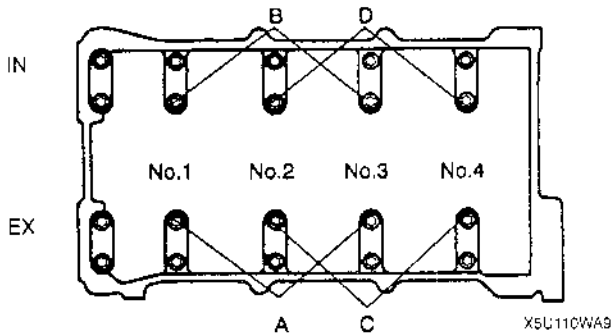


VALVE CLEARANCE ADJUSTMENT

X5U110W04

Perform this same procedure for all camshafts requiring valve clearance adjustment.

1. Turn the crankshaft clockwise so that the cams on the camshaft requiring valve clearance adjustment are positioned straight up.
2. Remove the camshaft cap bolts as necessary. Remove only one pair of cap bolts at a time. Install the cap bolts before removing the next pair.
 - A: For EX side No.1, 2, 3 cylinder adjustment shim removal.
 - B: For IN side No.1, 2, 3 cylinder adjustment shim removal.
 - C: For EX side No.2, 3, 4 cylinder adjustment shim removal.
 - D: For IN side No.2, 3, 4 cylinder adjustment shim removal.



X5U110WA9

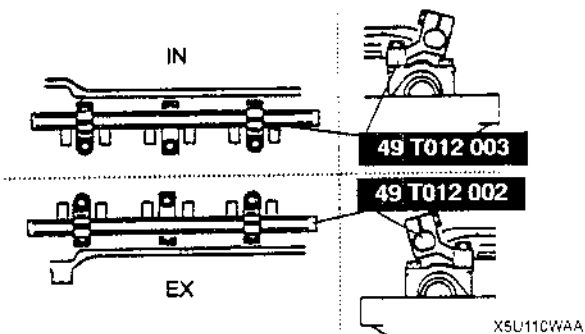
Note

- For EX side No.2, 3 cylinder adjustment shim removal, remove bolts either A or C.
- For IN side No.2, 3 cylinder adjustment shim removal, remove bolts either B or D.

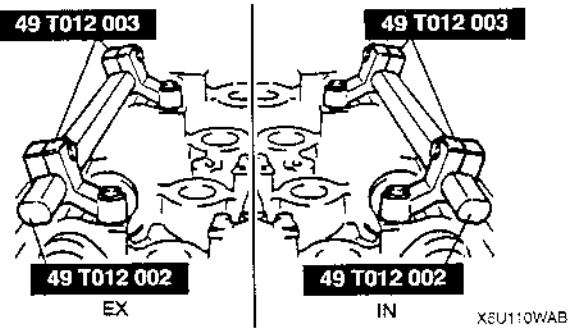
3. Install the SSTs on the camshaft using the camshaft cap bolt holes.

Tightening torque

11.3—14.2 N·m
{115—145 kgf·cm, 100—125 in·lbf}

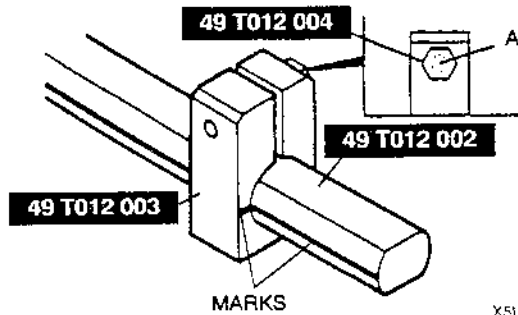


X5U110WAA



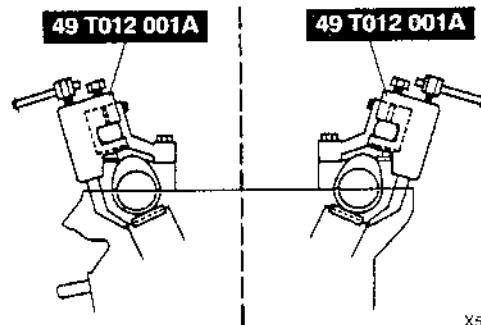
X5U110WAB

4. Align the marks on the SSTs (shaft and shaft clamp).
5. Tighten bolts A to secure the SST (shaft).



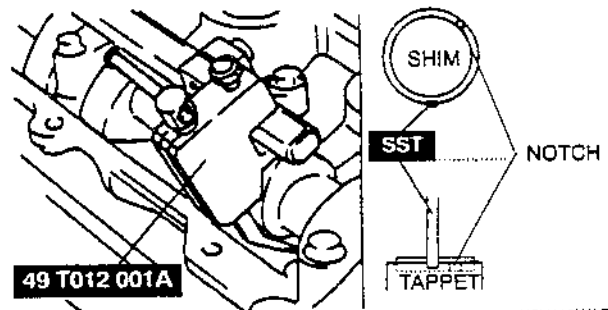
X5U110WAC

6. Face the SST (body) outside of the cylinder head, and mount it on the SST (shaft) at the point of the adjustment shim to be replaced.



X5U110WAD

7. Face the notch of the tappet so that a small screwdriver can be inserted.



X5U110WAE

8. Set the SST on the tappet by its notch.
9. Tighten bolt B to secure the SST (body).

Caution

- Cylinder head can be damaged when the tappet is pressed down.