 1.1032 in.)



- (b) Using a micrometer, measure the lifter diameter.

Lifter diameter:

27.975 – 27.985 mm (1.1014 – 1.1018 in.)

- (c) Subtract the lifter diameter measurement from the lifter bore diameter measurement.

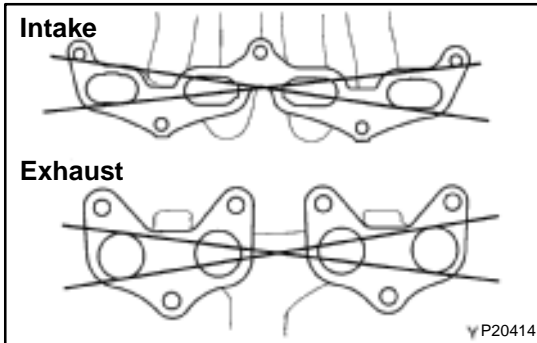
Standard oil clearance:

0.015 – 0.046 mm (0.0005 – 0.0018 in.)

Maximum oil clearance:

0.10 mm (0.0039 in.)

If the oil clearance is greater than maximum, replace the lifter.
If necessary, replace the cylinder head.



18. INSPECT INTAKE AND EXHAUST MANIFOLDS

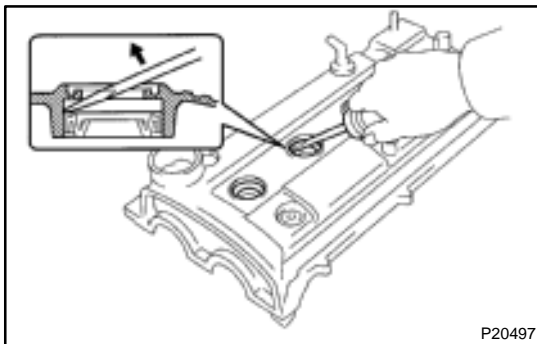
Using a precision straight edge and feeler gauge, measure the surface contacting the cylinder head for warpage.

Maximum warpage:

Intake: 0.1 mm (0.004 in.)

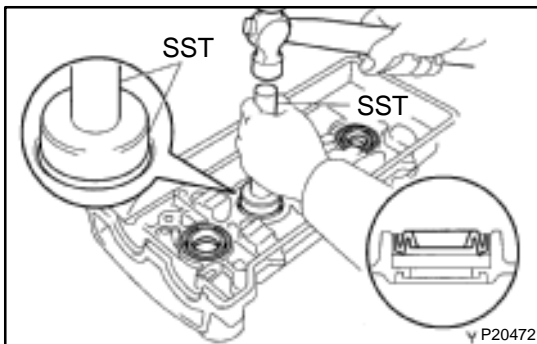
Exhaust: 0.5 mm (0.020 in.)

If warpage is greater than maximum, replace the manifold.



19. IF NECESSARY, REPLACE SPARK PLUG TUBE GASKETS

(a) Using a screwdriver, pry off the tube gasket.



(b) Using SST and a hammer, tap in a new tube gasket until the upper edge of the cylinder head cover.

SST 09550-10012 (09252-10010, 09556-10010)

(c) Apply MP grease to the gasket lip.