Engine Tune-up

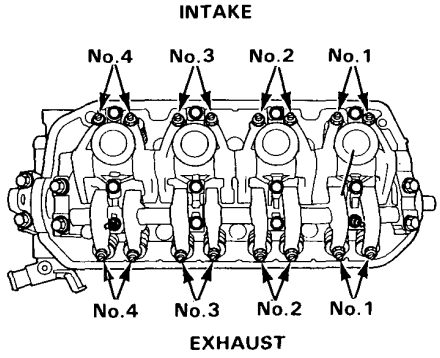
Valve Clearance Adjustment

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

NOTE:

- Valves should be adjusted cold when the cylinder head temperature is less than 38°C (100°F).
  Adjustment is the same for intake and exhaust valves.
- If pulley bolt broke loose while turning crank, retorque it to 165 N·m (16.5 kg-m, 119 lb-ft).

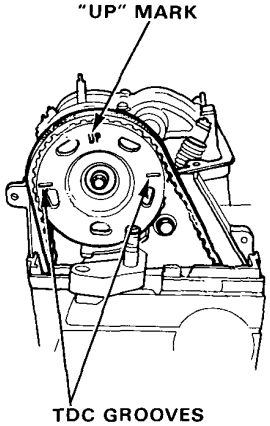
1. Remove valve cover.



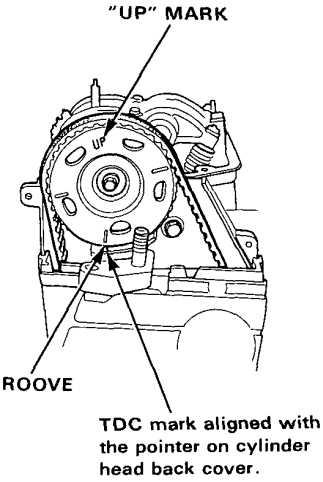
2. Set No. 1 piston at TDC. "UP" mark on the pulley should be at top, and TDC grooves on the pulley should align with cylinder head surface. The distributor rotor must be pointing towards No. 1 plug wire.

Number 1 piston at TDC

except 1.6ℓ:

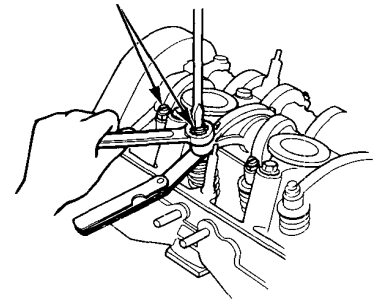


1.6ℓ:



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.

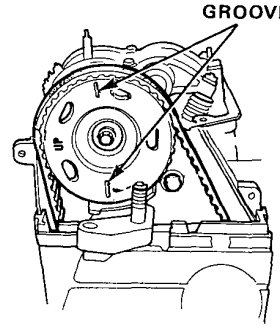
INTAKE and EXHAUST VALVE LOCKNUTS 7 x 0.75 mm 14 N·m (1.4 kg-m, 10 lb-ft)



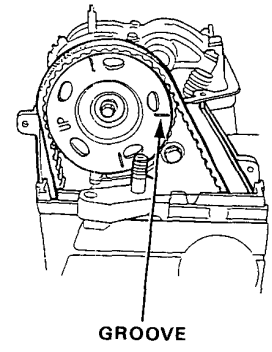
5. Tighten locknut and check clearance again. Repeat adjustment if necessary.
6. Rotate crankshaft 180° counterclockwise (cam pulley turns 90°). The "UP" mark should be at exhaust side. Distributor rotor should point to No. 3 plug wire. Adjust valves on No. 3 cylinder.

Number 3 piston at TDC

except 1.6ℓ:



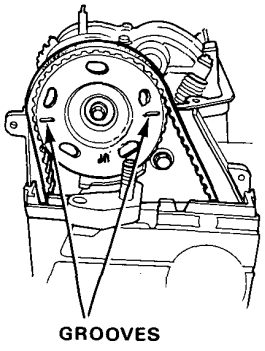
1.6ℓ:



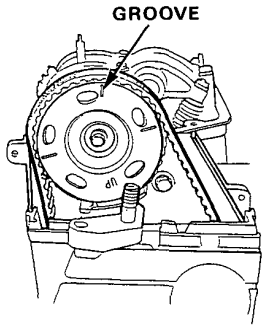
7. Rotate crankshaft 180° counterclockwise to bring No. 4 piston to TDC. Both TDC grooves are once again visible and distributor rotor points to No.4 plug wire. Adjust valves on No.4 cylinder.

Number 4 piston at TDC

except 1.6ℓ :



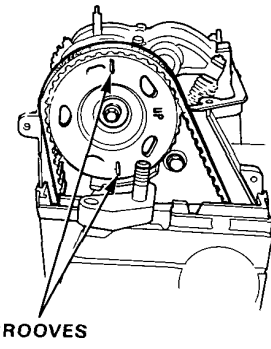
1.6ℓ :



8. Rotate crankshaft 180° counterclockwise to bring No. 2 piston to TDC. The "UP" mark should be at intake side. Distributor rotor should point to No. 2 plug wire. Adjust valves on No. 2 cylinder.

Number 2 piston at TDC

except 1.6ℓ :



1.6ℓ :